

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 257 | February 2016



www.jecsouthwales.co.uk





WEBBER'S WORDS

By Andy Webber
News Editor

I can't say that winning awards becomes boring; recognition should always be celebrated but with Jaguar it's constant!

Both the new XE and XF have recently won awards for both safety and 'Business Car of the Year' as well as the XE being one of seven cars nominated for 'European car of the Year'. You would also assume that the new F-Pace will follow this trend.

This is obviously huge testament to TATA's support, Ian Callum's superb designs, and shows how much the Jaguar brand is growing year on year.

Part of this, is the fact that there are now more car magazines, events, and websites, with more awards available to win than in the sixties, seventies and eighties. I thought I'd do some research on awards that Jaguar won in the seventies, eighties and even nineties to see how far the brand has come.

I've read quite a few reviews and investigated lots of links but can't see many awards at all - please feel free to correct me! It would be nice to hear from those that bought Jags in the seventies and eighties - what were your experiences??

Over the last few months we've carried some excellent news stories and I've been amused too see some of the same stories in



Jaguar World a month or more after we've published it - you hear your Jaguar news here first! And hot off the press today, as I type this... the story of testing 'connected and autonomous JLR cars' has broken - shows how far the brand and technology has come!

Andy Webber

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Deadline for all articles, contributions and adverts for the next edition is **March 7th.**

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

Publication Designed and Printed on behalf of Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.
Web: www.trendy-designs.co.uk
email: hello@trendy-designs.co.uk

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

By Colin Manconi
Regional Representative

An evening with Rob Jenner

At the next meeting on the 16th of March Rob Jenner, who has just retired as Chairman of the JEC, will be joining us to give a talk on all things Jaguar.

I hope you will do your best to attend as I am sure it will be a great night.



Practical Classics Restoration Show

This is a two day show on Saturday the 5th and Sunday the 6th of March. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. I will be helping out on the stand and hope to meet you there.

Jaguar International Spares Day

Many of our members will be attending this show on Sunday the 20th of March, looking for an elusive part. Andy and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.

South Wales Region AGM

We held our AGM at the January monthly meeting on the 20th. It was well attended and we welcomed some new members to the region.

The AGM started with the Regional Representative report which gave a short résumé of the shows we attended as a region in the previous year. We attended 25 shows during the year, the most we have ever attended. With our gazebo, flags and a range of different models of Jaguars we always gave a good account of ourselves as a region.

I then thanked all the members who came to the events during the year and helped out. Especially Paul, our world renowned Chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Also Ruth whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons.

I also thanked my fellow committee members Andy, Paul, Mike and Colin for all their help during the year. Also our President Harry who even though he has moved to Torquay still stays in contact and sends us an article for the magazine each month. And lastly John and Janet for all their hard work arranging "Drive it Day". I then moved on to the magazine. If you log on to the JEC website and look at what the other regions have to offer I think you will find that we probably have one of the best magazine and websites in the club. On your behalf I thanked Michael for all the work he does editing, collating, and printing the magazine and looking after the website.

It would be remiss of me not to thank the members who contributed to the magazine during the year. Colin Masterson for his "Letter from America", Harry for "The Torbay Flyer", Scott for his great articles on the repairs of his cars, Andy, Mark and Terry, for their various articles. Brian and Norman for their hilarious jokes, some of which could not possibly be printed in this magazine. We need more articles for the magazine. Any work you have done on your car, even changing the plugs oil etc, what cars have you owned during your life. Write a short article with a few pictures. It really helps when we don't have any shows to write about.

There has been some criticism that we do not have many lady members at our meetings. I agree that this would be a good thing if more would attend, but I cannot change it without your help. Talk to your wives and partners and see if they would like to come along. Many years ago we used to a group of ladies who used to attend. Let's see if we can attract them again.

We then moved on to the treasurer's report. The accounts showed that we made a small loss from the previous year, but the club accounts still look healthy. We ordered a new Gazebo last year and were fortunate to have the cost paid by two sponsors.

The main expenditure is the cost of printing the regional magazine. It was explained that this year we would have a small shortfall on the amount we get from advertisements compared with the cost of the magazine, but next year we hope to break even. It

was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in.

The committee was then reappointed "on block" as all committee members had agreed to carry on for another year and they were thanked for all their hard work during the year.

Our annual "Wooden Spoon" award was presented to Dave Fisher, who unfortunately locked his car keys in the boot of his car at the Castle Combe show. The picture of him sitting in his chair eating an ice cream, with not a care in the world, whilst the RAC man worked under the car was the funniest of the year!

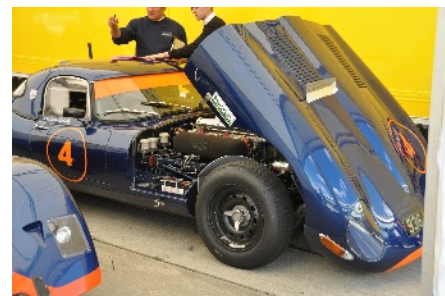
The AGM was then closed.



Coleford Carnival Of Transport

Our first major show of the year is the Coleford Carnival of Transport on Monday the 28th March. We have attended this show for many years and have always enjoyed it. There is a £2.50 administration fee to be paid to Coleford. Many members have already paid. If anyone else is interested would they please inform me tonight as the entry form has to be sent off.

We need members to take up the challenge and supply new original articles and reviews. These can be about your Jaguar cars, experiences or reviews on parts/ products used on your Jag. While you may not think of yourself as the next award winning journalist, your unique articles and reviews will be of interest and welcomed by our other members. Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences. Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that. So what are you waiting for, get writing that article! To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk



Silverstone Classic

This is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and up to 10000 classic cars. There is entertainment in the evenings and racing all day long.

We have attended this meeting for many years and have really enjoyed it. Fourteen of our members are going on the Friday and returning on Sunday evening. You really need more than one day to see it all. We have booked to stay the Friday and Saturday nights at the Premier Inn at Harpole, not too far away from Silverstone. Rooms may still be available.

The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £99.00. This is for Friday, Saturday and Sunday, a cost of just over £16.50 per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of SCC16039

We have a lot of shows coming up this year I hope you can support the region and attend as many as possible.



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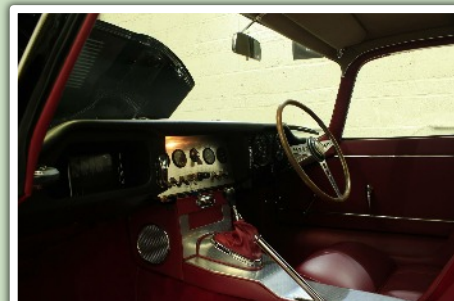
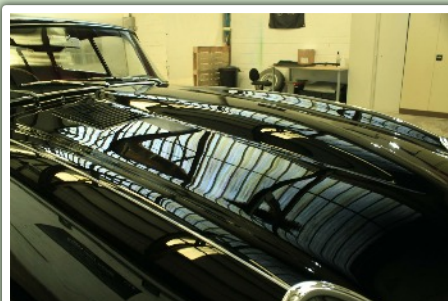
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This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or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



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

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





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

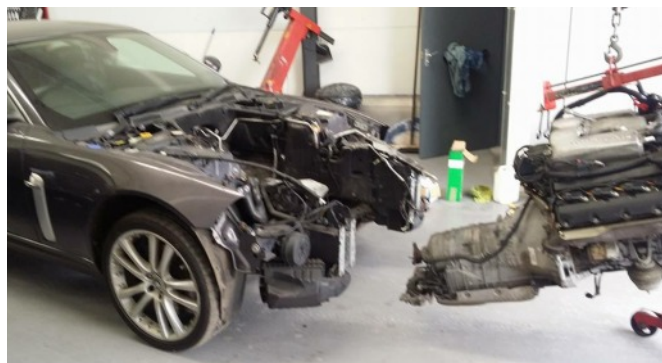
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NEWS

What's going on in the world of Jaguar & Jaguars



Jaguar's Heritage workshop at Browns Lane in Coventry, offers warranted servicing and restoration services for all of Jaguar's classic models.

Heritage Launch New Body Panels

The all-original and complete set of body panels for the Series 1 Jaguar E-type and selected parts of Series 2 and 3, are now available to order from Jaguar Heritage Parts.

In order to provide world class quality for E-type customers, Jaguar's skilled technicians and engineers have employed digital scanning technology to map every inch of an E-type in 3D. Once scanned, the highly detailed scans are transferred to CAD images to create a complete and virtual model of the car to ensure perfect panel alignment.

