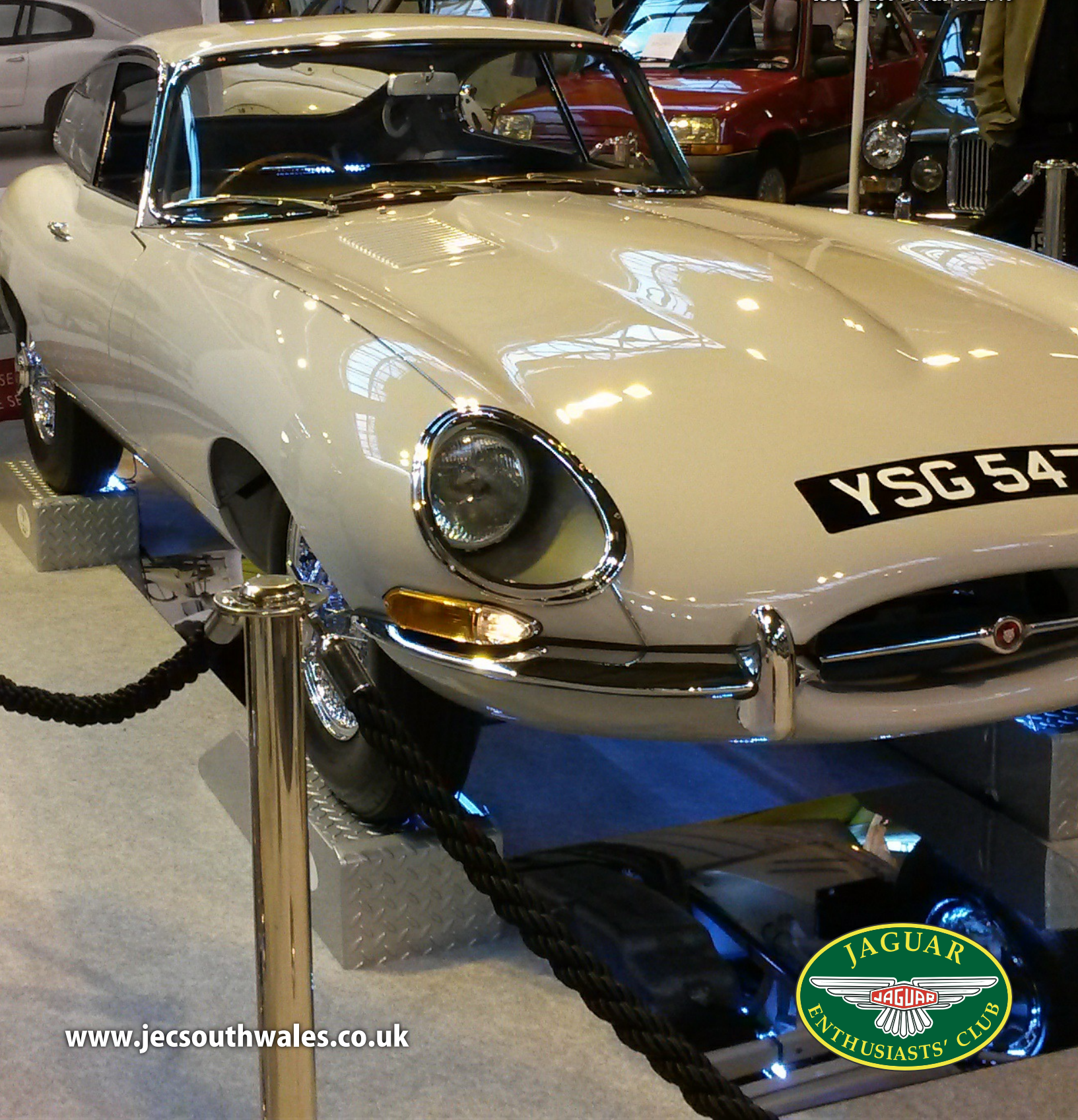


JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 258 | March 2016



www.jecsouthwales.co.uk





WEBBER'S WORDS

By Andy Webber
News Editor

Well we're nearly there, by the time you read this, the first show of the season will be only 2 weeks away at Coleford – let's hope for a sunny day! (Reminder for Scott & Derek, you have 2 weeks to road test the Mk 9!!)

As the show season starts and we have many new members please pay attention to Colin's news in this magazine to ensure you enter the shows you wish to enter. We also have details of our annual Drive-it-Day run organised as ever by John & Janet – please see the detail in here and see John to enter.

A big thank you as always to our magazine contributors but in particular Colin Masterson who has provided his 'Letter from America' and historic brochures from across the pond – we look forward to welcoming back Colin in April and hearing all about his totally outrageous new toy! Also a big thank you goes to Harry Kuehling for keeping us updated with his exploits via 'The Torbay Flyer' – always great to see what goes on in the 'English Riviera'.

I'd also like to thank Brain Pearson for his superb article on his history with Jaguars and Jaguar police cars in last month's magazine – great reading Brian and best of luck with your current Jag!



Who has swapped his Jaguar for this? Answers on a postcard please!!

I'm off to see the new look British Motor Museum this month so will do a write-up of the museum and in particular their Jaguar collection next month.

We welcome Rob Jenner to tonight's meeting – a huge thank you for coming down from Scotland to see us Rob!

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

This month we have Rob Jenner the ex chairman of the JEC coming to our meeting to give us a talk. Rob is great fun and we have arranged a buffet during the break. A full report will be in next month's magazine.

Practical Classics Restoration Show

This was held on Saturday and Sunday the 5th and 6th of March at the NEC Birmingham. The JEC had a large stand opposite one of the main entrances. This is the third year of the show and every year it is getting bigger. We set the stand up on Friday and then spent two days welcoming members. A full report is on page 20.

International Jaguar Spares Day Stoneleigh

This is one of the first events of the year on the 20th of March and if you need any parts for your Jaguar this is the place to be. The new JEC Charity Car will be on display, a beautiful 2006 XK 4.2 litre coupe in blue metallic paint with ivory interior and a genuine 30000 miles from new. Please buy lots of tickets as all proceeds will be going to a new charity, the Acorns Children Hospice, based in the West Midlands. SNG Barratt, one of our magazine advertisers, is offering 10% off pre paid orders for collection on the day. Another of our advertisers BAS from Cwmbran will be showcasing their fabulous range of interiors. As usual some of our members will be going up to Stoneleigh and will be meeting up for lunch. Andy and myself will be helping out on the JEC stand during the day. an 8.30 start.



Coleford Festival of Transport

We always attend this show every year with a club stand. Over 20 of our members have already entered. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday.

This year Easter Monday is on the 28th of March. We always have different extremes of weather at Coleford, either is it is warm and sunny, cloudy and wet or as three years ago extremely cold. Let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.15 am for an 8.30 start.

South Wales Region

**April
24**

Drive It Day



JEC Cotswold Jaguar Festival 21/22 May 2016

This is a two day event. The first event is on Saturday the 21st of May at Sudeley Castle. This is celebrating the 50th Anniversary of the E type 2+2 and the 20th Anniversary of the XK8 and the 10th Anniversary of the XK. I have been to the Castle and it is a spectacular setting for a car show.

The second day on Sunday the 22nd of May is at Prescott Hillclimb. Many of our members have been to Prescott before and it is a great day out with the opportunity to drive up the hill.

The great thing with both these events is that it is not too far away from us so you can either stay the night; there is a Gala Dinner planned on the Saturday night, or drive back and fore. It is about 70 miles.

If we are to have a Regional Stand at Sudeley Castle I have to have confirmed numbers by the 18th of April. Would any members who wish to be on the stand please contact me either by email or telephone Contact details on page 37.



Sherbourne Castle

This event is on the 17th of June.

I have arranged for a large club stand in conjunction with the Bristol and Dorset Region and have spare entry forms if anyone needs one. Please note that the form does not ask if you wish to be on a club stand so make sure that you enclose a note asking to be put on the Jaguar Enthusiast Club Stand. Last year some of our members were put into general parking.



The South Wales Region will once again be holding a Drive it Day event on the 24th of April. Open to members of all regions of the JEC, just try and turn up in a Jaguar.

