

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
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WEBBER'S WORDS

By Andy Webber
News Editor

It's been a great month on the car front as not only have we had the first show of the season at Coleford but I've also had a motoring themed holiday.

I've done a write up of my escapades to the British hub of motoring and indeed Jaguars heartland in Coventry, which was a great few days away although my wife may not share quite my enthusiasm! I was also lucky enough to have a guided tour around Jags HQ at Gaydon, where I saw some very rare cars and was very much a wide eyed 10yr old schoolboy!

I also visited the JEC XJS forum co-ordinator, David Marks in Nottingham to have a troublesome diagnostic issue sorted out on my XJS. His knowledge and equipment were crucial to finding the problem and David managed to fix the car whilst being on the phone for the majority of the time! Big thanks to David for taking the time to sort out my car despite being very very busy.

JLR has had a momentous month launching the F-Pace onto our roads and also the Range Rover Evoque convertible - both of which are SUV firsts for the company! With the top down I do like the Evoque, definitely a vehicle for the poseur! These vehicles represent important diversity for JLR and their success is crucial to that of the company.



Evoque Convertible. Will we also see a F-Pace convertible join the Jaguar range?

We're very much looking forward to Drive it Day with friends from the Bristol & Shropshire regions as we embark on John & Janet's mystery tour!

And finally our best wishes to Rob Taylor from Caerleon who has been ill and in/out of hospital - we hope you get better soon Rob so you can join us in your e-type at shows.

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

At last the season is starting. Let's hope we have some nice weather this summer.

It is with great sadness that I have to advise that Dave Housley has passed away. Dave was a long established ex member of the club who originally ran a MK2. He then lovingly restored a MG Midget which he used for many years. I would like to pass commiserations from our members to Kate his wife.

At our last meeting Rob Jenner and Letitia Mace came along for Rob to give a talk about his two and a half years as chairman of the JEC and his love of cars. I had arranged for a buffet half way through the evening with the anticipation of lots of members attending the meeting. Over 30 members attended.

Rob and Letitia had driven down from Scotland to give a talk to the North Wales Region first and then on to us. Rob started off telling us about his time as chairman of the JEC, he spoke for about an hour and then we had a delicious buffet prepared by Diane from the BBC Social Club. Rob then carried on discussing the different cars he had owned during his life. We then had a raffle for the new JEC charity The Acorns Children Hospice which raised a fair amount of money. Thank you Rob and Letitia for donating the raffle items. We presented Rob with a framed picture of one of his cars and a bottle of whiskey as a thank you for coming.



International Spares Day Stoneleigh

This being one of the first events of the year Andy, and myself offered to help out on the JEC stand selling raffle tickets for the new charity car, a lovely 2006 XK 4.2 Coupe with a genuine 30,000 miles from new. Unfortunately it was Andy's grandmother's 90th birthday which obviously was more important so I ended up going by myself.

I arrived early and as James and Helen had already set up the stand on Saturday we just had to wait for Tony to arrive with the charity car a beautiful blue 2006 XK with just 30,000 miles on the clock. We were busy all day selling tickets for the raffle car but we had plenty of time to have a look around the stalls as we had a lot of help on the stand.

The event starts to wind down by 4.00 pm and everything had to be packed away before going home. A full report on this event is on page 17.

Coleford Festival Of Transport

We always attend this show every year with a club stand. 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 was on the 28th of March.

We met as usual in the car park at Monmouth at 8.30 am. I was expecting a good turnout of cars as 22 Jaguars had entered. The weather was wet when we left Cardiff and 12 cars assembled in the car park. Due to the weather most were more modern Jaguars. As it was we had around 20 cars on our stand. We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as two years ago extremely cold. This year the forecast was showers but the day stayed dry.

As usual as soon as we parked up it was time for breakfast in "Kaplans Café" for the usual "small" breakfast. Andy could not have been feeling very hungry as he didn't order his usual large plate of chips to go with his breakfast! We left at around 4.00pm and had a lovely drive home in the sun shine. A good day. A full report on this event is on page 24.

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 e mail or telephone before this date. This is the final date; anyone contacting me later cannot be included.

Vale Of Glamorgan Show

This is the 3rd year this event has been held at Barry Island. It is being held on Sunday the 12th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ at 8.00am to leave at 8.15 am.

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.



Porthkerry Classic Car Show

This is a new show being held on Saturday the 28th of May at the Porthkerry Leisure Park, Rhooose. If anyone requires a entry form please contact me.

Vale Of Glamorgan Show

This is held on the 30th of May at the Sully Sports and Leisure Club. We have attended this event for the last three years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show.



Castle Combe Classic & Retro Action Day

This is being held on Saturday the 25th of June. We always have a good stand at this show and there are lots to do with the option to take your car out on the track. We will be meeting at the lay by on the Chepstow turn off by the old Seven Bridge at 8.15am to leave at 8.30am.

NEWS

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



Often referred to by experts as the world's first supercar, the XKSS had a cult following including Steve McQueen who referred to his 1956 car as the "Green Rat".

The Iconic XKSS Rebirth Is A Go!

Nine new XKSS's - often referred to by experts as the world's first supercar - will be hand built by Jaguar Classic to the exact specification as they appeared in 1957, replacing the cars lost due to the famous Browns Lane factory fire.

The original cars were earmarked for export to the USA, however, just 16 were completed before disaster struck. Now 59 years later, Jaguar is going to build the nine 'lost' XKSS sports cars for a select group of established collectors and customers.

The expertise gained

during the construction of the Lightweight E-type project will be transferred to the construction of the nine ultra exclusive continuations. Each one will be hand-built at Jaguar's new 'Experimental Shop' in Warwick.

Every car will be constructed to the same specifications as those first 16 made in 1957 - every aspect fully certified by Jaguar. The price will be in excess of £1 million.

The first deliveries of the new continuation Jaguar XKSS will commence in early 2017.



Jaguar Land Rover Celebrate A Classic Future

Jaguar Land Rover is delighted to announce the renaming of its Heritage business to Jaguar Land Rover Classic.

The rebranded division will continue to provide cars, services, parts and experiences for Classic Jaguar and Land Rovers and their owners, and can now accommodate full restorations of classic vehicles at its UK sites, as well as providing a repair and maintenance service for customers. Jaguar Classic will continue to use the historic Browns Lane facility, where the six continuation Lightweight E-types were built and a newly developed Land Rover Classic workshop at Solihull for the restoration of Land Rovers. Fully factory restored Jaguars and Land Rovers are now also available for purchase.

Jaguar Land Rover Classic Parts supplies genuine parts for models whose range has been out of production for over a decade. The parts catalogue has over 30,000 individual and guaranteed parts, available to order from Jaguar Land Rover's global retail network. Specialist technical advisors have extensive product knowledge and selected parts are available to order on the day for collection at local retailers.

In addition to cars, services and parts, the Classic business also offers customers the opportunity to experience a selection of Jaguar and Land Rover's most iconic models with Classic Drives. This is complemented by the second season of the Jaguar Classic Challenge race series for pre-1966 Jaguar models, which commences on 2 May 2016 at Donington Race Circuit in the UK.