The exact dimensions and

shapes of the inner and outer surfaces and recorded to within a fraction of a millimetre. Once the entire car is digitally mapped, Jaguar Heritage is then able to test the quality and accuracy of each panel plus the original tooling used to make it. Each part is meticulously measured on an E-type body for final adjustments before production, thus ensuring a complete and true rendition of Jaguar's famous sports car.

Jaguar Heritage offers a growing and comprehensive list of over 30,000 replacement parts for a range of Heritage models 10 years out of production.



Jaguar Land Rover to test autonomous cars on UK roads

Jaguar Land Rover will begin testing autonomous and connected vehicle technology on 41 miles of public roads, as part of a UK Connected Intelligent Transport Environment (CITE) project that's worth £5.5 million.

The project is the first of its kind in the UK, and will be based on roads surrounding JLR's Coventry and Solihull bases. It'll use a fleet of 100 vehicles, five of which will be modified versions of current Jaguar Land Rover models, equipped with car-to-car and 'over the horizon' technology, to develop self-driving and co-operative systems in a real-world test environment.

Some of the test cars will be able to read roadside infrastructure, including traffic lights and overhead gantries, and communicate with one another and emergency vehicles to help reduce congestion through intelligent route planning and to improve safety thanks to the technology's ability to 'see' beyond the horizon.



JLR backs Britain's Wounded

Jaguar Land Rover has announced its sponsorship of the UK Team at the 2016 Invictus Games. The company will provide financial and logistical support via a fleet of vehicles, while the UK Team will wear the Jaguar Land Rover brand on their competition kit.

The Invictus Games is a multi-sport event that is open to all wounded, injured and sick serving personnel and veterans, it is due to take place for the second time from 8th to 12th May 2016 at the ESPN Wide World of Sports Complex in Orlando, Florida. The Invictus Games use the power of sport to inspire recovery, support rehabilitation and generate a wider understanding and respect for wounded, injured and sick Servicemen and women.



New 200MPH F-Type SVR

The new Jaguar F-TYPE SVR will make its global debut at the Geneva Motor Show and will go on sale in summer 2016.

Capable of 200mph, the new F-TYPE SVR is the first Jaguar SVR and is developed to exploit the two-seat aluminium sports car's full potential while retaining its day-to-day usability.

Lighter, faster and more powerful, the new F-TYPE SVR takes performance, dynamics and driver involvement to a new level yet retains the comfort and duality of character inherent to all Jaguar cars.

XE wins Euro NCAP award

The Jaguar XE sports saloon triumphed in Euro NCAP's prestigious Best in Class Cars of 2015 awards, coming first in the large family car category.

The XE has already received the maximum five star rating from Euro NCAP against 2015's highly demanding test protocols. In awarding the XE with best in class honours, Euro NCAP praised the high levels of active and passive safety systems fitted to the XE as standard.





By Luke Salkeld, Harry Kuehling & Chris Juniper

Plucked from the deep

Like many second-hand cars, it could do with a drop or two of WD40. But considering it has spent more than 70 years at the bottom of a lake, this one is in relatively good condition - and fetched £202,499 at auction!

The rare 1925 touring Bugatti was pushed into the water by a frustrated tax official in 1936 after the owner abandoned it in Switzerland without paying the appropriate import tax. Because the value of the car was less

than the money owed, the customs officer was duty bound to destroy it - and decided to push it into Lake Maggiore.

Then, in 1967, the car was re-discovered by a diver, Ugo Pillon, who was curious to find

out if there was any truth to the story. He found the Bugatti lying on its side over 160ft below the surface and from then on members of the local diving club regularly visited it.

It was brought back up to the surface in July of last year by the club to raise money to fund a charity which addresses juvenile violence. It was founded after a fellow diver died after being beaten up by three youths.

The 1925 touring Type 22 Bugatti was built in Brescia in Italy and was first registered in Nancy, France. A small brass plate found on the car bears the name 'George Nielly, 48 Rue Nollet, Paris'. It was registered in his name in 1930. The car had four cylinders, a 1.5 litre engine and could reach almost 100 miles an hour. It was a two-seater with no roof and was very light. Later versions of the car were made in France, but this was known as a Brescia Bugatti, after the Italian town where it was manufactured.

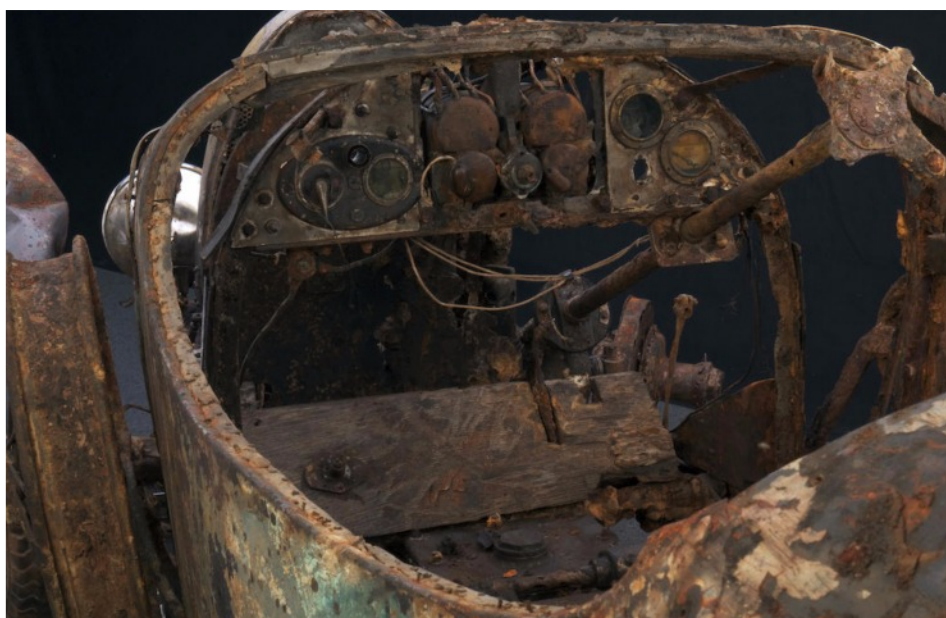
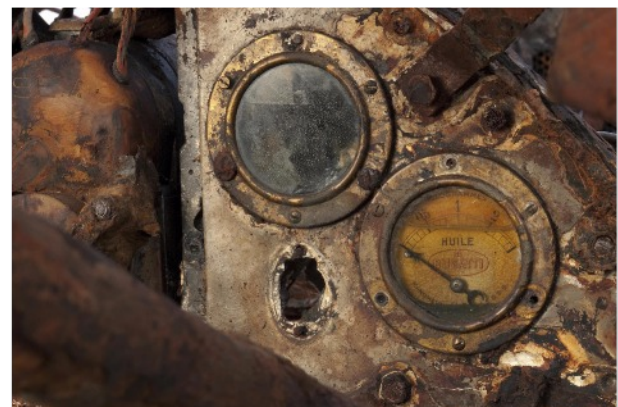
As to who owned it in Ascona, Switzerland, it has not been determined, however, auctioneers Bonhams believe the most likely candidate is Marco (Max) Schmuklerski, a Zurich-born architect of Polish descent. He is known to have worked there for three years, designing a number of buildings, before returning to Zurich. It is possible he acquired the car while studying architecture at the famous Beaux Arts school in Paris where he may have met George Nielly. But Mr Schmuklerski brought it back to Switzerland without paying import duties. Another theory is that he bought the car from a French tourist or client in Ascona. Whatever the case, the car always kept its French plates and import duties were never paid. Mr Schmuklerski is believed to have left the car behind when he left Ascona and it then remained stored in a builder's yard.

But customs officials became aware of the car's

existence and insisted on the import duties being paid. By this time the duties could well have amounted to more than the value of the well-used car which was 11 years old. In the case of non-payment, the car had to be destroyed and the easiest way to do so was to tip it into the nearby lake. But should it ever be needed to be recovered a heavy chain was attached. However this finally corroded away and the car fell to the lake bed at a depth of 160ft. Incredibly, when it was retrieved last summer, there was still air in the tyres and traces of the original Bugatti blue on its bodywork. It's believed that 20 per cent of the vehicle is salvageable and collectors and museums were keen to buy it.

James Knight, from Bonhams auction house, said: 'We have offered a few things in our time in the motoring department, but nothing like this. 'Sometimes we get cars that have been hidden in barns for years, built never have we had one that's spent 70 years at the bottom of a lake. 'The story as we know it is that in the late 1920s or early 1930s the car was taken to Switzerland by its French owner. 'Eventually the customs official got fed up and pushed it into the lake. He was legally obliged to destroy it and rolling it into the lake seemed the best way.' All money raised will go towards the Damiano Tamagni Foundation which is based in the town. The sale is on January 23 at the Bonhams Retromobile sale in France.