We will meet at The Coed-Y-Mwstwr Hotel at Coychurch, Nr Bridgend CF35 6AF just three miles from junction 35 off the M4 motorway. We will meet between 9am and 10am for coffee/bacon rolls and will leave at 10am sharp. There is a pleasant run planned taking in some coastal roads as well as some pretty country side. There will be a comfort stop en-route and then an organised lunch back at The Coed-Y-Mwstwr Hotel. This is being arranged as usual by John and Janet James. The menu choices and prices are on our website <http://www.jecsouthwales.co.uk/downloads/dd2016menu.pdf> and in this magazine. If you intend to come please contact John on 01656 656 424 or 07473437783 or email: johnjanet@uwclub.net

The cost is £22.95 per head for three courses and £19.95 for two courses. Payment in full is needed by 1st April, cheques made out to Coed-Y-Mwstwr Hotel and also your menu choices. Please send them to John and Janet James at Hen Gartref, Treoes Road, Coychurch, Bridgend, CF35 5EW.

NEWS

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



Already hailed as the best driver's car in its class, the updates to the XE for the 2017 model year have enhanced this further.

XE Named Best Executive Car 2016

The Jaguar XE has seen off the competition to emerge triumphant in its class at the UK Car of the Year Awards, being named 2016's Best Executive Car.

The UK Car of the Year Awards are voted for by a panel of 27 of the UK's leading and most-read motoring journalists, with the judges hailing the XE for its fantastic driving ability, styling, engines and its outstanding total cost of ownership.

The Jaguar XE has picked up a host of awards since its launch, having also recently been named as one of only seven cars on the shortlist for the

European Car of the Year award.

Jaguar Design Director Ian Callum said: *"The executive car class is a fiercely competitive and long established one in the UK, but when we launched the XE we were confident it had what it needed to appeal to a demanding set of buyers. It looks sporty, and is stylish and elegant inside and out. We are honoured that the UK Car of the Year jurors, some of the most influential car experts in the UK, have endorsed the XE with the title of Best Executive Car for 2016."*



Jaguar Returns To Le Mans: Classic Challenge 2016

Excitement levels are building for the second season of the Jaguar Classic Challenge as the Le Mans Classic is confirmed for inclusion in the all-new race calendar for 2016. The Le Mans Classic will be one of the major highlights of the forthcoming season that will see a diverse field of pre-1966 Jaguars going wheel-to-wheel in the competitive single-marque series.

Along with the inclusion of the Le Mans Classic in the calendar, the Jaguar Classic Challenge, run in conjunction with the Historic Sports Car Club (HSCC), will also adopt new technical regulations based on the FIA's Appendix K framework for cars competing in international historic racing competitions. These regulations pay particular consideration to a car's period specification and are in keeping with the true spirit of historic motor racing.



Jaguars Fastest Man On Skis

Jaguar and Olympic skier Graham Bell announced a technical partnership aimed at setting a Guinness World Record in 2017.

Graham, now TV presenter on successful British TV show 'The Jump', hopes to become the fastest man on skis with the support of Jaguar Land Rover engineers, facilities and expertise in aerodynamics.

Working with Jaguar to develop a unique ski suit and harness containing twin micro jets, Graham hopes to reach speeds of over 160mph – setting a new World Record. He has already begun training for the record by ski-joring behind a Jaguar XE AWD at over 100mph in the Austrian Alps.

The record attempt will take place at Jaguar's cold weather testing facility in Sweden in early 2017. Although there is no comparable record, the current World Downhill Speed Skiing World Record is currently held by Simone Origone at 156mph.

Late Night Break In At JLR Plant

Two men were arrested after breaking in to a Jaguar Land Rover plant and trying to steal vehicles.

Police officers were directed to the Lode Lane site in Solihull a few minutes after midnight on Friday when security guards reported intruders had breached a perimeter fence.

One man was arrested in possession of stolen car keys while another was dragged from behind the wheel of a Land Rover as he tried to drive away.

A 25-year-old man from Bordesley Green has been arrested on suspicion of burglary, aggravated vehicle taking, assault and car theft, while a 21-year-old man from Solihull was arrested on suspicion of burglary and theft.

Both men have been released on bail until early April.

Solihull Police Inspector Paul Foster said: "One of the men managed to get inside a white Land Rover but his intended escape route was quickly cut off by police officers and security staff.

"He reversed into a skip and was blocked in before officers pulled him from the vehicle and made an arrest. It was a good team effort."

JLR Expansion

The company plans to invest more than £500m in its research and development plant at Whitley, a spokesman said.

He said the move was in addition to plans to double the size of operations at the centre, unveiled in March.

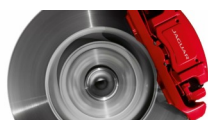
JLR said it was looking at opportunities to develop its presence in Whitley.

A spokesman said the firm would share more details when it could.

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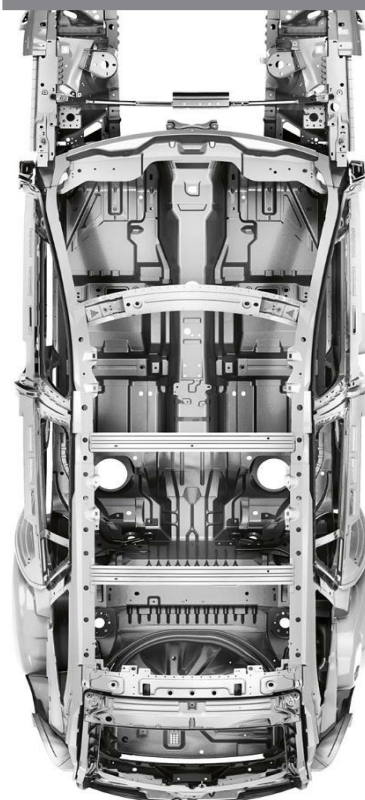
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MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE 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
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XF Wins Best Executive Car

The Jaguar XF was named Best Executive Car in the Fleet News Awards 2016, while the XE was Highly Recommended in the Premium Car category. It caps a remarkable first quarter of fleet award wins for Jaguar's saloon models with victories at the UK Car Of The Year Awards, SME Company Car Of The Year Awards and Business Car Awards.

The judges commented: "The XF takes Jaguar's product offering to a whole new level. Well equipped, great to drive, outstanding interior quality and spacious for front and rear passengers – it has high appeal for drivers while the low running costs make it the perfect executive car to have on the fleet."

The new XF is 190kg lighter than its predecessor thanks to an aluminium-intensive body and chassis construction, and offers new powertrain options which optimise performance and efficiency. XF was the best selling nameplate for Jaguar in 2015 with 10,973 registered vehicles.

The Fleet News Awards, now in its 28th year, is recognised as one of the most influential and important awards in the fleet industry. The judging panel for the manufacturer award categories include a mix of senior fleet motoring journalists, fleet managers and residual value rate setters.

The all-new Jaguar XF and the Jaguar XE both launched last year to critical acclaim, contributing to a 30% increase in Jaguar sales and a 52% growth in Jaguar Land Rover Fleet and Business sales year-on-year in 2015.



The Fastest Ever E-Type Goes Up For Grabs

A 1975 Jaguar E-type heralded as the fastest example in existence has been put up for sale.

The V12-powered car was prepared by Rob Breere and campaigned by Malcolm Hamilton from 1988 to 2001, after having been transformed from a standard road car to near-Group C specification. Its 7.3-litre V12 engine is rated at more than 750bhp, while an equally impressive torque figure of 680lb ft and 1275kg kerb weight ensure it is the quickest E-type on the planet.

A staple of the Aston Martin Owners' Club Intermarque series for a number of years, the E-type diced with great success against Astons, Porsches and Ferrari F40s, as well as a series of notable scraps with the Jaguar XJ220 of Win Percy.

Hamilton's E-type was campaigned under the race number 88: "We figured the car was twice as good as the Bob Tullies Group 44 car racing in the US and the year was 1988, so we chose 88 as the race number. From then on the number on the door of the car was always the year we were racing in."

More than 20 different engine configurations were tried throughout the car's 13-year race history, ranging from 5.3-litre to 9-litre units. Eventually, the 7.3-litre engine was settled on as the best compromise between power, torque and reliability. It's estimated that the Jaguar could reach 150mph from a standing start in little more than eight seconds, and on to a top speed in excess of 180mph.

According to the vendor, Fender-Broad Classic Cars, only very substantial offers are invited.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



After a bit of a lay off we now have a new season of classic car events to look forward to. We kicked off with.