All New XF L Beijing Debut

Jaguar will debut the all-new Jaguar XF L at the 2016 Beijing Auto Show at the end of the month. Essentially a long wheelbase version of the XF, the model will take on long wheelbase versions of the Audi A6, BMW 5 Series and Mercedes Benz E-Class in the country, all of which are popular alternatives to large limos in China.

The Jaguar XF L will be built in China's first purpose-built aluminium body shop based at the Chery Jaguar Land Rover manufacturing facility in Changshu. It will also be the third vehicle to be built by the company's joint venture with Chery Automobile Company Ltd, in less than two years. It will be built alongside the Land Rover Discovery Sport and Range Rover Evoque.

According to Automotive News Europe, JLR has yet to open a new engine factory at the Changshu plant, where the company is expected to produce petrol versions of its Ingenium 2.0 litre diesel. The engine plant was originally slated to open in 2015.

As for the car, Jaguar is keeping mum on the details about the XF L (based on the second-gen XF), including the actual dimensions of the car.

New Smart Watch Keep JLR Customers Cool

Jaguar Land Rover has announced the expansion of its wearable technology solutions with the introduction of its remote functions app to Android Wear watch.

The new Android Wear app introduces a suite of connected features, including the ability to activate climate control settings by remotely starting the engine, keeping you cool before setting off. It also allows customers to check their vehicle's fuel level, monitor its location and remotely lock and unlock the doors to let a friend or family member access the vehicle when the owner isn't close by.

The robust and waterproof wristband is designed for customers who regularly enjoy outdoor activities and allows owners to deactivate the standard key and leave it locked securely in the vehicle rather than carrying it with them. The Android Wear watch app will be available on all future Jaguar and Land Rover models as well as on previous models fitted with InControl Remote or InControl Protect.





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Next Project 7 To be Bolder

Jaguar's SVO division is already contemplating a 'more individual' successor to the Project 7 special edition. Senior Jaguar officials say that early discussions have taken place about how the company could build a successor.

When asked if Jaguar would consider custom-bodied cars in future, design director Ian Callum said: "We've thought about it. We've started asking, What do we do after Project 7?, because I'd like to take it a step further. And that means making it more of an individual car than an F-Type.

"But the business case is hugely difficult," he added. "What can you charge for it? What do you charge for a Jaguar? How far can it go? With a supercar like the C-X75, you could probably go to £1million, but with a limited number of, say, 200 cars. And even that, as a business case, was pushing it. So if you're going to get into the realms of something that's a modified F-Type, it's very difficult."

John Edwards, boss of Jaguar Land Rover Special Operations, said the success of Project 7 had taken management by surprise. "We said we'd build 250 examples of Project 7, and there was quite a lot of nervousness about that. We kind of plucked that number out of thin air, really. I personally had to guarantee we'd sell 250, as it turned out, we could have sold 500."

However, he indicated that SVO would focus on production runs of cars, rather than exclusive bespoke one-offs. "Custom bodies are not our plan; we want to push the cosmetics of the car to the limit, not re-engineer the car as some others have done," Edwards said.



UK Invictus Games Team At Buckingham Palace

Patron of the Invictus Games Foundation, Prince Harry, unveiled the UK Team for the 2016 Invictus Games, sponsored by Jaguar Land Rover.

Jaguar Land Rover are the presenting partner of the Invictus Games as well as the proud sponsor of the UK Team – continuing their support of the inaugural games and the UK Team in 2014. The UK delegation to the Invictus Games 2016 is being delivered by a partnership comprising The Ministry of Defence, Help for Heroes, and The Royal British Legion.

More than 180 WIS military personnel and veterans trialed 10 sports for one of the 110 places available in the UK Team. The rigorous selection process was based on the benefit the Invictus Games will give an individual as part of their recovery, combined with performance and commitment to training.

Congregating for the first time at Buckingham Palace, the 110 strong team included James McGill, former Grenadier Guard and Jaguar Land Rover employee, who will represent his country at the Games held in Orlando, Florida, May 8-12.

Prince Harry took time to congratulate McGill who will take part in Track and Field and Swimming events. McGill joined Jaguar Land Rover in July 2015 and was encouraged to take part in trials along with other former and serving armed forces personnel colleagues, demonstrating the company's strong commitment to actively employing former military.

2016 Invictus Games UK Team member and Jaguar Land Rover employee, James McGill, said: "I am hugely excited to be selected for the UK Team for the 2016 Invictus Games. Today has been a very special day, joining all my fellow team members at Buckingham Palace and meeting Prince Harry. The journey to selection has been tough, with so many great competitors in the mix, but the Invictus Games has given so many former and serving men and women a renewed focus and set of goals which should never be underestimated.

Since 2013, Jaguar Land Rover has hired over 200 former servicemen and servicewomen, working closely with the Career Transition Partnership, the Ministry of Defence's official provider of Armed Forces resettlement.

Jeremy Hicks, Managing Director of Jaguar Land Rover UK, added: "There is a close alignment between Jaguar Land Rover's values and the vision of the Invictus Games, that inspiring performances and passionate, unstoppable persistence enriches people's lives.

"We're incredibly proud to continue our role as presenting partner of the 2016 Invictus Games and sponsor the UK Team, and we're delighted that Jaguar Land Rover employee James McGill will be representing us on the field in Orlando. We wish them all well on this exciting journey."

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon! The new season of local classic car events continued as follows:

Torbay Old Wheels Treasure Hunt - Sunday 13th March

This year's annual treasure hunt was organised by Dave & Kath Doyle. We met up at the KEVICC visitor car park in Totnes. We left Totnes - about nineteen cars with thirty six members and made our way through Avonwick on to South Brent. We then made our way back to the South Hams and eventually went through Ugborough, Loddiswell and then onto the Avon Mill Garden Centre for a coffee stop. It was here that members took part in a quiz and at the end there were some very naughty answers! Leaving Loddiswell we skirted Kingsbridge and went through East Allington - the clues and answers had been

very well thought out by Kath and Dave - and onto Slapton Village. At this point I wondered if we were going to see the storm damage trouble with the road at Torcross but we turned left and went through Strete. We then made our way cross-country towards the Sportsmans Arms for a well-deserved lunch. As usual we were not in the top three but did pretty well & would have done better with more local knowledge. A great run with great weather & company.

Coincidentally, on our way out of Totnes we spotted a couple of gargoyles on gateposts exactly like the ones I bought way back in 1999! Mine caused quite a stir after fitting them onto my gateposts & people used to stop stare & photograph them!

I'm pleased to report that (even though they are very heavy) we brought them with us (encouraged by Natasha) to Torquay & they are now guarding the entrance to our driveway.



Torbay Old Wheels Club Night - Thursday 31st March

The main event for the night was an auction of items brought in by members. As for last year's event Rex Elston was the auctioneer & through his efforts raised £151 for club funds.