With a guide price of £80,000, the hammer eventually fell at £202,499 (in 2010) and the car was due to be preserved with a team of engineers working to stabilise the corrosion before going on display at the Peter Mullen Museum in California in a glass display case filled with inert gases.





By Colin Masterson

Letter from America



Once again, under beautiful sunny skies (sorry guys!), it was time for the Daytona Turkey Run. With over 6,000 entrants and a lot of cars for sale this is a show not to be missed. Not so many of the cars are pre-1940, most being from the 50's to the 70's. I was talking to some guys there over an early morning bacon butty (they call them breakfast sandwiches here and, being America they add a fried egg and a slice of cheese!) about how old car enthusiasts are growing older and there will be soon less demand for the sort of cars on show as the younger generation are tending to go for muscle cars. It is a

similar problem that we see in the UK and this effect together with the use of the Internet is going to have a continuing impact on the type and nature of car shows.

Mind you, the same guys were supporters of Donald Trump who is running for the Republican nomination for President in the General Election in November. As you may know, the guy is a raving bigot and the more he slags of ethnic minorities, women and various other groups the more popular he seems to get. As you have probably read, his latest idea is to ban all Muslims from entering the country. It is quite scary that seemingly ordinary

people can support him, as he is now the front-runner among 12 other republican candidates.

Of course this is in a state that is very pro guns (now don't get me started!), everyone here seems to have one despite regular nutters gunning down school children, young kids finding guns in their parents bedside nightstands and shooting each other and burglars using the home owners own guns to kill them. Oh well, at least we are not in Texas where things are much worse and fortunately I have not heard of anything like that happening near us. It does make you think about the locals sanity though. On the





political front I just hope Hilary Clinton gets in despite all of the usual hints of corruption in property dealings in the past. I can usually get a rise out of the locals by asking what they think of her. Most of the comments are not publishable but they seem to think she should be in jail and their views of Obama aren't much better.

Excuse my blowing off steam, back to the cars show, the auto jumble and new parts stalls go as far as the eye can see. The whole of the inside of the track (at 2.5 miles it is the largest oval track in the USA) is full of cars and stalls so a stroll around is not for the faint hearted and could not possibly be done in a day.

Netta and I took the Eldorado up on Friday and stayed at the Hilton Hotel on Daytona Beach through to the Monday morning. If you know where to look you can get away from the slightly tacky part of Daytona and enjoy some excellent meals. One place we found a couple of years ago called Top of Daytona is a restaurant on the top floor of a 29-storey apartment block with superb views up and down the shoreline.

There were quite a few interesting vehicles at the show: a 1934 Military ambulance with a



7.4 litre V8 motor with twin turbochargers.; a 1965 Econoline pickup called "Backasswards" which has everything reversed and drives backwards with the engine built into the back of the pickup; the usual selection of Rat Rods; a lovely green pickup with the rather sad sign on it that said "The only thing left from my first marriage"; a pretty little Morris Minor convertible owned by a local guy from just up the coast. He rebuilt it sympathetically and it

makes a nice little runabout. Not something you would take long distance on the turnpike but great for local shopping trips; A couple of "extra terrestrial" vehicles built in Micco Florida based on various production cars but with outrageous bodies. One, in blue, is based on a Porsche Boxter but it looks more like something that would be transporting Imperial Troops in the next Star Wars movie.

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Elvis decided he wanted another trip out to the Mount Dora Guitars and Cars swap meet, a show I have been to before. Elvis likes to ride in the back with the wind in his hair and surprises quite a few people as we drive along. Every time we stop at the traffic lights the cameras come out. Sorry, am I dreaming? No but it is fun to see peoples reaction to Elvis as he is incredibly lifelike.

I did a bit of research into Cadillacs owned by Elvis and one of them was a 1976 Fleetwood Eldorado Coupe in the same colour blue as mine but his had a hard top and the chrome work was all gold. It was bought by Elvis Presley

for \$14,409 in 1976 and was Elvis Presley's last "Vacation Car," and it was kept in Denver, Colorado. It was modified for Elvis with his trademark initials "TCB" (Taking Care of Business) on the doors and included a telephone in the front and portable TV in the back. After Elvis's death, the car was sold and taken on a nationwide tour. In April 1988 it became part of the Imperial Palace car collection in Las Vegas although I did not see it there when I visited a few years ago

There was the usual bunch of cars at the show but I thought the star of the show was a 1950's Chevy Bellaire and caravan

combination. The owner invited me in to look around and it was full of 50's detailed items. He even had a Jan 2016 calendar on the wall with a picture of his car and caravan on it, how cool is that?

This month saw the return of rocker cover racing. Competitors take old rocker covers, add skateboard wheels and various additions according to a theme and run their "cars" against another down a sloped track

I've got a few shows I might attend next month so hope to update you on those in the next news letter





By Scott Morgan

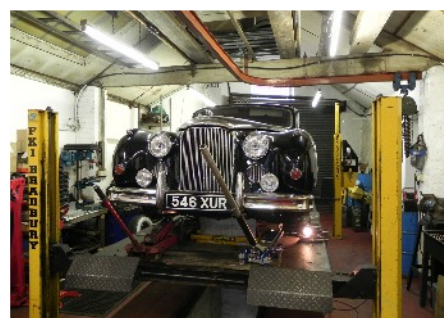
Its good to stop

This month: Brakes, suspension and bearings - the life and times of MK9 ownership by Scott & Derek Morgan

This very wet January has been a busy month of work on the MK9, and as usual, is proving frustrating at times. We are concentrating at one area at a time such as suspension, then bearings, then brakes and so on but as soon as we complete one job in one area we always seem to come across another three items that need attention.

We decided to start work on the front by firstly replacing all the suspension bushes, thankfully all the ball joints are in very good condition and only needed their rubber boots replacing and re greasing. One advantage of owning a car of this period is that things did seem to be made to last especially due to the fact of the large number of grease nipples on so many components of this car, such as ball joints, hub bearings, prop shafts, track rod ends, all the steering joints, cables, levers, and as long as maintained and greased regularly will last a life time! Unfortunately this idea is no longer used on modern cars hence we now constantly replace so many so called "sealed for life" components.

Much of the suspension was dismantled without too much



Taking a step up from 'child labour'... Job pays just two doggie biscuits a day!

trouble except for uncovering some strange methods of previous repairs, one that springs to mind was instead of using wire or split pins with castellated nuts, a few carpentry nails bent over had been used instead! Which proved very difficult to remove as they obviously had been there a very long time.

We then moved on to replacing the wheel bearings and shock absorbers which again was relatively straight forward. Then we started work on the brakes as we knew both wheels were holding slightly. All metal brake pipes are also being replaced as many are in a very poor state now. All flexible brake hoses have



also been replaced even though on first inspection seemed ok but as I removed the front offside hose I noticed the pipe had started to bulge which obviously is not a good sign as the next stage would be to burst!

We then dismantled the brake callipers expecting to find them seized but much to our surprise the reason the brakes were holding on was the brake pads had seized in the brake pad carriers and not the callipers. The rubber seals look fairly new in the callipers and as they are not sticking we decided to take a



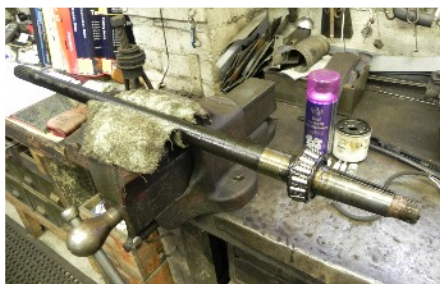
chance and leave the callipers as they are at the moment and so just cleaned them off, replaced the pads and made sure everything was free. The only casualty we had with the callipers was one of the brake pipe unions connecting the calliper snapped after much teasing and persuading! This did cause a time consuming problem as we had to drill the union out and Re-tap the thread in the calliper.

The brake discs caused a bit of a dilemma too. We originally were going to buy new but as they



cost in excess of £140 plus VAT each we decided to use our machines at hand and skim the brake discs using a lathe. This cleaned the discs up and took out any possible warps and also saved some money!

After all the front suspension and brakes were then reassembled we then started on the rear axle. So far we have dismantled the brakes, changed the rear shock absorbers and are now in the process of changing the rear wheel bearings and axle oil seals. So step by step, slowly the MK9 is coming along nicely but hopefully will be ready for the upcoming shows this year, weather permitting!





By David Hadley

A 41.8mpg X300 XJR

Don't believe it? Well this is how



I bought my first Jaguar during 2003, a 1990 XJS 3.6 Coupe. AJ6 engine.