Torbay Old Wheels Club Run – Sunday 21st February

This was organised by Terry & Lisa Court. Incidentally, some years ago they were looking to buy a house in South West Wales but eventually settled in Torquay. As for a number of previous runs we met up at “Gallows Gate” just off the Paignton ring road. I was on my own in the Mazda as Natasha was unwell. After leaving Gallows Gate we were soon immersed in the lanes around Combe Fishacre (with the help of a few small TOWC signs set up by Terry & Lisa). Combe Fishacre is well worth a visit especially in May when the blossoms are out. In spite of the helpful directions a few members managed to get

briefly lost! We then made our way to the coffee stop at the Dartmoor Lodge near Ashburton and then up onto the moors. It was misty in places but we could still see the magnificent views across the moorland. After a trip around Princetown (past the prison) we sped on through Tavistock and Mary Tavy to Lydford for our lunch stop. We were at the Castle Inn, right next to the ruined Lydford Castle (which had also been a prison!) and quite a few members went to see this after our excellent lunch in the “olde worlde” pub. Julian made two speeches (a John James clone!?) thanking Terry and Lisa for all their hard work in organising everything which was much appreciated. Terry & Lisa very nearly didn't make it to the lunch as their

Volvo P1800 broke down necessitating a quick dash home for their Audi 200.

After the lunch I walked down the road to the Lydford Gorge & the National Trust centre. Natasha & I must visit this in Summer when the weather is better & walk along the many footpaths around the gorge. It reminded me of Devils Bridge near Aberystwyth.

Torbay Old Wheels Club Night – Thursday 25th February

The monthly meeting was well attended with at least 60 members present. Julian addressed the meeting and ran through various matters, updates on events etc. as well as more planning for the club's annual show at Paignton on 24th July. Entry forms will



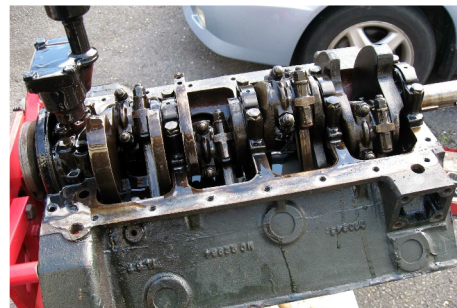
be available on the club's website in due course. We then had a short break for the monthly raffle – I didn't win anything as usual!

The main event for the evening was a "Beetle Drive"! I didn't have a clue what this was & found information on Wikipedia see [https://en.wikipedia.org/wiki/Beetle_\(game\)](https://en.wikipedia.org/wiki/Beetle_(game)) This turned out to be great fun & was won by Chris Headon who owns a very nice GT40 replica (as well as a Saab convertible 1st registered in Cardiff!).

My Daimler V8 250 - ALX 442H

At long last progress has been made on the smokey engine. Adrian Linscott, a member of the TOWC, runs his own business as a motor engineer (AG Auto) and performs necessary repairs at owners' homes. We worked together on Friday & Saturday 4th & 5th March. Everything went well on the Friday with no problems dismantling anything including the exhaust. We very nearly took the engine out that afternoon/evening but decided to make a fresh start in the morning. The weather was with us & the engine (there isn't quite enough headroom by the garage door for an engine lift & the car had to be wheeled out slightly) & gearbox came out on Saturday in bright sunshine. I checked the engine number & found it was not the original, matching number, engine for the car.

We then proceeded to strip the engine to try to identify the cause of the smoke. There was a problem with No. 2 cylinder on the passenger side (oil in the exhaust manifold & on top of that piston) although there was no obvious fault. As we stripped the engine other problems became apparent. One pushrod was damaged & bent, one bore had been sleeved in the past and there was a lot of very deep scoring on the crankshaft journals. Adrian was surprised the engine ran as well as it did! Adrian is concerned over the damage to the crankshaft with the possibility of excessive



heat being generated possibly bending the shaft and/or the possibility of cracks. We are now considering the options including buying a supposedly rebuilt engine in Brixham. I have spoken to S N C Barratts who list a reconditioned crankshaft but found this is special order only & they want my crankshaft first to do the work. They don't actually stock these. I may even travel to the Spares Day at Stoneleigh on the 20th. More next month!

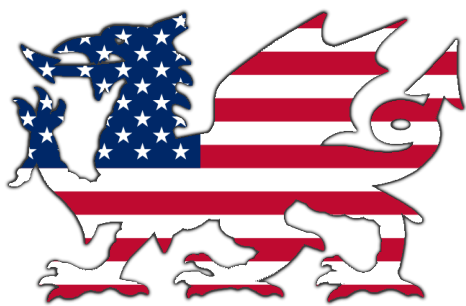
...and finally:

VENDING MACHINES

An American salesman checked into a futuristic hotel in Tokyo, Japan. Realizing he needed a haircut before the next day's meeting, he called down to the desk clerk to ask if there was a barber on the premises. "I'm afraid not, sir," the clerk told him apologetically, "But down the hall from your room is a vending machine that should serve your purposes." Sceptical but intrigued, the salesman located the machine, inserted \$15, and stuck his head into the opening, at which time the machine started to buzz and whirl. Fifteen seconds later the salesman pulled out his head and surveyed his reflection, which reflected the best haircut of his life. Two feet away was

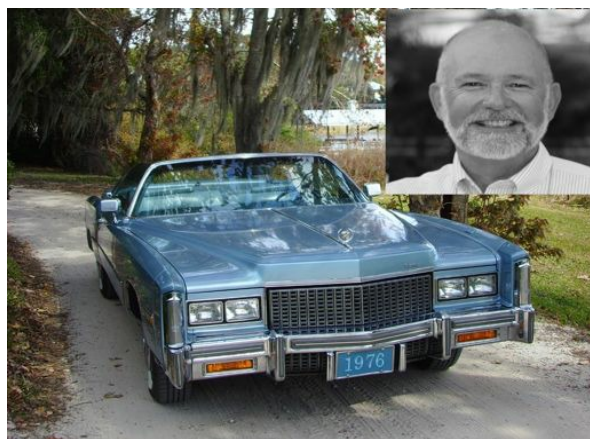


another machine with a sign that read, "Manicures, \$20." "Why not?" thought the salesman. He paid the money, inserted his hands into the slot, and the machine started to buzz and whirl. Fifteen seconds later he pulled out his hands and they were perfectly manicured. The next machine had a sign that read, "This machine provides a service men need when away from their wives, 50 cents." The salesman looked both ways, put fifty cents in the machine, unzipped his fly, and with some anticipation, stuck his manhood into the opening. When the machine started buzzing, the guy let out a shriek of agony and almost passed out. Fifteen seconds later it shut off. With trembling hands, the salesman was able to withdraw his tender unit, which now had a button sewn neatly on the end.



By Colin Masterson

Letter from America



The last day of January was time for the Devereaux 46th annual Kaiser collector car meet at Lakewood Ranch, Bradenton, near Sarasota. This is always a good one and worth the 250 mile round trip and a couple of nights stay.

Getting straight to the cars, I met a couple who had just driven down from New York. The story is unusual enough but this was a concourse '59 Cadillac (iconic car with massive fins and twin bullet rear lights) brought by its owner to USA from Switzerland every year and returned at the end of the winter. This year they arrived the week of massive snowstorms in New York and had

to wait a week to get on the road. There was also an old 40's breakdown recovery vehicle with a sign "Ditchum Kwik and Hyde Trucking" - you had to look twice before you got the joke.

Unlike most shows in Florida, this one attracts loads of British cars, I counted 3 MGBs; 2 MGAs; around 10 TRs; a number of Austin Healey 3000's; a Marcos; various Lotus (Loti!); Rolls Royces; including 2 Cornishes; several Frogeye (they call them Bugeye here) Sprites; an old Mini Countryman; a Morris Minor Countryman; some Morgans and a couple of Ford Anglias which, as usual, had some pretty extreme

V8 motors installed.

As far as Jaguars are concerned there was a nice XK8 with an Indiana numberplate with the State motto "In God we trust" - I would have added "all other cash", but that probably wouldn't be considered respectful! There was also a beautifully restored red XK120, although I don't think red is the best colour for this car. There were also 2 Mk IXs, which you don't often see here.

The following day I paid another visit to the Sarasota Museum which comprises some permanent exhibits, plus some on loan by local collectors and some for sale. I could "buy" the XK150



for \$139,900 but a pristine E Type for \$249,000 – come on!

I am sure you are all enjoying low fuel prices this winter. The change in 'gas' price is even more extreme here as fuel tax is minimal so the impact of oil prices has a much greater impact and is currently about \$32 a barrel. This time last year gas cost was \$3.97 a US gallon and now it is \$1.60 a US gallon, that's a round or 31p a litre.

There were two major sporting events here over in the last month, The Football (American) Super Bowl and the Daytona 500. I tried to understand what was going on in the game but it really is a bit of a mystery. They have around 50 players on each side, most of whom are on the side lines and only brought onto the pitch to take, for example, goal kicks. There are endless stoppages so a 90 minute game lasts around 3 hours (including play stoppage for commercial breaks). Mind you, when I talked to someone about this I had to admit that a cricket match could last 5 days and result in a draw – bit difficult to explain that! The best bits were the commercial breaks as these are the most important and expensive TV ads in the year, I thought I would have more chance of understanding the Daytona 500 but this also provided plenty of surprise and mystery – still enjoyable to watch though especially the ending when the top 20 finishers crossed the line within half a second of the winner and the second place guy finished around 2 feet behind the winner, or 1/100th of a second at 200mph.