Unfortunately, Natasha & I missed the event. My fault - I completely forgot the date! Duh!

Colin Francis OBE (1935-2015)

It was sad to read a report a few months ago of the passing of Colin Francis. I first met Colin when he was one of the instructors at a rally course in Tunbridge Wells way back in 1993. The course was primarily run to help prepare for the "Pirelli Classic Marathon Rally" organised by Philip Young etc. Allan Fogg & I attended the course & used our knowledge to good effect when taking part in historic rallying a year or so later - mostly in my old Daimler JWN58E.

Colin also navigated for Debbie Edwards in her E Type on historic rallies and theirs was the only E Type ever to beat us in the Daimler on any rally!

Ennis Matthews & I also met Colin when he helped out on the first of the JDC Rallies. On that occasion we came in 5th position in the Daimler and beat all 17 of the E Types! Ennis had a large bouquet of flowers presented to her by Nick Scheele for being the highest placed lady driver - with some assistance from me as navigator!

A full report on Colin may be read on - http://www.fbhvc.co.uk/about-us/news/_article/85/colin-francis/

My Daimler V8 250 - ALX 442H

Following on from last month's report I bought the rebuilt engine from Mark Ashley in Brixham. Mark even delivered the engine



on the same day! Mark & I had confirmed that new pistons were fitted as well as new valves. We took off one main bearing cap & found that the crankshaft had been reground +10 thou.

At home & after looking more closely I found that there were some problems with the engine. The inlet manifold was fitted the wrong way round, the cylinder heads had been fitted without gaskets and without fitting the tappet pushrods. The pushrods have to be inserted before the heads are torqued down.

In view of these problems Adrian & I proceeded to completely strip the engine. Mark had informed me that the engine had been rebuilt approx. 10 years ago. We found that some parts had virtually seized up in that time including the distributor mount & internals of the tappet chest. The good news is that the pistons are new as are the valves. The crankshaft regrounding & block reboring appears to have been done well.

The next stage is to take the block, cylinder heads & crankshaft to Adrian's recommended machine shop Hamlins in Bridgwater. These items are to be cleaned internally as well as pressure & crack tested.

More next month!



...and finally:

Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, his face is cut, and bruised, and he's walking with a limp. "What happened to you?" asks Sean, the bartender. "Jamie O'Conner and me had a fight," says Paddy. "That little O'Conner," says Sean, "He couldn't do that to you, he must have had something in his hand." "That he did," says Paddy, "a shovel is what he had, and a terrible lickin' he gave me with it." "Well," says Sean, "you should have defended yourself. Didn't you have something in your hand?" That I did," said Paddy, "Mrs. O'Conner's breast, and a thing of beauty it was, but useless in a fight."



By Colin Masterson

Letter from America



Last month's Letter included a cliffhanger on how I was going to replace the Cadillac Eldorado, bet you couldn't wait! The photo at the top of this newsletter might give you a clue. Netta and I went out one day to look for, possibly, a Ford Mustang or a Chevrolet Camaro or something similar to replace the Eldorado. We found a nice Camaro and went for a test drive with Igor the salesman (and, no, Igor is not Russian but Brazilian and when I asked him about his name he said his mother named him after the Russian assassin of Alexander Litvinenko - weird or what!). Back in the Showroom we were talking a deal when Netta said "what is that?" She was looking at the 2016 Corvette Stingray in metallic gunmetal with black wheels, very cool!

The upshot is we bought it! Over here if you buy a car you can drive it out of the lot that day. Florida law means that your insurance covers any car you own for 10 days, so you have time to organise cover later. It is difficult to describe how good this car is but I recommend you view the Autocar test versus a Porsche 911, Audi 8 and the F Type at <https://www.youtube.com/watch?v=lfejZsjiAll>. Any feelings of disappointment over not buying the Jaguar were quickly assuaged by the performance of the Corvette and the gizmos and gadgets.

It has a Head up Display that projects speed, revs and selected gear and lateral G loads ahead of you so you look through the screen to see it in front of you, like a fighter jet. It has several driving modes, Wet, Eco (runs on 4 out of 8 cylinders when not all

required), Touring and Track (madness mode!). This lets you adjust settings like suspension stiffness, throttle response, steering response, brake pedal input, exhaust sound, speed of gear change etc to suit you driving style, but you can still have the roarty exhaust even in Eco mode, which is a laugh. With a dry sump 462 bhp motor, 8-speed automatic gearbox with paddle shift, electronic limited slip diff and various dynamic safety features you would have to try quite hard to get into trouble. As well as rear camera for parking it has two forward cameras and you can record a video of, for example, laps of a track on a hard drive with lap times and parameters like revs, cornering, braking and accelerating, braking and lateral G force, tyre temperatures, speed, timing of gear changes etc recorded also, just like they do in Formula 1. It has an "infotainment system" that allows you to run all your iPhone apps on the car's screen and even has a wireless hotspot. Only picked it up on Saturday so quite a bit of reading of the owners' manual required yet. Although a coupe, it has a removable Targa top so it is like being in a convertible. As well as all of that it is both bloody quick and easy to drive - 0-60 3.8sec, standing quarter 11.9 sec (117mph) and top whack 195mph. Netta particularly liked the large amount of room for shopping.

Sorry to bang on about it but you did ask - you didn't? oh well, I'm pretty excited about it and only sorry I had it only a few weeks before getting back to the UK. Still, who's to complain: there

is a whole summer of car shows to look forward to with the Challenger and meeting all of you great guys - there, feel better, good!

First big trip out for the Corvette was the Lakeland Sun 'n Fun and, blow me down, but I met four other Corvette owners at registration, one of whose cars was identical (at least visually) to mine - what are the odds?

One of the clubs in attendance was the Kaiser club - never heard of Kaiser? Nor had I. One unusual feature of the convertibles was the doors slide forward into the front wings, instead of opening in the usual way.

One of the exhibitors was Godspeedrides who specialise in "resto mods", which are classic cars that retain much of their original look but use modern mechanicals (check out their





website). Most of these are one-offs and are therefore very expensive because of the number of hours taken to produce them. They were exhibiting a 1963 Corvette Stingray with a rear split window, which had received this treatment. It was beautifully made and had 200mph+ performance and a \$250k price tag to match. The metallic grey colour with black wheels looked very much like an old version of my car.

As crazy vehicles go Airboats take some beating. There was one for sale running a flat 6 air-cooled Lycoming Aircraft engine. They use them mainly in South of Florida for getting

around lakes and swamps.

Tom Wopat a.k.a. Luke Duke of the Dukes of Hazzard TV series was there giving autographs with replicas of the Hazzard County Sheriff's car and the Orange coloured Dodge Charger with the Confederate flag on the roof, which brought back a few memories.

BTW talking of Rednecks/Hillbillies I just found out that Groveland, where we live, used to be a hotbed of Klu Klux Klan activity in Central Florida makes you think, as this was in the 40's and 50's within living memory of some of the older folks around here. This is still very much gun country but I think

the (legal!) lynching has stopped.