The car needed some bodywork and a bit of tidying, but I have covered some 40,000 miles in this lovely old Jag and apart from nearly killing us both, in Corsica on a JEC tour when the brake fluid boiled, the XJS has been a reliable vehicle, still got it.

As the mileage crept up to 150,000, during 2010, I decided to buy a better Jag, with a bigger boot, to carry even more wine back home from France.

I found a 1997 X300 XJR six cylinder model with just over 100k on the clock, in light blue with zero rust in the usual places. They are great engines these AJ16'S, so they say. This car is a great

drive and handles like a sports car rather as opposed to a saloon.

On the first day out with the local club, in only top gear, the engine miss fired and after diagnosis it was found to have NGK spark plugs fitted, apparently these cars only run sweet on Champion plugs, so the plugs were changed and all was fine for a while.

On the second day out the engine ran rather lumpy again and it was apparent that the engine was running on only five cylinders, as I had a spare coil I changed the coils around, but still no joy. My local garage had a closer look and identified that one of the coil leads had been crimped under the coil cover, hence breaking the internal wire. With that replaced off we go again.

On the third day out, (outward bound)

with the local club, we had a great Sunday lunch, not far from home, and guess what, the car would not start at all, not a splutter, up went the bonnet, six experienced Jag lovers peered within and muttered numerous ideas as to the solution. Back to the garage (home ward bound via the AA). Where the deal is, "we will have a play with it when we want a fresh challenge" (code fraise for we don't really want the job). Not terminal at all, it's the crank timing sensor, yep great off we go again.

Car ran great for a few miles after that, but the cranking time to firing up was climbing, this turned out to be the "dijery do" that fits where the old type distributor fits, so the garage popped a new one of those in. Car starts great now. Please note, it's a "petrol head man thing" I find with every vehicle I consider buying that enthusiasts advise of all the great benefits of a certain model, when the car goes wrong, they then say, "Ah they do-do that, that there model".

Fourth day out, you may recall back in the Autumn that orange glowing object appeared in the sky, it was a warm summers day, we went out on a car club treasure hunt, treasure was not found, but the Jag spluttered and ground to a halt, when bonnets go up women sigh, but men become enthused and peer in with troubled frowns, not like the old days of distributors and carburettors, call the AA. Recovery man also looks lost, can't fix these, computer won't access these older cars, "hmm older I thought", well I suppose it is, time flies when you are having fun.

So, upon returning back home the car was

rolled off the recovery truck and left outside, the rain started, I put the battery on charge as it had been challenged the day before, I tried to fire the engine to put the car inside, (I am a bit of an optimist). After trying it every other day for ten days no joy, but on the eleventh day, at the eleventh hour, alas the car started, and has started ever since, but "I a'int going nowhere", faults don't get better. Had a word with Bob Bates the technical man at JEC, if he don't know who does? Crank sensor at the front of the engine he reckons, so that's the next challenge.

The irony of all these minor set backs is that my wife is always with me when the Jags breakdown, and the daily drive always fails when she is driving on her own. Is someone up there trying to tell me something?

Moral of the story is that due to the miles that the car has been driven out ward bound and travelled back home on recovery trucks I calculate that I have averaged 41.8 mpg. Just goes to show that every cloud has a silver lining.

Oh, the other thing about motors is, that when a bit fails, you go to buy bits, and the reassuring statement from the stores usually is, "Never-really, that's unusual, never known one of those bits break before". Please advise does the motor trade have a language of it's own, with set phrases, and of course the one that really cracks me up is sucking through the teeth when one asks for an estimate.

It's great being a petrol head and it will be a sad day when we are all electric.



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By Kieran Corcoran

Once a show stopper, always a show stopper

A rare Jaguar E-Type car which was left to rust in a French barn before becoming home to a birds' nest has been restored to its former glory after nearly 3,000 hours of intensive work by restoration company Classic Motor Cars of Bridgnorth (CMC).

The newly restored car, which was discovered in a barn in Cernay, France, in late 2013, will go on display at the London Classic Car Show later this month after exactly 2,956hrs were spent restoring every nut and bolt while saving as much of the original car as possible, reviving it to near original condition.

The Series 1 3.8 Litre Chassis No. 860015, a right hand drive car, is rare and historically important as it was one of the six E-Types to go on display at the Scottish Motor Show in November 1961.

Last year Nick Goldthorp, Managing Director of CMC, said: 'We found Chassis No. 15 at end of last year in Cernay, a town close to the border with Germany about two hours away from Paris. It had been owned by the same person since 1976, who dismantled it probably some twenty years ago and that is as far as he got.'



One of the six E-Types on display at the 1961 Scottish Motor Show



Unfortunately, the car was left unattended in a barn until we found it, very rusty and corroded – there was even a bird's nest in the rear quarter.'

The experts spent a challenging 2,956 hours restoring every aspect of the rare car while retaining as much of its original features as possible.

Mr Goldthorp told the Telegraph 'We carried out a full nut and bolt restoration, which proved to be quite a challenge due to the sorry

state in which it was found. 'No detail was too small and extensive work has been carried out in the paint and trim shops so that the car can now boast its original colour combination of pearl grey exterior and light blue interior, being the only one produced in those colours in 1961. After restoring it to its former glory, we thought it was only fitting that the car returned to the centre stage 55 years later and what could be better than the London Classic Car Show.'





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By Brian Pearson

My history with Jaguars

I am not too sure why I have decided to write this 'my history with Jaguar Cars' but then again I cannot see why I should not give it go.

Until my latest acquisition the Jaguars I have owned have not been anything out of the ordinary. They have not been vintage or classics and neither can I claim a lifelong continuous association with Jaguars. Compared to most I am a novice and could never claim the expertise, knowledge or involvement with Jaguar cars as I am sure the majority of Jaguar Enthusiasts Club members can.

Through a love everything

cars and driving I have always admired and loved Jaguars but it has been a long and winding journey to where I find myself today. My earliest recollection of anything Jaguar was in about 1965 in Newquay Cornwall when as a young lad I was following my father as we crossed the road behind a light coloured MkX Jaguar. Just as my father past the offside exhaust the driver of the Jaguar chose to rev his engine and as a result deposited a large amount of black soot all across my father's white flannels - words were spoken I can tell you! I thought the car looked fantastic and had to smile to myself at my father's misfortune.

I have always had an enthusiastic fascination with motorcycles and cars from my early teens. As a young driver I always wanted a Jaguar car and like many car minded young men always had a yearning for an e type. A lack of finances and a need to remain reasonably practical made me realise a Jaguar car at that time was something for me only to look at and dream about. I joined the Police Service in West Yorkshire and eventually managed to get into the Road Traffic Division - but still Jaguars for me remained the thing of Television programmes. There was always a Jaguar MkII to be seen making its way at speed from a robbery or bank job and then the ringing of a bell summoned the arrival of the Jaguar Police Patrol car.

My first hands on encounter with a Jaguar was in 1983 when a 4.2 XJ6 Series 3 Police Special arrived in force. The vehicle was on

Continued >

loan from Jaguar cars for evaluation purposes as a possible future addition to the force Road Traffic Fleet. It was doing the rounds to see if different Police Forces wanted to purchase them as patrol cars. The car was specially prepared for Police use with modifications such as all rubber floor coverings, a massive calibrated speedometer mounted on the top of the dashboard centrally so both driver and navigator could see it, a large metal gun box in the boot, roof mounted blue lights and one or two other refinements. I had the pleasure of using the Jaguar on many occasions whilst it was with us and was lucky to have use of it every night, for a full week, on night patrol along the A1 – a dream come true. In comparison to the Ford Granada's and Rover SD1's we had in service at that time the Jaguar was far superior, or so I thought. There was no doubting its superiority in performance and the eye catching appeal and I firmly believed a fleet of such cars was a must. Unfortunately adverse evaluation reports from some other officers which included comments like a lack of foot space, badly positioned hand-brake, very light steering and restricted boot storage coupled with high running costs and poor reliability meant that no orders were placed from the force.

So once again I was left dreaming whilst patrolling in the likes of Vauxhall Senators and Ford Granada's. It was only in 1992 whilst discussing the pros and cons of various models of cars for police use, with a colleague, that I made mention of the XJ6 we had tried in the mid 80's. He then told me that he had recently sold his Jaguar XJ6 to Appleyard Jaguar in Bradford. He said how much he had returned on it in part exchange and it started me thinking. Off to Appleyard Jaguar and despite what the salesman said I bought it – a gleaming 1987 Jaguar XJ6 (XJ40) 3.6 manual saloon in a pale metallic blue. Yes manual – the salesman told me that he expected to see me back in six months as he



said he knew I would grow dissatisfied with the manual gearbox and that such a car should only be automatic. I loved the car but the salesman was right. The manual box suffered with the same problem as so many other owners experienced in the likes of the early XJS' with manual gearbox, changing gear when the engine was cold was a work of art. First to second was almost impossible at times in winter and totally spoilt the driving pleasure.