Back to cars – I decided it was time for a change and last week I traded in the Honda Pilot for a fully loaded Cadillac SRX, which is a brilliant small SUV, much smaller than the Honda SUV (which you can't get in the UK – it has three rows of seats and more room than we needed) but the Cadillac is stuffed full of gadgets, so just getting to grips with that too; the owners manual makes excellent bed time reading.



Also it was time for a change Cadillac Eldorado-wise, as I have had a couple of annoying breakdowns with the Eldorado and, although it was only at 50,000 miles, it was probably coming to the point of really needing money spent on it to keep it in good shape so decided to put it on Autotrader and eBay. In the UK I sold the Lexus we had on eBay, so decided to give it a shot. Slowly the bids grew and before long I had over 100 watchers. In the meantime someone called about the Autotrader ad and came over for a test drive. He offered me \$3,000 less than my asking price and I came half way to meet him but he didn't want to come up on his bid and left. Meanwhile I had hit the reserve on eBay (none of the bidders had even seen the car, so I didn't have to put up with time wasting tyre kickers). The Autotrader buyer rang back but I

told him I was going to see the Ebay sale to its conclusion and I ended up with \$500 more than I was asking – result! The irony was that it was the Autotrader's buyer's wife who was doing the bidding without him knowing and had bid way more than he wanted to pay!

My initial thought was to bring the XK over from the UK to replace it, but a first look at costs looks like I would be way worse off after the duty and shipping costs than if I sold the car in the UK and bought a US car over here. I may just get something bit more modern like a Ford Mustang or Chevy Camaro, both of which are big enough for touring in – not nearly as good as a Jag though! Anyway, watch this space, its all go here on the automotive front. Stay tuned in for further amazing revelations – I will have news in the next newsletter!

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South Wales Region Drive It Day



Sharing the passion



Janet and I will once again be organising a Drive It Day event in conjunction with the Federation of British Historic Vehicle Clubs, **please try and turn up in a Jaguar.**

We will meet at The Coed-y-Mwstwr Hotel at Coychurch, Nr Bridgend, CF35 6AF, just three miles from junction 35 off the M4 motorway. We will meet between 9am and 10am for coffee/bacon rolls if you wish, and will leave at 10am sharp. There is a pleasant run planned taking in some coastal roads as well as some pretty countryside. There will be opportunity for a comfort stop en-route, and then an organised lunch stop back at The Coed-y-Mwstwr Hotel.

The cost is £22.95 per head for three courses and £19.95 for two courses.

I require **payment in full by April 1st**, cheques made out to Coed-y-Mwstwr Hotel, also your menu choices. **No booking-No Lunch.**

If you need any further information please ring me on Bridgend 01656 656424 or 07473 437783 or e-mail me at johnjanet@uwclub.net

Let us hope for some dry weather, just as we had for 2015 will do nicely.

Regards, John and Janet James.

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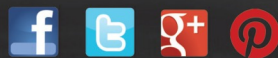
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F-Pace Gets Lumina CLR-F Conversion

German tuning company Lumina Design who are more commonly known for their work on Porsche, BMW and Range Rover marques, have waved their magic wand over the new the F-Pace to give it some attitude.

German tuning firm Lumma Design becomes the first company to announce a proper upgrade package for the new Jaguar SUV, the F-Pace. Boasting a styling kit, performance upgrade for all variants, and some extremely fancy wheels, Lumma Jaguar F-Pace will be a hard act to follow for other tuners.

Dubbed Lumma CLR F, this tricked-out F-Pace comes with a sporty yet luxurious body kit made from carbon-fibre and PU-RIM body styling components. It consists of Sport look bonnet and rear under body diffuser, extended front and rear fenders with vents on the front wings, side skirts, and rear spoilers as well as revised bumpers.

The biggest highlight of Lumma Jaguar F-Pace CLR exterior, however, is a set of Lumma ultra-light forged 24-inch alloy wheels shod with 285/35ZR24 and 355/25ZR24 tires on the front and rear. 24-inch is massive, but it seems to be the right size for the hefty Jag SUV.

Other parts of Lumma CLR F tuning program include a sport exhaust system, interior makeover with leather and Alcantara in a wide

choice of hues as well as aluminium pedals and aluminium, carbon-fibre or traditional wood veneers. Then there is the engine power kits.

As mentioned, by the time it's ready Lumma Jaguar F-Pace will get a power kit for every engine in the range. But upon launch you'll be able to order package for the 3.0-liter V6 Supercharged engine which ups the output from 380 to 480 horsepower.





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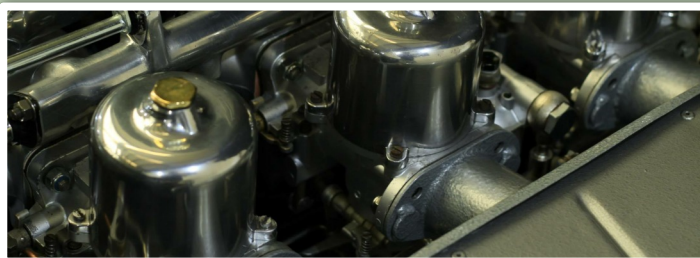
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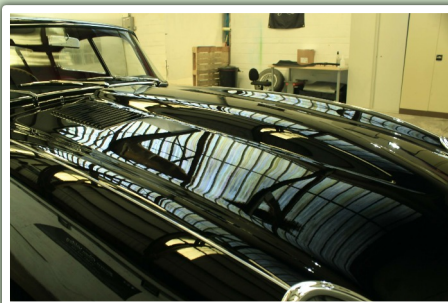
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This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or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



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With 623 Horsepower, This V8 Cat Purrs!

Now the F-type has been around for a few years tuning companies are starting to unleash their imagination, none more so than Hennessey Performance in the Good Old U S of A.

It may be inspired by the legendary E-Type sports car, but with a 5.0-litre supercharged V8, the Jaguar F-Type R Coupe is really a muscle car with a British accent.

So maybe it's not surprising that Hennessey Performance – known primarily for its insane tuned American iron – decided to have a go at making this cat even more ferocious.

The company is offering an HPE600 upgrade for the R Coupe and other supercharged V8 F-Type models that includes a

software tune, supercharger pulley upgrade, and an a reinforced cooling system to keep everything frosty in the face of some serious power.

This handful of modifications yields 623 horsepower and 568 pound-feet of torque, up from the stock F-Type R's 550 hp and 502 lb-ft.

The Hennessey F-Type will do 0 to 60 mph in 3.5 seconds, half a second quicker than stock. It will also run the quarter mile in 11.4 seconds, just 0.2 second off the pace of a 707-hp 2015 Dodge

Challenger SRT Hellcat on street tyres.

The F-Type sounds just as ferocious as the Dodge and does a pretty good job of smoking its tyres.

Hennessey is new to the Jaguar-tuning game, but the Texas-based tuner has an impressive resume when it comes to big American V8s.

It's already planning a 717-hp 2015 Ford Mustang, and pushed its GM V8-powered, Lotus Exige-based Venom GT to 270.49 mph at Florida's Kennedy Space Center earlier this year.



By Colin Manconi

The Practical Classics Restoration Show

Held at the National Exhibition Centre in Birmingham on Saturday and Sunday the 5th and 6th of March, it's the third year the show has been run and every year it is becoming bigger and bigger.

I drove up early Friday morning to help set up the JEC stand. The weather forecast for the north was heavy snow but the drive up was in clear sunshine, but we did have some snow in the evening.

After the problems getting into the November show at the NEC this time I came prepared. I put on my yellow fluorescent jacket, I signed the special form and arrived at Hall 11 expecting to go straight in, but no I didn't have a red wristband. Apparently the red wristband is to indicate that you have your yellow jacket? But the girl on the gate did not have any so I had to go to another gate to get one. Bureaucracy at its best!

Our stand was right opposite one of the entrances, handy to attract people as they arrive. James and Jenny were already there with the JEC van and James had already planned the basis of the stand. We soon had the van emptied and proceeded to build the



Some of these "barn finds" seem to go for as much as a restored car!



cupboards for the stand. The café barriers were next and then the JEC flags. Tony Ridge then arrived with the new XK8 charity car and we proceeded to place the cars on the stand.