There was an auction over the four days of the show with a number of interesting vehicles, including several XK8s. There was also a 1985 XJS which had suffered the fate of several Jaguars over here in that it had a 454 cu in (7.6 litre) big block Chevy engine. Also for sale was Lorne Greene's (from the TV series Bonanza) 1967 SS Chevrolet Impala convertible.

The Mount Dora annual car show was this year on the shores of Lake Dora which had a wide mix of cars from 1920's Ford Model A's to complete spectrum of Chevrolet Corvettes from the

Continued >



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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
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1950's to date. After a quick tour of the show I came back to our car to find Netta actually avidly reading a copy of the JEC magazine that had to be a first and was captured for posterity with a photograph.

Winner of the "Most Elegant Car" prize was a black and white Mercury convertible and "Best in show" was a metallic grey 1948 Cadillac convertible. I had an interesting chat with the owner of a lightweight E Type, which was the Jaguar Club of North America's Slalom champion. He was a Scotsman who came over from Edinburgh thirty years ago but has lost none of his accent and sounded and looked just like Ian Callum.

Next show was at Apopka and was organised by a friend of mine to raise funds for the Rotary Club. First 100 entries get a coffee and doughnut; why don't we go to car shows like that? There were plenty of Corvettes of all ages and loads of other classics with a sprinkling of British cars, an MGB, TR6 and a Bentley Mk IV.

One of the more interesting cars there was a 1967 Series 1 E Type. This car had the raised headlights of the series 2 but everything else was series 1 so it was one of the rare Series 1 1/4 (as opposed to the 1 1/2 cars). There was a murky period in the production of the E Type when they ran out of old parts on the production line and started adding new parts for the series 2 so quite a few mongrels were produced but, as record keeping was a bit "iffy", no one knows how many were produced.

This must have been one of



the first of these as E Type Series 1 ran through to the early part of 1968. The owner rebuilt the car in the 1990's, rebuilding the engine, transmission and just about everything else. Every nut and bolt was removed; he even learnt skills like lead loading to do the job properly and the car still looked concours despite being used, this was no Trailer Queen although the owner did mention that he regularly removed ancillary parts from the engine bay to clean them and the surrounding areas, which indicated

to me that he was pushing the outside of the envelope when it came to normal behaviour.

Time is running out on our winter stay in Florida and all too soon it is time to prepare the cars (Cadillac SUV and Corvette) for the long spell we would be back in the UK. As usual I pumped 50lbs into the tyres, put Stabil additive into the gas (petrol) tank to stabilise the fuel and attached the Battery conditioners.

And "That's all Folks" from Letter from America, until the end of the year.





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International Spares Day Stoneleigh

This is always one of the first events of the year and was held as usual at the National Agricultural Centre at Stoneleigh in Warwickshire. I drove up early on Sunday morning and arrived to find that James and Helen from JEC office had come on Saturday and set up the JEC stand. As last year we had moved the charity car from directly in front of the restaurant to alongside the main stand. It definitely makes a better stand.

The foyer and restaurant had been completely refurbished with the restaurant fully enclosed and nice and warm. Unfortunately the heaters above our stand had been removed and not yet reinstalled so instead of having a nice warm stand we had to freeze like everyone else. Having attended this event for over 30 years I still cannot understand how it can be colder inside the buildings than outside, but again this year it was freezing inside. Not as cold as some years, when it was actually snowing inside the buildings, blowing in through the ventilated roof, but still cold enough to need a big coat.

Tony arrived with the new charity car a lovely 2006 XK8 Coupe in blue which has covered only 30,000 miles. The charity this year, chosen by our new Chairman Peter Purdom, is the Acorns Children Hospice based in the West Midlands. We soon had the car set up with its entire advertising ready for the opening to the general public.

I took some time to have a quick walk around the stands and stopped at the very impressive SNG Barratt stand to have a chat with Julian

Barratt. I thanked him for his continuing support of our regional magazine, gave him some copies of the magazine, as the printed version is more impressive than the on line version. Julian showed me their new events display unit which looked very good. They have the same problem as us at the big shows. It takes so long to set up all the gazebos and merchandise them and then at the end of the event it all has to be dismantled and put away. Their new unit can be towed to the show fully merchandised, opened out and then closed up and towed away at the end of the show. Much easier and takes a lot less manpower.

BAS from Cwmbran, another of our advertisers were there. Steve and the boys their usual cheerful selves, selling lots of their fabulous interiors and rushed off their feet with inquiries about their products.

There seemed to be as many stalls as usual, not as many as the old days, but that's the power of the internet and eBay, it's much easier to sell parts on the internet than to stand in a draughty agricultural unit at Stoneleigh. There was a good selection of car for sale at the bottom of the unit in fact Lititia Mace who came to our last meeting with Rob Jenner bought a lovely 1988 3.6 XJ40 Sovereign with just 39,000 miles.

The show was busy all day with lots of parts being sold. The JEC shop was busy and lots of new members were signed up. It was soon time to dismantle the stand and make our way home.



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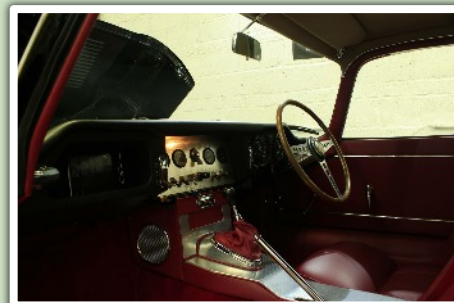
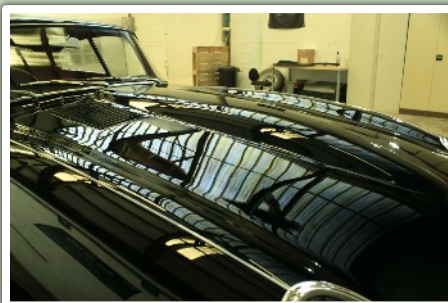
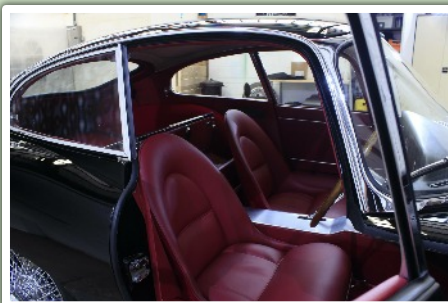
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Wind In Your Hair Without The Rain On Your Head

Eagle announces a third, made-to-order edition of its bespoke modernised Jaguar E-Type range so break open the piggy bank!

The Jaguar E-Type is a classic car legend, but the specialist engineers at Eagle have made a name modernising the roadster for the 21st Century. Now, the East Sussex firm has launched the Spyder GT, which joins the famous Speedster and Low Drag GT in its range.

Eagle, which has specialised in E-Types for three decades, describes its hand-built and unique restorations of the iconic 1960s roadster as "complete and compromise-free". Its latest effort, the Spyder GT, is designed to combine "the style and dynamics of the celebrated Eagle Speedster with the high performance touring capability" of the Low Drag GT.