Interestingly I had a little run in or difference of opinion with Jaguar Cars about the state of the boot lid on the car. As was a common fault on early XJ40's the boot lid seals were poor and the trailing edge of the boot lid was rusted through. Despite the vehicle being outside the manufacturers body warranty period I argued that the fault was through faulty design and poor build quality and should be put right. Appleyard Jaguar made me an appointment to meet a trouble shooter from Jaguar Cars. He turned out to be a very understanding chap and in the end Jaguar removed my rotten boot lid, supplied and painted a new boot lid with my existing boot furniture on it and I only paid the vat – a good deal I thought. Anyway as a result of going through a divorce I had to reluctantly sell the Jaguar but I never missed the manual gearbox.

I missed the Jaguar so very

much and a little over a year later I happened past the premises of Tasker and Lacy, a Jaguar specialist in Leeds. My eye was caught by a very tidy XJ6 (XJ40) 3.6 automatic in grey and before long I became its proud owner. The car was five years old one owner with average mileage. It was terrific to drive but proved very expensive to run. The finances of the day dictated that after a couple of years I had to part company and became Jaguar less again. But the dream and desire to be a Jaguar owner never left me and indeed having sampled the pleasures of ownership I was determined to get another one someday.

That day came in 1997 when a friend of mine who knew of my love affair with Jaguars told me of a car 'I just had to see'. The friend's son in law was a car dealer and an associate of his had apparently taken a beautiful Jaguar in as a part ex. The friend did not know what model it was but insisted it was worth a good dose of looking at or so he said. Off I went to the garage to be blown away by a beautiful XJ12 (XJ40) 6.0 automatic in light grey metallic. The car was four years old in super condition with FJSH but had 106,000 miles on the clock. Having convinced myself that the car had apparently done predominantly motorway driving and had received all the servicing, repairs and attention it needed a deal

was done. What a terrific car with abundant power and every luxury but all would not be good for long. I could not believe how I went from one major fault to another in quick succession.

In addition to normal servicing requirements I had to have the engine oil seals replaced, the self levelling unit went and had to be replaced, the front bulkhead seals had to be resealed, the boot kept filling with water - which turned out to be the rear window that needed refitting and so it went on and on.

At the time I owned this car I lived at the top of a short but very steep hill prone to snow and ice in winter! The winter of 97/98 was no exception and one morning the road was a good three to four inches deep in snow. Undaunted I pulled the car out of the garage and set off down the hill. As we gathered speed I touched the brakes and the ABS cut straight in. Unbeknown to me the road surface was sheet ice under the fresh fallen snow. At the bottom of the hill was a ninety degree left hand bend and it was quickly apparent that the car was not going to get round. Despite ABS the massive under steer caused by the front wheels sliding sideways meant we went across the road and into a neighbour's garden wall. The car came to rest with the rear wheels on the road but the front offside wheel overhanging into the front garden of the house. I could not move the car and after speaking with my distraught neighbour I returned home to sort out recovery. Imagine my alarm and amazement when I returned to my car a short time later to find another neighbour's Audi Quattro stuck in the rear of my Jag. Despite the four wheel drive and all that Vorsprung Durch Technik they had done exactly the same as me on the snow and ice and my car had prevented them going into the garden. The Jag was well crumpled front and rear - thank goodness for good insurance.

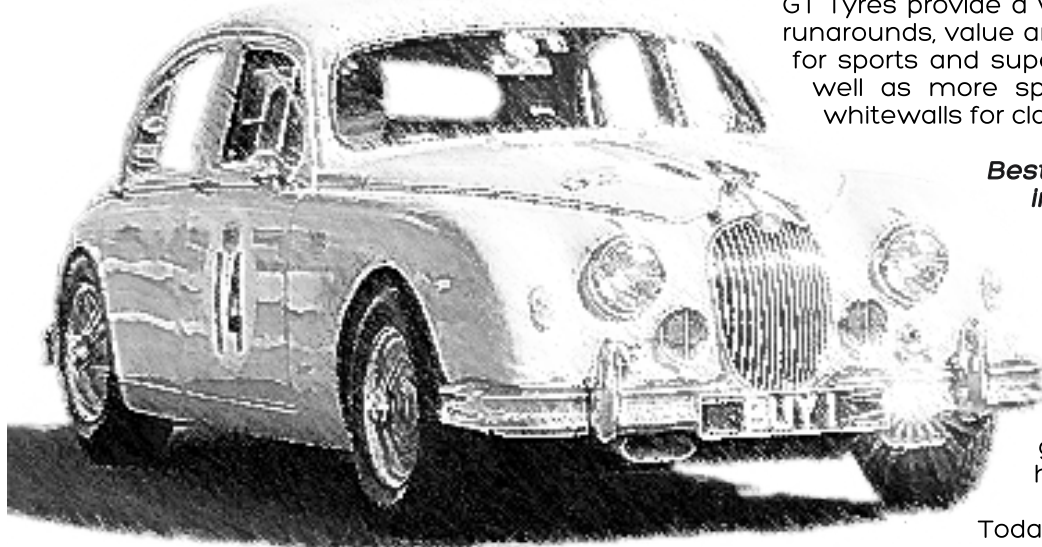
After a little over 12 months I decided enough was enough.

Despite the car looking splendid with a new front and rear I had lost all faith in it. The need for expensive repairs went on and on and could not be sustained - well not by me anyway. After a late night final blast down the M606 motorway, with the speedometer showing a speed of 170 mph, I sold the car.

By 1997 I had reached the dizzy height of Inspector on the West Yorkshire Police Motorway Unit. I was heavily involved with the force Vehicle Fleet Department including vehicle selection and evaluation. It came about that a Jaguar XJ6 X300 in Police Specification was available from Jaguar. I pushed hard and was successful in convincing the force to buy one for use on the Motorway. The vehicle looked splendid in full livery and whilst it was not everyone's cup of tea it proved to be a very good car for Motorway Patrol. The car also looked the part when used as convoy leader on VIP and Royal Visits. West Yorkshire Police later purchased a Jaguar S Type 3.0 again for Motorway Patrol.



Continued >



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T5's, Vauxhall Omega's and the BMW 5 series and it scored poorly, in certain areas, when officers completed evaluation reports. It was to be a one off and when its time was up it was never replaced. As for the S Type it proved something of a problem at high speed. The car seemed to take on a mind of its own at speeds in excess of 115 to 120 mph. It would switch from lane to lane and was difficult to control. It turned out to be a combination of the blue light roof bar and the fitting of none standard tyres. The force had a deal with a tyre manufacturer and all cars on the fleet had to use that particular brand of tyre. Despite the manufacturer insisting their tyres were to the same specification as Pirelli the tyres did not seem to work the same. The car was taken off patrol duties and the livery removed. It was used for most of its life as a staff car and occasionally for covert operations. To date the force has not taken on any further Jaguars as patrol vehicles.

As for myself I remained Jaguar less for many years and concentrated my time on my other passion - my Honda Goldwing motorcycle. In 2013 my wife decided it was time for a move and we left West Yorkshire for the delights of Llandaff, Cardiff. Not as



dramatic as it might sound as our daughter had lived in the Cardiff area for many years so we knew it well. I decided it was time to sell the bike as we did not seem to use it much and it did it no good to stand in the garage all the time. I took it back to Yorkshire where I know the salesman at a large Goldwing Centre in Keighley. Having sold the bike I was on the train from Keighley to Leeds to make my connection for Cardiff when it travelled slowly past the premises of Tasker and Lacy, Jaguar Specialist in Leeds. A place I remembered well from my previous acquisition from them. I looked out at the splendid array of Jaguars on

display and my desire was immediately rekindled. Once back in Cardiff I went onto Tasker and Lacy's web site. The rest is history as they say.

They had for sale a 1998 Jaguar XJ8 X308 3.2 Executive described as immaculate with just 23,000 miles recorded, full Jaguar main agents service history and only one lady owner. The car looked splendid in the photographs and I communicated with Tasker and Lacy via email. My son still lives in Leeds so off I went to visit him or was it to view the car? I leave that for you to work out but needless to say I struck a deal on the car and I drove it back to Cardiff. It is totally brilliant and it is just like brand new inside and out and totally genuine. It does indeed have a full main dealer service history with sixteen stamps regardless of mileage. I was even given the full warranty claim records for the car, as maintained by Jaguar, which among other things, shows the engine being replaced at 9200 miles. The car is superb and my pride and joy and albeit not vintage or classic it is fairly unique with the mileage and condition and I adore it.