The idea was to have three cars on the stand. The new XK8 charity car, a XJ40 in need of restoration and Simon Cronin's X300 which is in beautiful condition. Unfortunately there was a problem with the XJ40 and we had to fall back on another X300 which was indeed in need of restoration. By early afternoon all the cars were in place except Simons. He had encountered the snow and was running late! He eventually arrived and then had to fully clean the car. It had been spotless when he left home but was now covered in muck from the snow.

We arrived early on Saturday morning to be ready for the opening at 9.00am. James was already there, Bob and Beryl, Steve and Angie and myself arrived just after. Tony and Ray then arrived to help on the stand.

The show is held in 6 halls and had over 700 classic cars, 120 car clubs and a large auto jumble. There was a Practical Workshop run by Leeds City College and the Practical Classics Live Stage had Del Boys Fools and Horses van being worked on, also Mike Brewer and Edd China were giving talks.

Silverstone Auctions had over 70 vehicles for sale including numerous Jaguars. There was a 1951 XK120 which needed restoring and was sold for £36,000, a 1968 E Type Roadster Series 2 partly restored which sold for £41625, a 1962 E Type Series 1 FHC which sold for £65250 and a 1959 XK150 SE Fixed Head LHD converted to RHD which sold for £41625. They also had a collection of Land Rovers for sale ranging from one of the first a 1948 series 1 which sold for £47250 to one of the last a 2016 110 Heritage which sold for £42187.

Jaguar Heritage did not attend this year but there was plenty of Jaguar representation with the XJS club and the JDC just across from us. SNC Barratt was just across the alleyway. CMC had a nice stand with a beautiful restored 1961 Series 1 FHC, chassis no 15, in pearl grey with a light blue interior. It was one of the best restorations I have seen and apparently 2956 hours were spent on the restoration. It was one of the original cars from the 1961 Scottish Motor Show.

Dotted around the halls were lots of other Jaguars, some in need of restoration, some fully restored. Fender-Broad had a nice collection of XK on their stand. Two restored one in dire need of restoration. New Forest Classic Cars had a lovely E Type Series 1 FHC on their stand. On the stand



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opposite us was a 2006 XKR 4.2 "Typhoon" Convertible in Emerald Fire metallic with an upgraded engine, Arden bodywork and 20 inch split rim alloys. With only 19000 miles on the clock it still seemed expensive at £39000.

There were lots of dealers with Jaguars on their stands. Most seemed quite highly priced but by the end of the show some had sold stickers on them.

As last year one area of the show was dedicated to "Barn Finds" and this year it was much bigger with a huge array of different models all requiring some love and attention. It seems to me that the most valuable thing now is a bucket of "barn find dirt" to throw over the car as some of these "barn finds" seem to go for as much as a restored car!

Saturday is always the busiest of the two days and we were all kept busy talking to members and discussing the cars on the stand. Bob Bate spent the day answering any technical questions that arose and we concentrated on selling tickets for the new charity car. One of the objectives of these shows is to sign up new members and we were very successful this time. By 6.00pm we were all thankful to pack up for the day.

Sunday is always the quietest of the days and we were very concerned as it was also "Mothers Day". It was quieter at first but it was steady all



day with lots of members arriving on the stand.

The show closed at 5pm and we then had the job of stripping down the stand and loading it all in the van. Unfortunately the NEC will not let vans in till all the cars have gone so it was 7pm before we could leave. The drive home was not helped by an accident on the M5 which held us up by an hour.

All in all a successful show with lots of new members signed up, close on £2000 taken in ticket sales for the charity car and hopefully lots of happy members who came onto our stand.





By Harry Kuehling



Cars Of Character

SS Jaguar 1938 DHC

Some of you may remember that occasionally I used to include articles on "Cars of Character". The following car appeared on Ebay a while ago at £90,000. The car and pictures were stunning. History and sellers description below.

Few cars have received such high praise from owners and press as the 1937 Jaguars, and continuous research and improvement has resulted in the production of an even finer range of Jaguar models for 1938. With its distinguished appearance and beautiful lines, the Jaguar has long been established as the handsomest car on the road, with a performance that has drawn praise from the most hardened critics. Now with added dignity, greater refinement and deeper, roomier comfort, the SS Jaguar may justly be described in the words applied by 'Motor' to its predecessor as 'a credit to the British Automobile Industry' - SS Cars Ltd Sales Brochure.

Introduced in October 1937, the thoroughly revised SS Jaguar range included a wonderfully glamorous drophead coupe variant. Sitting on the same strengthened box-section

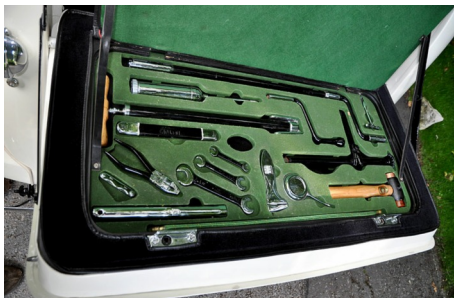
chassis as its more humdrum siblings, the newcomer boasted an ingenious three-position hood that gave occupants the choice of open, closed or sedanca-style motoring. A two-door design supported by an 'all steel' frame, the drophead coupe was upholstered in Vaumol hide and Dunlopillo. Able to seat five in comfort, its cabin also played host to a walnut dashboard / door cappings, wind-up windows and thick carpets. Riding on well damped semi-elliptic leaf-sprung suspension and benefiting from Burman Douglas worm and nut steering and Girling rod-operated drum brakes, the model was available with a choice of 1.5 litre, 2.5 litre or 3.5 litre engines.

Priced at £415 the 2.5 litre car shared the same 120-inch wheelbase and elegance of proportion. Topped by a Harry Weslake designed cross-flow

OHV cylinder head, the 2663cc straight-six that sat under the bonnet of the '2.5 litre' cars was credited with developing some 104bhp @ 4,500rpm. Fed by twin SU carburettors and allied to a four-speed manual gearbox (with synchromesh on 2nd, 3rd and 4th), it reputedly allowed the drophead coupe to breach 90mph.

According to the Jaguar Drivers Club, just five RHD examples exist in the world. My car is without doubt the very finest example in existence.

The original registration number is DWM564. The original chassis number is 46179. The original SS engine number is 1241, it was first registered on 23rd November 1938. It is an original right hand drive, three position drophead coupe. It carries an MOT until May 4th 2010. The old buff logbook and 2009 Registration Document are present. The present mileage is just 2200. A photographic record has been kept of the restoration. A full four page colour article in the Jaguar Monthly glossy magazine detailing the restoration goes with the record file. The car is only for sale due to the fact that I simply have no spare time to use this fine car. I only have used it to drive under 200 miles this year. It is ready to show immediately and will



surely win prizes wherever it is displayed.

Restoration has taken place over a fifteen year period.

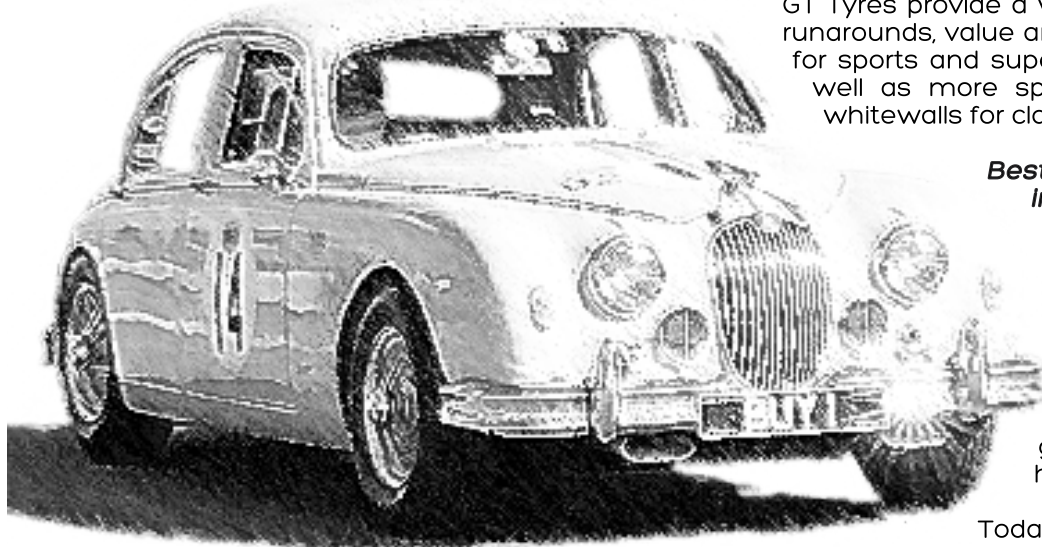
Firstly the car was stripped to its bare chassis, and every mechanical and body part removed. Everything was then totally restored and reassembled. Brand new fully lined black hood was fitted, along with brand new Wilton carpets. The dashboard has been French polished. A full photographic record of its restoration at each and every stage was kept and is sold

with the car.