The main difference between the Speedster and the Spyder is the addition of a proper folding roof. After all, if you're splashing out half-a-million quid you'd want to keep dry. The styling is subtly different too, but it remains, arguably, one of the

prettiest designs on the road. Extremely limited numbers will be built, with Eagle calling it the "most exclusive hand-built car in the world".

The all-aluminium Eagle GT is based on an original E-Type underneath but given a bespoke body, heavily revised chassis and more powerful engine. It's expected to get the same 345bhp 4.7-litre V8 as the Speedster and Low Drag. Expect it to cost over £500,000, however.





By Andy Webber

Museums, Motoring & Many Jags!

Following on from rave reviews of the new British motor museum in Gaydon as well as the new Coventry Transport museum I was eager to visit the midlands. Having persuaded the wife that this was the time to go we booked time off work and proceeded up the M5.

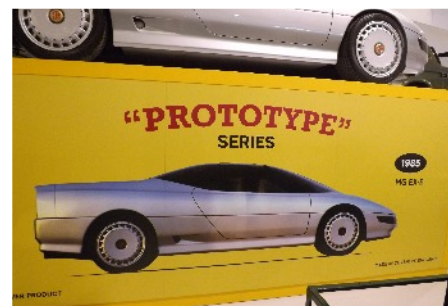
Through a local contact I was also hopeful of a tour of Jaguar's design and development premises in Gaydon - another reason for going! As I'd been unable to solve my mysterious engine issue with my XJS coupe I thought I'd also see if I could visit David Marks in Nottingham who is a Jaguar specialist particularly with the XJS - more about that later.

The New British Motor Museum

This new look museum only opened it's doors in February and also included a collections centre next door that housed some Jaguar Heritage cars as well as a few from the James Hull collection. The main reception area housed the first Jaguar E-type Coombs conversion as well as a very early original Mini.

The centre piece of the museum was a superb Jaguar display with the XK120 (NUB 120), a C-Type, D-Type, and famous race spec E-Type as well as the V12 Broadspeed and TWR XJS from 1984 raced by Win Percy. The display included a 12minute film on Jags racing history, which was excellent and a real education for us youngsters! There were also interesting personal-items from Mike Hawthorn and William Lyons. The museum had clearly spent a lot of time and money on the backdrop for the Jaguar stand and it really made a difference - full marks Mr Curator!

Other cars included a Swallow Doretti, a Jenson, and a prototype MG from 1985 that looked very similar indeed to the Honda NSX that was launched slightly later on in the 80's - I think Rover have a case for Honda nicking their designs! You decide.





We had booked to see the collections centre that was undergoing some slight refurbishment to the upstairs which meant we could only see the Jag collection - I'd have been very disappointed if I couldn't have seen them! Following a short talk from the museum curator and a team that had all worked in the British motoring industry in Coventry we were allowed to wander around the collection of Jags numbering 50+ cars. I was like a kid in a sweet shop and frantically tried to take in all the cars in the 30mins we were allowed - Heather meantime got busy with the camera!!

Although I'd seen some of the cars at JEC days previously there were many more that I'd only seen in magazines, and a few that I'd not seen at all. The cars that really stood out for me included a V12 XJ40 Coupe in burgundy that David Marks had been involved with alongside an XJ40 estate. I also enjoyed the polished aluminium X350 that was done to demonstrate the new aluminium construction at launch; although it's not very 'Jaguar' it certainly cut a dash through other cars in the collection. There was a one off

concept car from 2004 that could've been turned into the next generation S-type (I think!), just behind a race prepared S-Type. Over the other side there was a special XFR that had a larger supercharger fitted but a factory spec engine that produced 225mph over the salt in Utah. It still had the parachute brake fitted at the back!

Coventry Transport Museum

This museum told the story of transport in Britain and the part that manufacturing in Coventry played in that story. I knew I was in for a treat when the first car in the exhibitions reception was a V12 E-type with just 800 miles on the clock that had come straight from Jaguar to the museum - you don't get more original than that!

The actual museum journey started with bicycles that Mr James would've ridden like the

Continued >





penny farthing and much further on included the first BMX that I ever had - a really bling Gold coloured bike that I've not seen since I got rid of mine! It soon moved to cars and a fabulous 1909 Maudslay Landaulette (the convertible equivalent of the day) with a 17hp engine - some of our members may have owned these when they came out!

Many buses and Mini's later we moved onto the vast collection of model cars, which included the NUB 120 model that I had as a kid on my bedroom shelf. These models ranged from matchbox to more detailed larger models and made a great display - I wish I'd kept my original XK model bought by my great Uncle who had many E-types and XJS'.

There was a whole section on Jaguars' history, which had obviously been given a lot of thought and was very well

portrayed. The timeline was demonstrated by the cars on display and the boards behind them giving the context and telling the Jag story.

Following on from a full size William Lyons statue and some personal belongings we moved to the cars with an early 1935 SS Airline and Austin Swallow. These were followed by a 1949 Mark V and a 1956 Mark VII M, developing 160hp from a 3.4Ltr engine giving up to 101mph. Mr Morgan reckons he can get over 101mph in his Mk9, if only his son would get it on the road for him! These early leviathans of the British roads were alongside a XK150 FHC that had been owned by a Lord when new and looked very small in comparison.

The next display entitled 'Swinging Sixties' had a series one XJ, a 420G, a Mk2, and a primrose yellow E-Type roadster - this certainly summed up the

The 80's and 90's section followed with a very early 1975 XJ-S, XK8 and S-Type under the banner of 'Growth and Consolidation'. I'd seen the gold XJ-S previously but it was great to see the car in a display and compare it to my later XJS. They actually changed very little in design terms, testament to how good it looked in 1975 when launched! Although not everyone agreed at the time it certainly grew on people and must've been good to survive 21 years!

The final Jaguar section was extra special as alongside a Silver F-Type, there sat a beautiful C-X75 from the recent bond film Spectre. I've not seen one of these rare beasts before and it took my breath away - it's so disappointing that Jaguar won't produce it! It looks like it's doing 250mph just standing still, exactly as Mr Lyons would've wanted it!

Throughout the whole





Jag display there was an interactive Jaguar Quiz with 10 questions. I was of course doing very well until asked what year the XJR9 won at Le Mans, unfortunately I went with 1989 not 1988! Shame on me!

Marks The Magician

Heading up the M1 to Nottingham the XJS had a date with David Marks who I was sure would be able to fix the annoying diagnostic issue with the car. This has been a long running issue, which has started to cause the car to cut out when idling and up to temperature. Even though it doesn't affect the car's performance it's annoying and can be dangerous at junctions. As it's a diagnostic issue and David has the relevant equipment it made sense to see him, whilst only an hour away in Coventry.

As we were slightly early, I treated the wife to tea at a local

tea shop that couldn't have been more quintessentially British if it tried, the wife loved a bit of a cake and a cuppa and it bought me 3hrs in a garage - perfect!