I subsequently decided to join the JEC to share with others a long standing love of Jaguars and everything Jaguar.





Rebirth of the Jaguar XJ13 and XK180...

Highly accurate recreations, not replicas, bring two bold Jaguar icons from the '60s and the '90s back to life.

Two Jaguar concept cars built more than three decades apart have been recreated with the aim of offering exact reproductions for sale.

The first is the midengined XJ13, a possible Le Mans contender built in the 1960s, while the second recreates 1999's XK180, which was produced to celebrate the 50th anniversary of the Jaguar XK120. Both receive their public debut at the London Classic Car Show, which takes place at the ExCeL exhibition centre from February 18-21.

The XJ13 was completed by Jaguar in 1966 and was powered by a prototype quad-cam 5.0-litre V12 engine. Just one car was completed and it claimed a UK speed record after racing driver David Hobbs lapped the banked MIRA test track at an average speed of more than 161mph, a record that stood for 32 years. It was later badly damaged in a high-speed crash, with Jaguar's famed test driver Norman Dewis at the wheel, who emerged unscathed.

The XJ13 was later rebuilt, although the body differs in a

number of respects from the 1966 original. The XJ13 had its V12 engine mounted behind the driver, used as a stressed chassis member together with the five-speed manual ZF transaxle driving the rear wheels.

Jaguar XJ13 of 1966

The original XJ13 of 1966, which was heavily damaged in a crash and later rebuilt. It is still owned by Jaguar.

Its swooping lines have been replicated before, but the

version being displayed at the show by Building the Legend is claimed to accurately reflect the original car, right down to the last rivet. It even has one of the original six prototype quad-cam V12 engines.

Neville Swales, the driving force behind the XJ13 recreation, said: "The project has been supported by surviving members of the original XJ13 Project Team and we have enjoyed the co-operation of Jaguar Heritage, which has allowed us unfettered access to its archive. There is considerable international interest in the project and the London Classic Car Show will be the first time the general public will be able to see - and hear - the car."

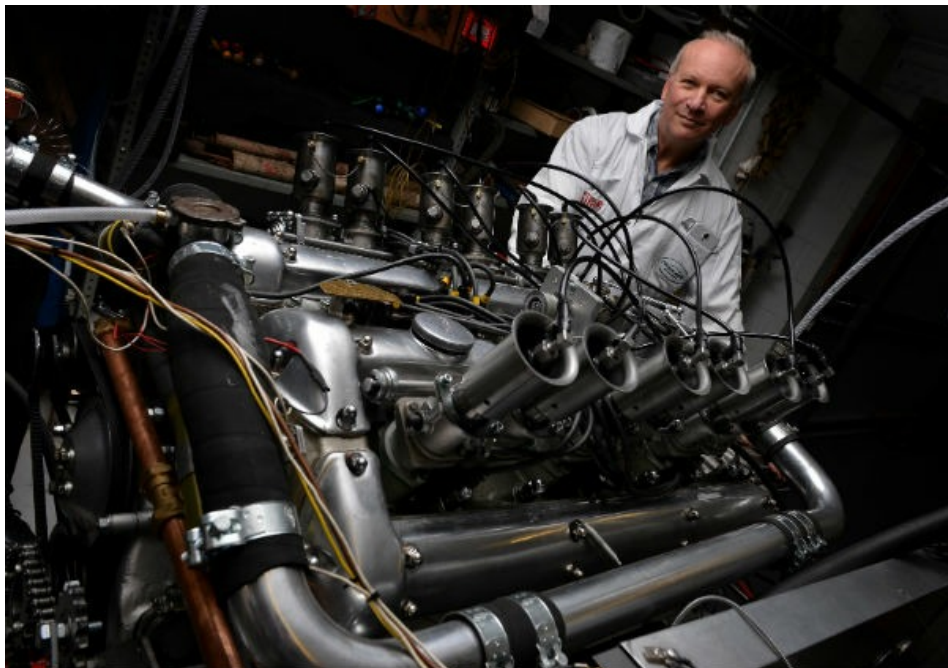
As well as being on static display, the XJ13 will be driven along the Show's unique Grand Avenue highway, hopefully by one of the original test drivers. Swales will also be showing the first customer car, which will be powered by a later V12 engine with single camshafts per bank of cylinders.

1999 Jaguar XK180 concept car

The original Jaguar XK180 concept of 1999, built to celebrate the 50th anniversary of the company's XK120.

The Jaguar XK180 two seater speedster recreation is the brainchild of Eric Fintelman, who liked the car so much he decided to build one for himself, consisting of a replica glass-fibre body on an XJS chassis.

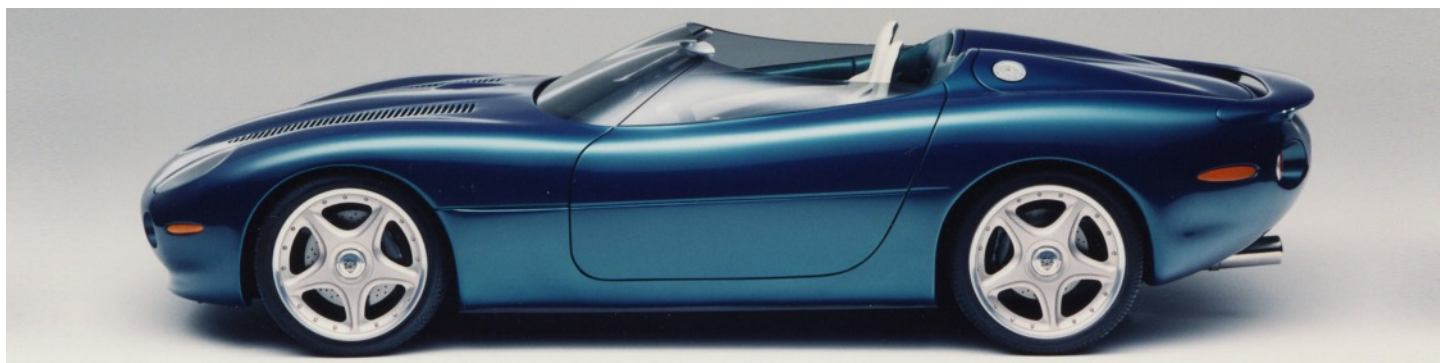
However, the car was not accurate enough for his liking. He said: "It looked wrong, and I



discovered the measurements [for the glass-fibre body] were taken from a 1:18 model and scaled up." So Fintelman decided to make his own recreation from scratch. Given access to Jaguar's two existing prototypes, he took photographs and exact measurements and then teamed up with Dutch company JePe Specials to create a perfectly accurate

aluminium-bodied XK180.

Like the original concept, the Jaguar XK180 recreation is based on a Jaguar XK8. The show car has an XKR convertible chassis with a supercharged 4.0-litre V8 engine, although customers can specify an XK8 chassis and any engine of their choice.



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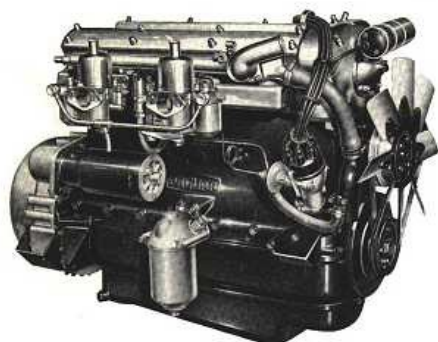
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ENGINE. Special 6-cylinder 3.4-litre "blue-top" engine with "B" type head. High lift cams. Twin S.U. type H.D.6 carburettors and double exhaust system. Develops 210 b.h.p. at 5,500 r.p.m. 70" twin overhead camshafts driven by two-stage roller chain. 83 mm. bore x 106 mm. stroke. Cubic capacity 3,442 c.c. (210 cu. ins.). Compression ratio 8 to 1 (7 to 1 optional). Cooling by pump and fan with by-pass thermostat control. Forced lubrication by submerged pump system incorporating full-flow filter. Chrome iron cylinder block. Cylinder head of high tensile aluminium alloy with hemispherical combustion chambers. Aluminium alloy pistons. Steel connecting rods. 2½" diameter counterweighted crankshaft carried in seven large steel-backed bearings.

TRANSMISSION (manually operated gearbox). Four-speed single helical synchromesh gearbox. Centrally positioned gearshift lever. Gear ratios: 1st and reverse, 11.2; 2nd, 6.56; 3rd, 4.55; 4th, 3.77. Borg & Beck 10" single dry-plate clutch with hydraulic operation. Hardy-Spicer propeller shaft. Hypoid rear axle.