Extras for this unique car include Casimir Brau signed Art Deco original leaping Jaguar mascot. Surely the most fitting of all car mascots ever designed to compliment the faultless flowing lines of the SS Jaguar DHC. Lucas P100DB Bullseye headlamps with figure eight pattern glasses and vertical fluting. Lucas PLC40 tribar spotlamps with tribars and correct lenses with vertical fluting. Lucas New Alto horns with optional mesh fronts. Hand pillar spotlamps

with rear mirrors by Raydot. Five rarest badges, National Motorists Association, BRDC, BARC, Aero Club and SS members car club.





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JEC Ireland - Newcastle, County Down
29th May - 3rd June 2016

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We will be based at the Slieve Donard Resort and Spa on Newcastle's seaford, as well as driving through the mountains, we will be exploring the loughs of Carlingford and Strangford as well as the Ards peninsula, with its combination of natural beauty and hidden heritage.

Tour Price:
- **£689.00** per person (based on 2 people in a car sharing a double or twin room)
- A non-refundable deposit of **£85.00** per person is required at the time of booking

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- Return cruise ferry crossings from Holyhead to Dublin Port with Stena Line
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8th - 10th July 2016

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Less Hedgehog, More Your Hedgetype.

Up for a challenge? The buyer of this 1963 series 1 Jaguar E-type found under a hedge in the village of Bisley in Surrey certainly was, paying £57,900 at auction for it.

This early Series 1, 3.8-litre car finished in Carmen Red with a tan interior, one of 1,799 RHD fixed-head coupes built was sold with no reserve by Coys this month. The spiraling values of E-types meant that this 1963 example with only 44,870 miles on the clock was highly sought after despite requiring an extensive and costly restoration.

The car's first owner in May 1963 was Ivor Arbiter, who designed the early Beatles logo with the dropped capital T to emphasise the "beat" part of the band's name.

In November 1965 the car passed to SB Cain of Greenford, who sold it to garage owner Howard H Measham, who used it for a short period.

In December 1967 the car moved to its last owner, Frank Riches, who raced it between 1967 and 1969.

It still has the last tax disc on its screen, which expired in November 1969.

Sold at the Coys Spring Classics auction at the Royal Horticultural Society hall in Westminster, it retained the original brown log book, V5 and V5C, its last MOT

certificate from November 1968, the sales invoice to Frank Riches for £855 along with a Jaguar heritage certificate confirming all the important details. It also has its original service handbook and manual, a spare parts catalogue and the original jack.

James Good, a valuer at auctioneer Coys, said: "This wonderful Series 1 E-type is in original condition, with matching numbers and has never been restored. It is ideal for restoration and is extremely rare. It has a great history, including racing, which collectors love."

THE HISTORY OF JAGUAR

BY BROCHURE

Supplied by Colin Masterson

No. 12
1958

THE XK150 JAGUAR ROADSTER



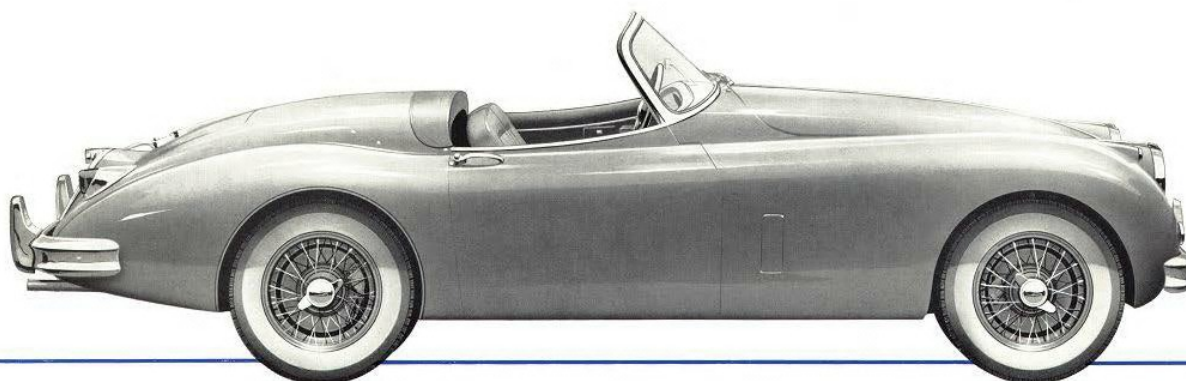
THE NEW JAGUAR XK 150 AND XI

LEAN UNBROKEN LINES and steeply raked windshield invest this Jaguar with the lithe grace for which the *marque* has long been famous, and to this outward elegance is allied a degree of comfort unmatched in any other car of this type. The individually adjustable bucket seats, upholstered in soft tanned leather, are of generous dimensions and there is elbow room to spare in the roomy cockpit with its padded leather scuttle rail and door sills. Complete weather protection is afforded by the easily raised top and by the winding safety glass windows which disappear completely when fully lowered.

For many, the choice of a sports car means only one thing—a roadster; for this is the type of model from which all sports cars have been derived and which alone possesses the classical sports car “line”. In indulging his preference for the roadster type of car, the enthusiast has, in the past, accepted certain disadvantages as being inevitable, but with the introduction of the Jaguar XK 150 Roadster all disadvantages have been swept away. Roominess, good luggage accommodation, complete weather protection and true Jaguar elegance are here combined in the finest roadster ever to leave the Coventry factory of Jaguar.



The engine fitted to the “S” type “straight port” cylinder head with three HD8 SU carburetors, a ratio, gives a power output of 250



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

ENGINE. Six-cylinder 3-litre Jaguar engine fitted with twin overhead high lift camshafts, 83 mm. bore x 106 mm. stroke. Cubic capacity, 3,442 c.c. (210 cu. ins.). Compression ratio, 8 : 1 (7 : 1 optional). Power output, 190 b.h.p. at 5,500 r.p.m. 70" twin overhead camshafts driven by a two-stage roller chain. Twin S.U. carburettors. Cooling by pump and fan with by-pass thermostat control. Forced lubrication by submerged pump system incorporating a 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 in. diameter counterweighted crankshaft carried in seven large steel-backed bearings.

TRANSMISSION. (Manually-operated gearbox.) Four-speed single helical synchromesh gearbox with centrally positioned gear lever. Gear ratios: 1st and reverse, 10.55; 2nd, 6.20; 3rd, 4.28; 4th, 3.54. Borg & Beck 10 in. single dry plate clutch with hydraulic operation. Hardy-Spicer propeller shaft. Hypoid rear axle.

TRANSMISSION. (Manually-operated gearbox with overdrive) As above with addition of a Laycock de-Normanville overdrive operating on top gear only. Manual control of overdrive by switch mounted on the facia panel. Gear ratios: 1st and reverse, 12.18; 2nd, 7.16; 3rd, 4.95; 4th, 4.09; O/D, 3.19.

TRANSMISSION. (Automatic gearbox, excluding "S" Type Models.) Borg Warner automatic gearbox with selector lever mounted on facia panel. Driver-controlled intermediate gear hold by switch mounted on facia panel. Gear ratios: Reverse, 15.2 to 7.12; Low, 17.6 to 8.16; Intermediate, 10.95 to 5.08; Direct, 3.54. Hardy-Spicer propeller shaft. Hypoid rear axle.

SUSPENSION. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic shock absorbers. Rear suspension by long silico-manganese steel half-elliptic springs controlled by telescopic shock absorbers.

BRAKES. Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area, 189 sq. ins. Central handbrake operating on rear wheels only.

STEERING. Rack and pinion steering. 17 in. diameter steering wheel adjustable for reach. Left or right-hand drive optional. Turning circle, 33 ft. Number of turns lock to lock, 2½.

WHEELS AND TYRES. Bolt-on disc type wheels fitted with Dunlop 6.00 x 16 Road Speed tyres.

FUEL SUPPLY. Large capacity S.U. electric pump from a 14 imperial gallon tank.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12-volt system. Twin 6-volt batteries giving 64 amp-hours at 10-hour rate with current voltage control. Ventilated dynamo. Flush fitting side lamps and head lamps. Integral stop/tail lamps with built-in reflectors. Integral rear number plate lamp and reversing lamp. Flashing direction indicators with time switch cancellation and warning lamp on facia panel. Panel lights. Twin blended-note horns. Twin-blade two-speed self-parking windscreen wipers. Cigar lighter. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil-coil ignition. 5 in. diameter speedometer. 5 in. diameter revolution counter. Ammeter. Oil pressure gauge and water temperature gauge. Fuel gauge with low level warning light. Electric clock. Interior heater with windscreen demister.