Even though the car has had this problem for the last few months, including 5mins prior to arriving at David's, it seemed to like David's garage and didn't do it whilst parked there! Following a short run normal service resumed with the engine light coming on.

David plugged the car into the dated early 90's diagnostics systems, which checked all sensors, gearbox and electrical systems - this is extremely hard to do as there are very few garages with the 1990's Jaguar diagnostics equipment that give the low level detail needed. It turns out that it was a mixture of two issues - a faulty oxygen sensor that was only fitted last year but not performing as it should and dodgy earth connections.

Following two test drives and 3hrs of analysis the car was fixed. Without the diagnostic analysis this could've taken my preferred garage (Morgan Motor Services!) many hours with much more expense to me, to eliminate possible issues.

It was also very comforting, that following a brief inspection on the ramp, David was happy with how solid the car was remarking that just a few bushes needed attention. However, I do need to track down a front valance that is missing!

It was great to see some of David's other cars including a very rare (I think it's 1 of 20 originals) Citroen SM with a Maserati engine, where we think only 12 remain. This was out & being driven prior to an MoT and looked superb.

A big thank you to David for fitting me into a chaotic schedule and fixing the problem.





By Andy Webber & Colin Manconi

Coleford Festival of Transport

We met at the usual place in Monmouth and had a great turnout with 12 cars including new members Mike & Gaynor in an XK8 convertible. The weather was wet when we left Cardiff and on the whole members had their more modern cars out, Mike though had bought his Mk10 and the family!

We took the scenic drive up through the forest and down into Coleford, which is always a pleasure with the many twists and turns, sadly though the sun was still absent. Arriving in Coleford we met Graham & Norman from the Bristol region before being joined by our friends from the Usk Valley Classic Car Club - Nigel bringing his XK140 drop head and Terry in the E-Type.

We had a large number of Jags in our parking area over 20, by far the largest club stand. Despite his best endeavours and many hours of work, Scott had failed in his attempt to have the Mk9 ready for its debut partly due to spending a day working on Andy's XJS! However, he did bring his new XK8 well I say new it just looked much cleaner and shinier than the XK8 he used to bring - please ask Scott why this is!

We headed straight for Kaplan's cafe to beat the queues and get our hearty breakfasts ordered

before the rush - this must be their busiest day of the year! Following breakfast we had a wander around the square to see what delights and been bought out of hibernation. There was a lovely low mileage, grey series 3 XJ that looked like it had been re-sprayed and was in very good shape, which is rare these days as so many rust away. Further up there was a huge Cadillac Eldorado that Colin Masterson would've liked, although it was a hard top and didn't have a mannequin of Elvis in the back like Colin's did! The sheer size of these cars still staggers me and someone must have a very large garage to store it!

Scott and Andy went to check out a model railway exhibition that was advertised in the local church, this was less an exhibition and more of a small collection but made us reminiscence of train sets we had in our childhoods!





Meanwhile JJ and Bob had arrived in their modern XK's and had been approached by a local reporter doing a piece for local radio. He'd obviously picked on the oldest looking people in the car park who looked like they knew what was going on! See JJ & Bob for further details and whether or not they actually made the radio but when I left JJ

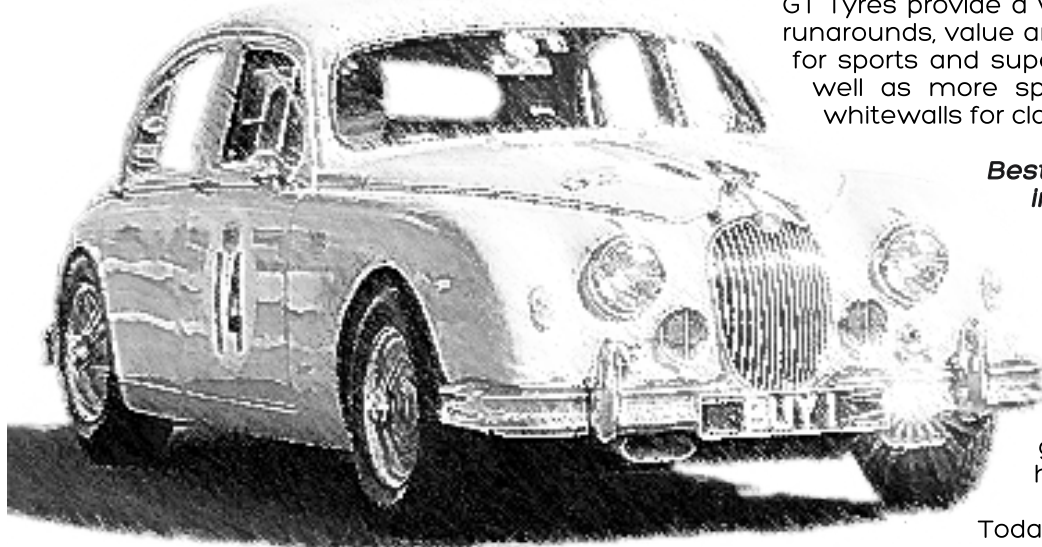
was telling the chap jokes that were definitely unfit for public radio!!

At lunch time Graham, Norman, Dave and Colin went to investigate the beer at the Angel Hotel. On their return they reported that it was quite good! The afternoon bought out the sun and it was pleasantly warm but overall the organisers were

probably disappointed with the numbers as it wasn't quite as busy as usual on both the car and visitors front.

We left around 3.30 and enjoyed a beautiful drive back through the forest and down into Monmouth, I was particularly enjoying the look & feel of my new walnut steering wheel, which is work of art!





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

"Where the Mountains of Mourne sweep down to the sea" was written by well-known Irish composer & artist Percy French back in 1896, so we are following in famous footsteps by exploring this area during the JEC Ireland tour in 2016.

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JEC Le Mans Classic
8th - 10th July 2016

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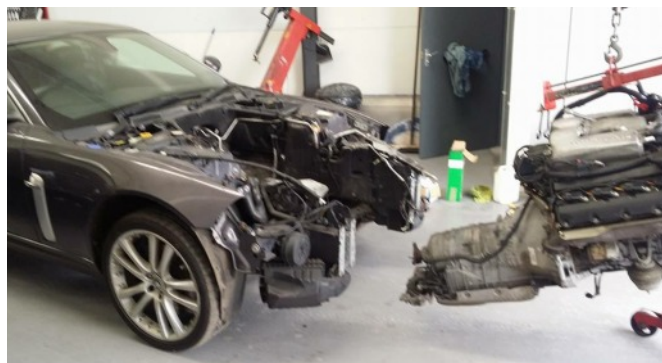
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Sharing the passion



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.