TRANSMISSION (Automatic Transmission Model). Borg-Warner Automatic Transmission system giving following ratios: Direct, 3.54; intermediate, 5.3 to 10.95; low, 8.16 to 17.6. Hardy-Spicer propeller shaft. Hypoid rear axle.

TRANSMISSION (Overdrive Model). Overdrive system gives top gear ratio in overdrive of 2.93.

SUSPENSION. Independent front suspension incorporating semi-trailing wishbones and coil springs with telescopic shock absorbers. Trailing link rear suspension by cantilever semi-elliptic leaf springs, radius arms and telescopic shock absorbers.

BRAKES. Lockheed "Brakemaster" servo-assisted self-adjusting hydraulic brakes. Brake drum diameter 11½". Friction lining area 157 sq. ins. "Pull-up" handbrake lever mounted at floor level.

STEERING. Burman re-circulating ball-type steering with 17" diameter adjustable steering wheel. 3½ turns from lock to lock. Turning circle 33½ ft.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 6.40 x 15 in. "ROADSPEED" tyres. Spare wheel and tyre.

FUEL SUPPLY. Twelve Imperial gallons tank capacity. S.U. electric pump.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt 51 amp./hour battery with constant voltage control. Ventilated dynamo 10 hour discharge. Side lamps, headlamps with dipper control, integral stop/tail lamps with built-in reflectors, reversing lamps, self-cancelling flashing direction indicators with warning light, instrument panel lights, courtesy lights, twin-blended note horns, twin-blade two-speed windshield wipers, 5" diameter speedometer, 5" diameter revolution counter, ammeter, oil pressure gauge, water temperature gauge, fuel gauge with warning light.

BODY. All steel full 5-seater saloon. Integral body chassis construction. Four doors. Seats upholstered in finest quality leather over deep foam rubber. Front bucket seats (except on Automatic Transmission model which has bench-type seat). Polished walnut instrument panel and interior garnishings. Two glove compartments. Ashtrays. Armrests to all doors and central folding armrest in rear. Interior sun visors. Deep pile carpets over thick felt underlay. Heavy duty bumpers with overriders front and rear.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious rear locker fitted with an automatic light. 13½ cubic feet of luggage space available.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. Kit of tools, jack and wheelbrace.

JACKING. Exterior jacking posts, front and rear, enable the car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 11½ ins.; track front, 4 ft. 6½ ins.; track rear, 4 ft. 2¼ ins.; overall length, 15 ft. 0½ ins.; overall width, 5 ft. 6¼ ins.; overall height, 4 ft. 9½ ins.; ground clearance, 7 ins.; turning circle, 33 ft. 6 ins.; dry weight, 27 cwt. approx.

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- ★ 13½ cubic feet luggage capacity ★ Compact dimensions for easy parking
- ★ Automatic Transmission, Overdrive or Manual Gearshift to choice

A THOROUGHbred IN THE TRUE JAGUAR TRADITION

Old man, boy & a donkey

An old man, a boy and a donkey were going to town. The boy rode on the donkey, and the old man walked.

As they went along they passed some people who remarked "What a shame, the old man is walking, the boy is riding."

The man and boy thought maybe the critics were right, so they changed positions.

Later they passed some people who remarked "Shame, he makes that little boy walk".

So they decided they'd both walk.

Soon they passed some more people who remarked "They're really stupid to walk when they have a decent donkey to ride."

So they both decided to ride the donkey.

They passed some people who shamed them by saying "How awful to put such a load on a poor donkey."

The boy and the man figured they were probably right, so they decided to carry the donkey.

As they crossed the bridge, they lost their grip on the donkey, the donkey fell into the river and drowned.

The moral of the story: If you try to please everyone, you might as well kiss your ass goodbye.



Motorway driving

A guy was driving down a motorway in England with his blonde girlfriend and she piped up, "I think those people in the car next to us are from Wales".

"Why do you think that?" he said.

"Well, the kids are writing on the window and it says" ... "stît ruoy su wohs".

humour

Members jokes & anecdotes

The very best of Tommy Cooper one liners

Due to considerable reader demand here are some more Tommy Cooper one liners. Yes, he was brilliant!

- 1. Two blondes walk into a buildingyou'd think at least one of them would have seen it.**
2. Phone answering machine message - '...If you want to buy marijuana, press the hash key...'
- 3. A guy walks into the psychiatrist wearing only Clingfilm for shorts. The shrink says, 'Well, I can clearly see you're nuts.'**
4. I went to buy some camouflage trousers the other day - but I couldn't find any.
- 5. My friend drowned in a bowl of muesli. A strong currant pulled him in.**
6. A man came round in hospital after a serious accident. He shouted, 'Doctor, doctor, I can't feel my legs!' The doctor replied, 'I know you can't, I've cut your arms off'.
- 7. I went to a seafood disco last week and pulled a muscle.**
8. Two Eskimos sitting in a kayak were chilly.. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it too.
- 9. Our ice cream man was found lying on the floor of his van covered with hundreds and thousands (sprinkles). Police say that he topped himself.**
10. Man goes to the doctor, with a strawberry growing out of his head. Doc says 'I'll give you some cream to put on it.'
- 11. 'Doc I can't stop singing 'The Green, Green Grass of Home' 'That sounds like Tom Jones syndrome.' 'Is it common?' 'It's not unusual.'**
12. A man takes his Rottweiler to the vet. 'My dog is cross-eyed, is there anything you can do for him?' 'Well,' said the vet, 'let's have a look at him' So he picks the dog up and examines his eyes, then he checks his teeth. Finally, he says, 'I'm going to have to put him down.' 'What? Because he's cross-eyed?' 'No, because he's really heavy'
- 13. Guy goes into the doctor's. 'Doc, I've got a cricket ball stuck up my bottom.' 'How's that?' 'Don't you start.'**
14. What do you call a fish with no eyes? A fsh.
- 15. Two fat blokes in a pub, one says to the other 'Your round.' The other one says 'So are you, you fat thing.'**
16. Police arrested two kids yesterday, one was drinking battery acid, and the other was eating fireworks. They charged one and let the other one off.
- 17. 'You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said, 'Parking Fine.' So that was nice.'**
18. A man walked into the doctor's, he said, 'I've hurt my arm in several places' The doctor said, 'Well don't go there any more'
- 19. Ireland 's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery. Irish search and rescue workers have recovered 2826 bodies so far and expect that number to climb as digging continues into the night.**

New pair of shoes

Bert, at 85 years old, always wanted a pair of soft spike golf shoes like Freddie Couples so, seeing some on sale after his round, he bought them. He was so delighted with his purchase, he decided to wear them home to show the misses.

Walking proudly into the house, he sauntered into the kitchen and said to his wife, "Notice anything different about me?"

Margaret at age 83, looked him over and replied, "Nope." Frustrated as all get out, Bert stormed off into the bathroom, undressed and walked back into the kitchen completely naked except for the new golf shoes. Again he asked Margaret, a little louder this time, "Notice anything different NOW?"

Margaret looked up and said in her best deadpan response, "Bert, what's different? It's hanging down today, it was hanging down yesterday, and it'll be hanging down again tomorrow.."

Furious, Bert yells out, "AND DO YOU KNOW WHY IT'S HANGING DOWN, MARGARET?"

"Nope. Not a clue", she replied.

"IT'S HANGING DOWN, BECAUSE IT'S LOOKING AT MY NEW GOLF SHOES!"

Without missing a beat old Margaret replies, "You should of bought a new hat!"

Hospital communication

'Hello, ward P, how can I help?'

'I would just like some information on a patient, Mrs Tiptree, I was wondering if her condition had deteriorated, stabilised or improved?'

'I'll just check her notes. I'm pleased to say that Mrs Tiptree's condition has improved. She has regained her appetite, her temperature has steadied and after some routine checks tonight, she should be well enough to go home tomorrow.'

'Oh that's wonderful news, I'm so happy, thank you ever so much!'

'You seem very relieved, are you a close friend or relative?'

'No, I'm Mrs Tiptree in room 2b. Nobody tells you a damned thing in here

Blonde men

Two blond men find three grenades, and decide to take them to a police station. One asked: "What if one explodes before we get there?" The other says "We'll lie and say we only found two...."



Hospital nun from hell

You don't have to be Catholic to appreciate this one!!

A man suffered a serious heart attack while shopping in a store. The store clerk called 911 when they saw him collapse to the floor.

The paramedics rushed the man to the nearest hospital where he had emergency open heart bypass surgery.

He awakened from the surgery to find himself in the care of nuns at the Catholic Hospital.

A nun was seated next to his bed holding a clipboard loaded with several forms, and a pen. She asked him how he was going to pay for his treatment. "Do you have health insurance?" she asked.