BODY. Aerodynamic two-door open two seater. Two individually adjustable seats upholstered in finest quality leather. The easily erected hood is of finest quality mohair material, and is fitted with a large unbreakable rear window. When folded, the hood is concealed behind the seats which fold forward to give access to the hood compartment. One-piece wrap-round windscreen. Winding windows disappear completely when fully lowered. Leather-covered instrument panel and screen rail which is heavily padded with foam rubber for passenger protection. Thick carpets over a felt underlay. Two glove compartments, one of which is fitted with a lockable lid. A very large pocket, ashtray, and combined armrest-door pull are fitted to each door. Heavy-duty wrap-round bumpers fitted with over-riders.

SPARE WHEEL AND TOOLS. Carried in a separate waterproof and dust-proof compartment beneath the boot floor.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a spacious rear locker provided with automatic illumination. Front end of boot hinges down to enable golf clubs and other lengthy articles to be carried within the boot.

JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of a special easy-lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 ins. Track front, 4 ft. 3½ ins. Track rear, 4 ft. 3½ ins. Overall length, 14 ft. 8 ins. Overall width, 5 ft. 4½ ins. Overall height, 4 ft. 4½ ins. Ground clearance, 7½ ins. Kerb weight, 28½ cwt. (approx.).

SPECIAL EQUIPMENT MODEL

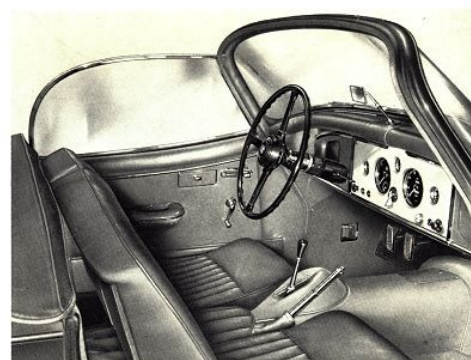
Special equipment models carry the following extra items of equipment: Special 'B' type cylinder head, with twin S.U. type H.D.6 carburettors. Power output, 210 b.h.p. at 5,500 r.p.m. Dunlop single pair pad disc brakes with servo assistance. Wire wheels with centre lock hubs. Dual exhaust system. Windscreen washers.

THE "S" TYPE MODEL

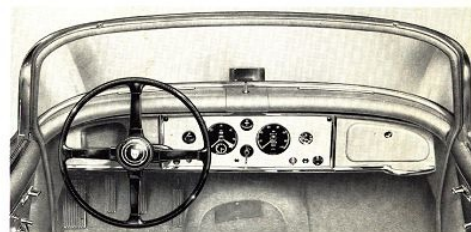
This model is intended for those requiring the maximum performance possible from an XK 150. Variations from the Special Equipment Specification result in considerable increases in the power and torque of the engine. This has been achieved by the introduction of a "straight port" cylinder head which, when combined with three H.D.8 S.U. carburettors and a 9 : 1 compression ratio, gives a power output of 250 b.h.p. at 5,500 r.p.m. and a torque output of 240 lb./ft. at 4,500 r.p.m. In addition, lead-bronze bearings, a stronger clutch unit and special quickly detachable disc brake pads are fitted. Only one form of transmission is available on this model, i.e. manually operated gearbox with overdrive.

The issue of this folder does not constitute an offer. We reserve the right to amend any of the specifications contained in this catalogue from time to time as may be considered necessary for the purpose of improvement or by reason of circumstances beyond our control.

J A G U A R C A R S L T D • C O V E N T R Y • E N G L A N D



The new roomy interior with its heavily padded scuttle rail and door sills. Driver and passenger comfort is much enhanced by the fully adjustable winding safety glass windows which can be set in any desired position whether or not the top is raised.

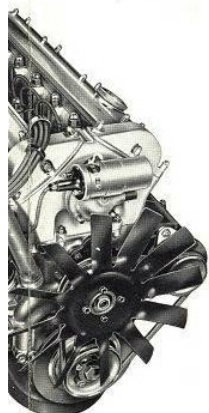


The new wrap-round one-piece windshield affords clear unbroken vision forward and to the sides. The smart new instrument panel is faced with an attractive combination of metal and leather.

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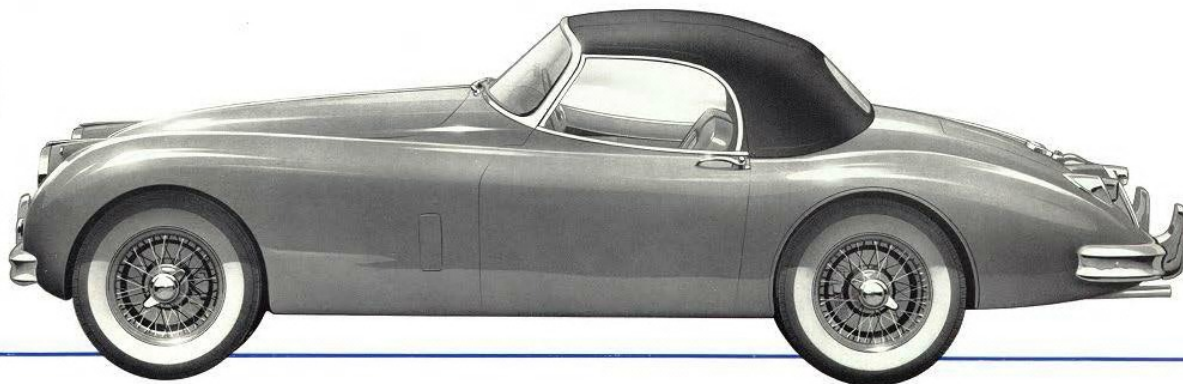
MAR 4 1959

XK 150 "S" TWO-SEATER ROADSTERS



"S" type model incorporates cylinder head which, combined with three H.D.8 S.U. carburettors and 9 : 1 compression ratio, gives a power output of 250 b.h.p. at 5,500 r.p.m.

THE NEW ROADSTER is available in three forms: the Standard model, the Special Equipment model and the "S" type. Body styles and dimensions of all three are identical, but there are variations in mechanical features which are set out fully in the specification overleaf. From a study of this it will be seen that an extremely wide field of choice is made available. Three different compression ratios are offered, horsepower ratings range from 190 b.h.p. to 250 b.h.p.; there is a choice of twin or three carburettor induction systems; drum brakes or disc brakes; wire wheels or pressed steel wheels. Both the Standard and the Special Equipment models can be chosen either with manual gear shift and overdrive (which provides an ideal range of acceleration and maximum speed) or with Automatic Transmission. Only one form of transmission is available on the "S" type model, i.e., manually operated gearbox with overdrive. Every model comes completely equipped to the smallest detail, even to a kit of hand tools. There are positively no extras. But, no matter in which direction personal taste inclines, the "heart" of each car is the world-famous XK twin-overhead camshaft engine, the most advanced sports car engine of the age which has proved its power and stamina on the racetracks of the world, including no less than five record-breaking victories at Le Mans.



50 Years Of Marriage

After being married for 50 years, I took a careful look at my wife one day and said, "Fifty years ago we had a cheap house, a junk car, slept on a sofa-bed and watched a 10-inch black and white TV. But hey I got to sleep every night with a hot 23-year-old girl.

Now ... I have a \$750,000 home, a \$45,000 car, a nice big bed and a large screen TV, but I'm sleeping with a 73-year-old woman." As I pointed out to my wife "it seems to me that you're not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 23-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great? They really know how to solve an old guy's problems!

The Maori Rugby fan

Wiremu, a New Zealander, was on the dole in Australia but about to go home to watch the Rugby World Cup and was not feeling well, so he decided to see a doctor.

"Hey doc, I dun't feel so good, ey!" said Wiremu. The doctor gave him a thorough examination and informed Wiremu that he had long existing and advanced prostate problems and that the only cure was testicular removal.

"No way, doc," replied Wiremu. "I'm gitting a second opinion, ey!"

The second Aussie doctor gave Wiremu the same diagnosis and also advised him that testicular removal was the only cure. Not surprisingly, Wiremu refused the treatment.

Wiremu was devastated,

humour

Members jokes & anecdotes

but with the Rugby World Cup just around the corner he found an expat Kiwi doctor and decided to get one last opinion from someone he could trust.

The Kiwi doctor examined him and said: "Wiremu Cuzzy Bro, you have Prostate sucks, ey."

"What's the cure thyn doc?" asked Wiremu hoping for a different answer.