Postal Address: HenGartref, Treoes Road,
Coychurch, Bridgend, CF35 5EW

Starters

Plum Tomato Soup
basil oil

Confit Duck Leg Terrine
red onion marmalade, walnut bread

Beetroot Cured Salmon Gravlox
cucumber spaghetti, lemon dressing

Pears, Goat Cheese & Walnut Salad
spinach, aged balsamic reduction

Mains

Traditional Roast Beef
Yorkshire pudding, red wine gravy

Roast Leg of Welsh Lamb
potch, redcurrant & mint gravy

Roast Loin of Pork
mashed potatoes, cider sauce

Pan Fried Wild Seabass
saffron risotto, lemon reduction

Deserts

Chocolate & Orange Mousse
chantilly cream, berry compote

Lime Bavaois
lemon biscuits

Peach Melba Parfait
meringue pieces, raspberries

A Tasting of Welsh Cheese & Biscuits
celery & grapes

Two Courses - £19.95
Three Courses - £22.95

Freshly Brewed Coffee
homemade fudge
(£2.95 supplement)

Menu



By Scott Morgan

Ready? not quite

The past two months have been a very slow time regarding work on the MK9. Between a busy time with work in the garage and a building project to house a recently acquired lathe, there has been very little time left for the MK9 unfortunately.

We were in the hope the car would have been ready for Coleford or even Drive it day but unfortunately trying to put a deadline on a car that persists in revealing hidden little problems does prove very difficult. Therefore I am refraining from making anymore sweeping statements or deadlines and have decided just to say the car will be ready when its ready!

On the plus side, regardless of the chaos of building and work a few jobs have still been completed. One problem that's proved persistent of the power steering is groaning and high steering effort. As we have rebuilt the power steering box logically it leaves the power steering pump so after further investigation and strip down of the pump it was clear that the relief valve was jammed. So after freeing the relief valve and replacing the seals we now at last have a MK9 with fully functional, leak free, quiet power steering system!

Although it wasn't quite that simple. the coupling connecting

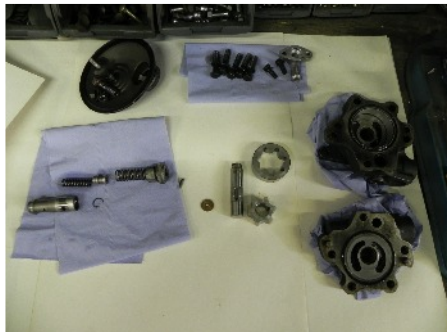
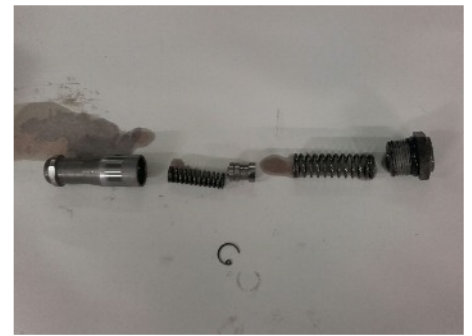


Derek practising his chauffeuring skills - just the customary peaked hat required!

the power steering pump to the drive on the dynamo was a little worse for wear to say the least, which was causing an annoying rattle on idle and needless to say would in time break up and cause bigger problems. But luckily and thankfully Simon from Worcester Classic Spares came to our rescue once again and managed to source a very good second hand coupling, at a fraction of the cost of SNG Barratts I might add. SNG Barratt are selling reproduction couplings that they are having manufactured which obviously pushes the price up as they must be such a small volume being produced. But when you consider in excess of £200 for a small coupling it made us think twice and ask Simon for his help!

The boot lid handles have been another annoying little problem as they were loose and have the habit of falling open instead of remaining in their locked, vertical position. Once the handles and locks were dismantled it was clear all the problem was the tension spring in the both handles had snapped. So after delving into my father's and late grandfather's lifetime collection of "handy bits and bobs" I managed to find two nearly identical springs that do the job perfect!

In February's issue some of you may remember I mentioned all the brakes were dismantled, cleaned, freed and re-fitted with new pads and re-skimmed discs. Unfortunately that was a mistake in going to the effort of dismantling the callipers and wrongly thinking the seals and boots look relatively new! After all the brakes were reassembled and the system bled everything seemed to be working great. Until it was driven around the block! The car drove great but as it was parked it was obvious a front brake calliper had started to leak. So needless to say I will not make the mistake again of just examining the brake seals when their out and dismantled as I will be replacing them! Lesson learnt! So at the moment all calliper seals are being replaced with new (as they should have been in the first place) and once they are, all aspects of the brakes will then either be new or refurbished as all



calliper seals, pipes (flexible and steel), pads, master cylinder have all been replaced. All steel brake pipes have now also been replaced with copper from front to back as some of the steel pipe was

looking very suspect by now.

So work with the MK9 is progressing slowly but surely, so watch this space. Coming soon to a show near you!



Sunday Sermon

The preacher's Sunday sermon was "Forgive Your Enemies." He asked how many of the congregation have forgiven their enemies? About half held up their hands. He then repeated his question. Now about 80 % held up their hands. He then repeated his question once more. All responded, except one elderly lady.

"Mrs. Johnson, are you not willing to forgive your enemies?"

"I don't have any."

"Mrs. Johnson that is very unusual. How old are you?"

"Ninety-three," she replied.

"Mrs. Johnson, please come down in front and tell the congregation how a person cannot have an enemy in the world?" The little sweetheart of a lady tottered down the aisle and said...

"I outlived every one of those bitches!"

Froggie Loans

A frog goes into a bank and approaches the teller. He can see from her nameplate that her name is Patricia Whack.

'Miss Whack, I'd like to get a \$30,000 loan to take a holiday.'

Patty looks at the frog in disbelief and asks his name. The frog says his name is Kermit Jagger, his dad is Mick Jagger, and that it's okay, he knows the bank manager.

Patty explains that he will need to secure the loan with some collateral.

The frog says, 'Sure. I have this,' and produces a tiny porcelain elephant, about an inch tall, bright pink and perfectly formed.

Very confused, Patty explains that she'll have to consult with the bank manager and disappears into a back office.

She finds the manager and says, 'There's a frog called Kermit Jagger out there who claims to know you and wants to borrow \$30,000, and he wants to use this as collateral.'

humour

Members jokes & anecdotes

She holds up the tiny pink elephant. 'I mean, what in the world is this?' (*your gonna lov this*)

The bank manager looks back at her and says... 'It's a knickknack, Patty Whack. Give the frog a loan, His old man's a Rolling Stone.'

Heavenly Mix Up

Bill Clinton and the Pope die on the same day, and due to an administrative foul up, Clinton is sent to heaven and the Pope is sent to hell.

The Pope explains the situation to the hell administration, - they check their paper work and the error is acknowledged. They explain, however, that it will take about 24 hours to remedy the situation and make the switch.

The next day, the Pope is called in, the hell administration bid him farewell and he heads for heaven. On the way up, he meets Clinton on the way down, and they stop to chat.

Pope: Sorry about the mix up.

Clinton: No problem.

Pope: Well, I'm really excited about going to heaven.

Clinton: Why's that?

Pope: All my life I've wanted to meet the Virgin Mary.