He replied in a raspy voice, "No health insurance."

The nun asked, "Do you have money in the bank?"

He replied, "No money in the bank."

Do you have a relative who could help you with the payments?" asked the irritated nun.

He said, "I only have a spinster sister, and she is a nun."

The nun became agitated and announced loudly, "Nuns are not spinsters!"

Nuns are married to God."

The patient replied, "Perfect. Send the bill to my brother-in-law."

Blondes interview

The executive was interviewing a young blonde for a position in his company. He wanted to find out something about her personality so he asked, "If you could have a conversation with any person, living or dead, who would that be?"

The blonde quickly responded, "The living one."



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CALENDAR

WHAT'S ON IN 2016

MARCH

- | | |
|-----|--|
| 5-6 | Practical Classics Restoration Show |
| 20 | Jaguar International Spares Day Stoneleigh |
| 28 | Coleford Carnival of Transport |

APRIL

- | | |
|------|--|
| 23 | JEC X-350 Seminar |
| 24 | South Wales Region Annual Drive it Day |
| 30-2 | Donington Historic Festival |

MAY

- | | |
|-------|--|
| 1 | Monmouth Steam & Vintage Show |
| 14 | JEC XF Seminar |
| 21 | JEC Studley Castle
<small>Cotswold Jaguar Festival</small> |
| 22 | JEC Prescott Hill Climb
<small>Cotswold Jaguar Festival</small> |
| 21-22 | Beaulieu Spring Autojumble |
| 22 | SWCCC Annual Classic Car Show |
| 30 | Vale of Glamorgan Classic Car Show |



JUNE

- | | |
|-------|---|
| 12 | Barry Festival of Transport |
| 18 | Bristol Classic Car Show |
| 19 | Berkely Castle Car Show |
| 25 | Castle Combe Classic & Retro Action Day |
| 25 | Porthkerry Classic Car Show |
| 23-26 | Goodwood Festival of Speed |

JULY

- | | |
|-------|---|
| 8-10 | Le Mans Classic |
| 10 | Pontardulas Classic Motor Club Show |
| TBA | Vintage Festival At Pembrey County Park |
| 17 | Sherborne Castle Classic Car Show and Rally |
| 29-31 | Silverstone Classic |

AUGUST

- | | |
|-----|-----------------------------------|
| 6-7 | South Gloucester Show |
| 14 | Three Cocks Steam & Vintage Rally |

SEPTEMBER

- | | |
|------|--|
| 3-4 | Beaulieu International Autojumble |
| 4 | JEC Rally Ripley Castle |
| 9-11 | Goodwood Revival |
| 18 | The Big Welsh Classic Car Show Margam Park |

OCTOBER

- | | |
|---|---------------------------------|
| 1 | Castle Combe Classic Action Day |
| 9 | Malvern Classic Car Show |

DECEMBER

- | | |
|-----|---------------------------|
| TBA | Regional Christmas Dinner |
|-----|---------------------------|



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. Also see the web site - www.classicshowsuk.co.uk

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MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

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South Wales Region Monthly Meetings

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!

2016 Dates

Wednesday 16th March	Wednesday 21st September
Wednesday 20th April	Wednesday 19th October
Wednesday 18th May	Wednesday 16th November
Wednesday 15th June	Wednesday 21st December
Wednesday 20th July	
Wednesday 17th August	

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

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Fax: 02920 541313

Web: www.cardiffjag.co.uk

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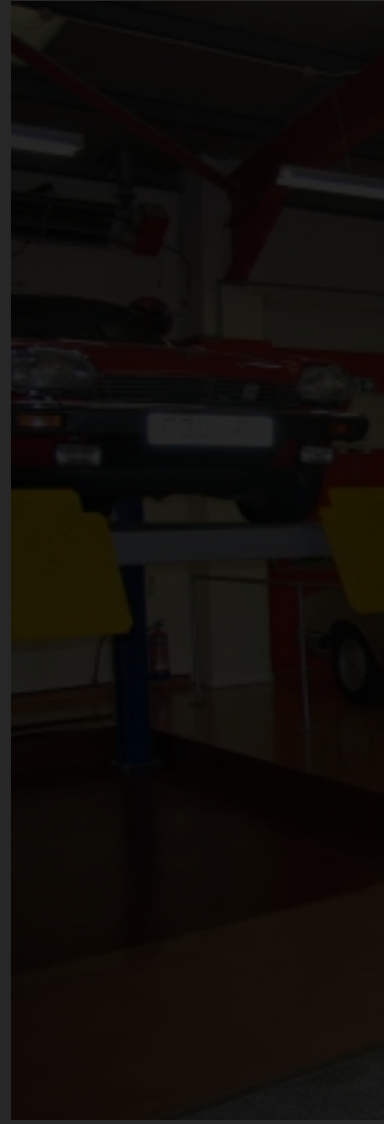


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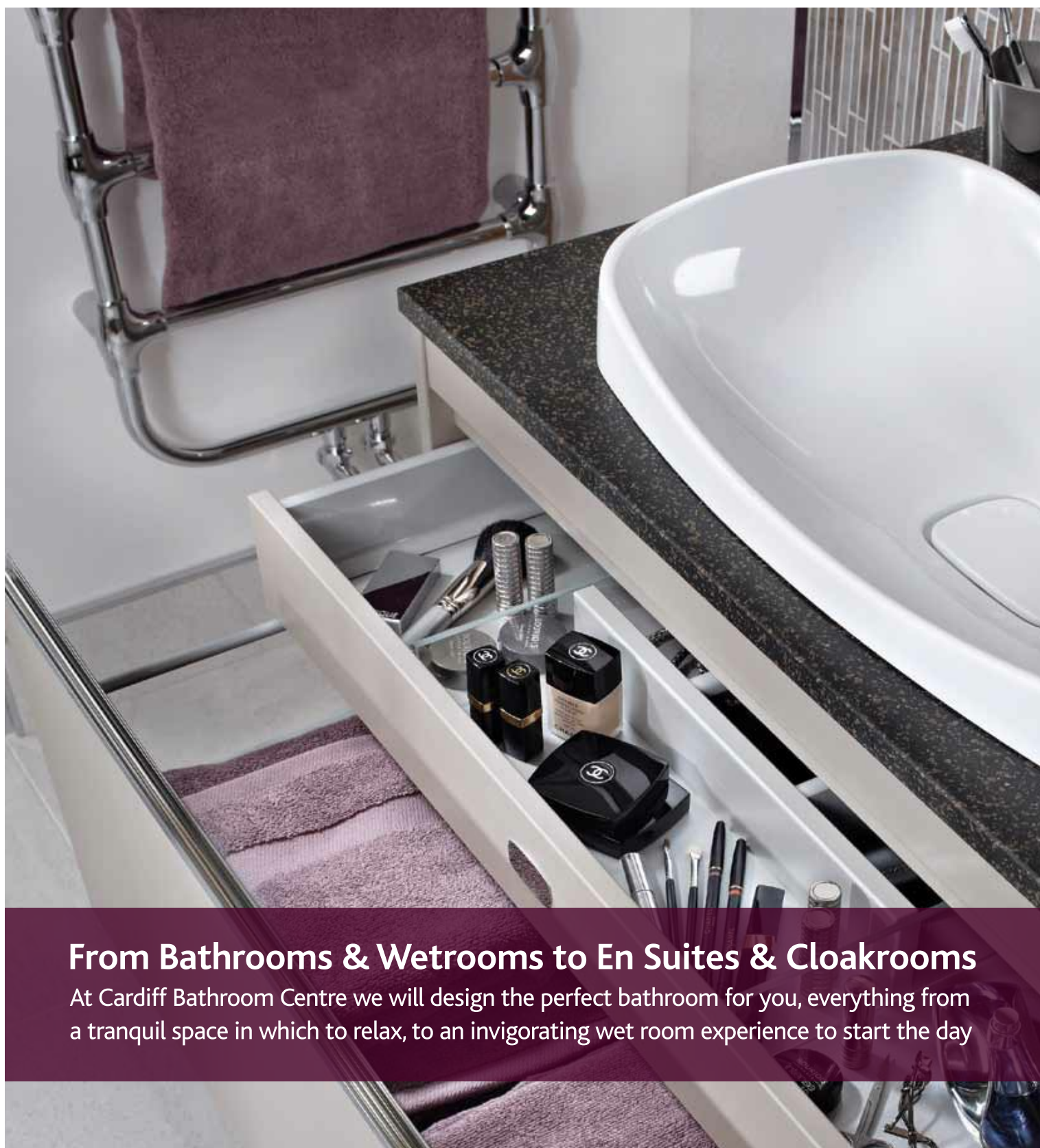
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