"Wull, Wiremu", said the Kiwi doctor, "Wi're gonna huv to cut off your balls."

"Phew, thunk god for thut!" said Wiremu, "those Aussie bastards wanted to take my test tickets off me!"

She's Single

She lives right across the road.

I can see her place from my deck.

I watched as she got home from work this evening.

I was surprised when she walked across the street and up my driveway and knocked on my door.

I rushed to open it, she looks at me and says...

"I just got home, and I have this strong urge to have a good time, dance get drunk, and make love all night long! Are you busy tonight?"

I quickly replied, "Nope, I'm free, I have no plans at all!"

She said, "Great! Could you watch my dog???"

Stanley's Dead

Stanley died in a fire and his body was burned badly. The morgue needed someone to identify the body, so they sent for his two best deer hunting friends, Cooter and Gomer. The

three men had always hunted and fished together and were long time members of a hunting camp.

Cooter arrived first, and when the mortician pulled back the sheet, Cooter said, "Yup, his face is burned up pretty bad. You better roll him over." The mortician rolled him over and Cooter said, "Nope, ain't Stanley."

The mortician thought this was rather strange, So he brought Gomer in to confirm the identity of the body. Gomer looked at the body and said, "Yup, he's pretty well burnt up. Roll him over." The mortician rolled him over and Gomer said, "No, it ain't Stanley."

The mortician asked, "How can you tell?"

Gomer said, "Well, Stanley had two arse-holes."

"What! He had two arse-holes?" asked the mortician.

"Yup, we never seen 'em, but everybody used to say, there's Stanley with them two arse-holes."

Counselling

Ellen and her husband Bob went for counselling after 25 years of marriage.

When asked what the problem was, Ellen went into a passionate, painful tirade listing every problem they had ever had in the 25 years they had been married.

She went on and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured over the course of their marriage.

Finally, after allowing this to go on for a sufficient length of

time, the therapist got up, walked around the desk and after asking Ellen to stand, embraced her, unbuttoned her blouse and bra, put his hands on her breasts and massaged them thoroughly, while kissing her passionately as her husband Bob watched with a raised eyebrow!

Ellen shut up, buttoned up her blouse, and quietly sat down while basking in the glow of being highly aroused.

The therapist turned to Bob and said, 'This is what your wife needs at least three times a week. Can you do this?'

Bob thought for a moment and replied, 'Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I play "Golf"!

Sergeant Major

A crusty old Artillery Sergeant Major found himself at a gala event hosted by a local liberal arts college. There was no shortage of extremely young idealistic ladies in attendance, one of whom approached the Sergeant Major for conversation.

"Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?"

"Negative, ma'am. Just serious by nature."

The young lady looked at his awards and decorations and said, "It looks like you have seen a lot of action."

"Yes, ma'am, a lot of action."

The young lady, tiring of trying to start up a conversation, "You know, you should lighten up a little. Relax and enjoy yourself."

The Sergeant Major just stared at her in his serious manner.

Finally the young lady said, "You know, I hope you don't take this the wrong way, but when is the last time you had sex?"

"1955, ma'am."

"Well, there you are. No wonder you're so serious. You really need to chill out! I mean, no sex since 1955!"

She took his hand and led him to a private room where she proceeded to "relax" him several times.

Afterwards, panting for breath, she leaned against his bare chest and said, "Wow, you sure didn't forget much since 1955."

The Sergeant Major said in his serious voice, after glancing at his watch, I hope not; it's only 2130 now." (Gotta love military time)!

It Hurts To Drink

Pat staggered home very late after another evening with his drinking buddy, Paddy. He took off his shoes to avoid waking his wife, Kathleen.

He tiptoed as quietly as he could toward the stairs leading to their upstairs bedroom, but misjudged the bottom step. As he caught himself by grabbing the banister, his body swung around and he landed heavily on his rump. A whiskey bottle in each back pocket broke and made the landing especially painful.

Managing not to yell, Pat sprung up, pulled down his pants, and looked in the hall mirror to see that his butt cheeks were cut and bleeding. He managed to quietly find a full box of Band-Aids and began putting a Band-Aid as best he could on each place he saw blood.

He then hid the now empty Band-Aid box and shuffled and stumbled his way to bed.

In the morning, Pat woke up with searing pain in both his head and butt and Kathleen staring at him from across the room.

She said, 'You were drunk again last night weren't you?'

Pat said, 'Why you say such a mean thing?'

'Well,' Kathleen said, 'it could be the open front door, it could be the broken glass at the bottom of the stairs, it could be the drops of blood trailing through the house, it could be your bloodshot eyes, but mostly it's all those Band-Aids stuck on the hall mirror!'

Psychiatrist vs. Bartender

Ever since I was a child, I've always had a fear of someone under my bed at night. So I went to a shrink and told him: "I've got problems. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy."

"Just put yourself in my hands for one year, said the shrink. Come talk to me three times a week and we should be able to get rid of those fears."

"How much do you charge I asked"

"One hundred fifty dollars per visit," replied the doctor.

"I'll sleep on it," I said.

Six months later the doctor met me on the street. "Why didn't you come to see me about those fears you were having?" He asked.

"Well, \$150 a visit, three times a week for a year, is \$23,400.00. A bartender cured me for \$10.00. I was so happy to have saved all that money that I went and bought a new pickup truck."

"Is that so?" With a bit of an attitude he said, "and how, may I ask, did a bartender cure you?"

"He told me to cut the legs off the bed. Ain't nobody under there now."



Don't snort Viagra

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:
editor@jecsouthwales.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.

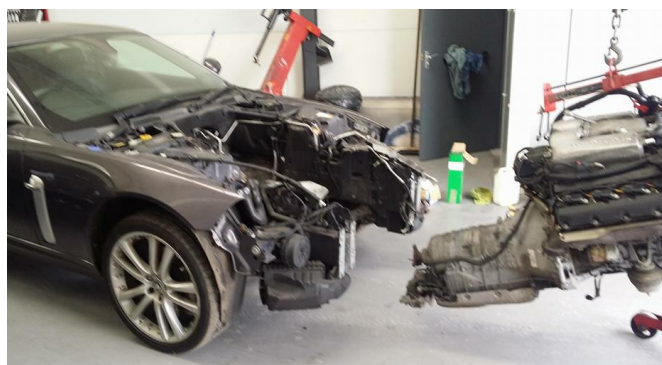
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CALENDAR

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 |
| 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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Contact colinmasterson@hotmail.com for more pictures
(from April email or 07867 786646)

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

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

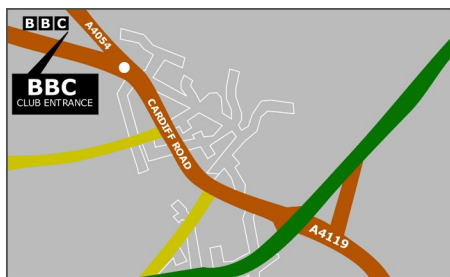
HOW TO FIND OUR MEETINGS:

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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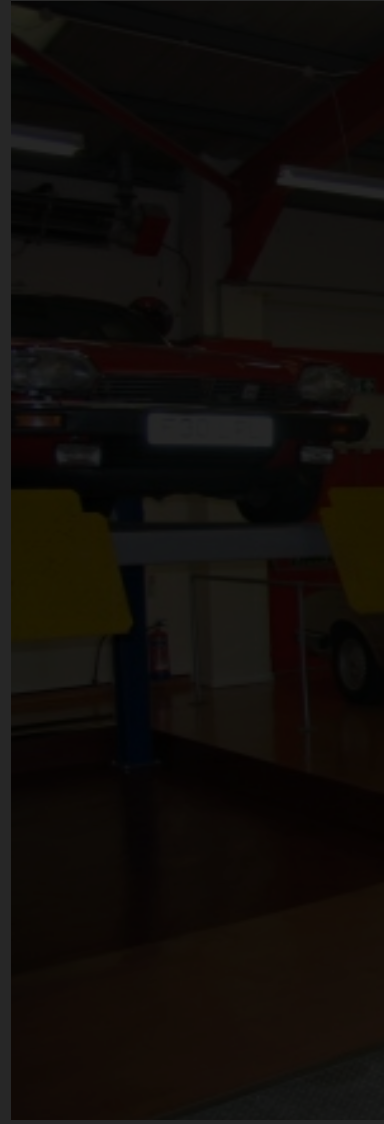
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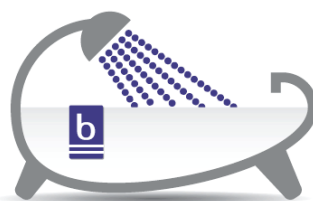
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