Clinton: You're a day late.

Lets Have A son

A middle-aged couple had two beautiful daughters but always talked about having a son. They decided to try one last time for the son they always wanted.

The wife got pregnant and delivered a healthy baby boy. The joyful father rushed to the nursery to see his new son. He was horrified at the ugliest

child he had ever seen. He told his wife:

'There's no way I can be the father of this baby. Look at the two beautiful daughters I fathered! Have you been fooling around behind my back?'

The wife smiled sweetly and replied: 'No, not this time!'

The Mortician

A mortician was working late one night. He examined the body of Mr. Schwartz, about to be cremated, and made a startling discovery. Mr. Schwartz had the largest private part he had ever seen!

'I'm sorry Mr. Schwartz,' the mortician commented, 'I can't allow you to be cremated with such an impressive private part. It must be saved for posterity.'

So, he removed it, stuffed it into his briefcase, and took it home.

'I have something to show you won't believe,' he said to his wife, opening his briefcase.

'My God!' the wife exclaimed, 'Mr. Schwartz is dead!'

Doctors & Bingo

A man goes into a doctor's office feeling a little ill. The doctor checks him over and says, 'We'll have to do some blood tests. A day later the doctor rings him with the results.'

'Sorry, I have some bad news, you have Yellow 24, a really nasty virus. It's called Yellow 24 because it turns your blood yellow and you usually only have 24 hours to live.'

There's no known cure so just go home and enjoy your final precious moments on earth..'

So he trudges home to his wife

and breaks the news. Distraught, she asks him to go to the bingo with her that evening as he's never been there with her before. They arrive at the bingo and with his first card he gets four corners and wins £35. Then, with the same card, he gets a line and wins £320. Then he gets the full house and wins £5000. Then the National Game comes up and he wins that too getting £780,000.

The bingo caller gets him up on stage and says, 'Son, I've been here 20 years and I've never seen anyone win four corners, a line, the full-house and the national game on the same card. You must be the luckiest bastard on Earth!'

'Lucky?' he screamed. 'Lucky? Do you know I've got Yellow 24!'

'F##k me,' says the bingo caller. 'You've won the meat raffle as well!'

Wrestling Time

A Russian and an Irish wrestler were set to square off for the Olympic gold medal.

Before the final match, the Irish wrestler's trainer came to him and said, "Now, don't forget all the research we've done on this Russian. He's never lost a match because of this 'pretzel' hold he has. It ties you up in knots. Whatever you do, do not let him get you in that hold. If he does, you're finished." The Irishman nodded in acknowledgement.

As the match started, the Irishman and the Russian circled each other several times, looking for an opening. All of a sudden, the Russian lunged forward, grabbing the Irishman and wrapping him up in the dreaded pretzel hold. A sigh of disappointment arose from the crowd and the trainer buried his face in his hands, for he knew all was lost. He couldn't watch the inevitable happen. Suddenly, there was a long, ungodly high pitched scream. Then a cheer from the crowd and the trainer raised his eyes just in time to watch the Russian go flying up in

the air. His back hit the mat with a thud and the Irishman collapsed on top of him, making the pin and winning the match. The trainer was astounded.

When he finally got his wrestler alone he asked, "How did you ever get out of that hold? No one has ever done it before!"

The wrestler answered, "Well I was ready to give up when he got me in that hold but at the last moment, I opened my eyes and saw this pair of testicles right in front of my face. I had nothing to lose so with my last ounce of strength, I stretched out my neck and bit those babies just as hard as I could."

The trainer exclaimed, "That's what finished him off then?"

"Not really. You'd be amazed how strong you get when you bite your own nuts."

Bank Loan

A Scotsman (wearing his kilt and a bonnet) walks into offices of private bankers Coutts & Co in the Strand, London (Bankers to the Royal Family since 1820) and asks to speak to the manager. He informs him that he is going abroad on business for two weeks and needs to borrow £5,000.

The Manager tells him that Coutts & Co would only be delighted to meet his requirements but that he will understand that since he is not a client of the Bank, it would need some modest security for the loan.

So the Scotsman opens his sporran, takes out the keys and documents of a brand new Ferrari parked in front of the bank and hands them to the manager saying "Will this do?" He also produces the car's log book and after a phone call everything checks out fine. The manager agrees to accept the car as collateral for the loan; the cashier hands out £5,000 while bank's porter drives the Ferrari into the bank's underground

garage for safe keeping.

Over lunch manger tells his colleagues the amusing little story of how a simple minded Scot from North of the Border secured a loan for £5,000 offering a £120,000 Ferrari as collateral and they all enjoy a good chuckle as they sip their Port.

Two weeks later, the Scotsman returns, repays the £5,000 and the interest, which comes to £15.41. The manager says, "Sir, we have been more than happy to have had your business and this transaction has worked out very nicely, but we are just a little puzzled. While you were away, we checked you out and found that you are in fact a wealthy property investor. What puzzles us is why would you bother to borrow £5,000 from us?"

The Scotsman replies: "Where else in London can I park my Ferrari for two weeks for only £15.41 and expect it to be still there when I return?"

Aaah; those canny Scots!



This is Lexi, she's an 8 week-old German Shepherd, I bought Lexi as a surprise for my wife but it turns out she is allergic to dogs so we are now looking to find her a new home.

Her name is Diane, she is 63 years old, a beautiful and caring woman with a clean driving licence!



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CALENDAR

WHAT'S ON IN 2016

MARCH

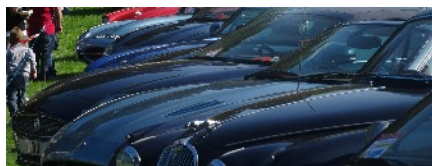
5-6	Practical Classics Restoration Show
20	Jaguar International Spares Day Stoneleigh
28	Coleford Carnival of Transport

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 Cotswold Jaguar Festival
22	JEC Prescott Hill Climb Cotswold Jaguar Festival
21-22	Beaulieu Spring Autojumble
22	SWCCC Annual Classic Car Show
28	Porthkerry 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
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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/ 2017 Dates

Wednesday 18th May 2016	Wednesday 16th November
Wednesday 15th June 2016	Wednesday 21st December
Wednesday 20th July 2016	Wednesday 18th January 2017
Wednesday 17th August 2016	Wednesday 15th February 2017
Wednesday 21st September 2016	Wednesday 15th March 2017
Wednesday 19th October 2016	Wednesday 19th April 2017

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

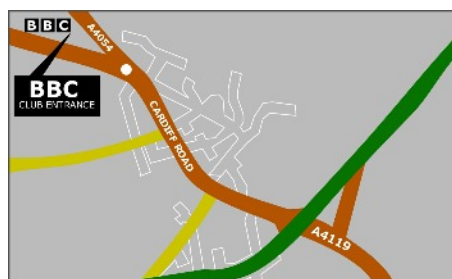
HOW TO FIND OUR MEETINGS:

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

Email: nick@cardiffjag.co.uk

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