

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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WEBBER'S WORDS

By Andy Webber
News Editor

Greetings all, and welcome to September's magazine! It's been another busy month on both the car and personal front as little Max has finally come home and we had both the Ponthir & Hay-On-Wye shows. I've written a few words on the Ponthir show and what we can potentially do as a club going forward, I'd really value your thoughts on this and will add to the AGM agenda in January to discuss further.

The increasing value of classic cars is always a hot topic of conversation as the summer of auctions nears completion and we look at the next model to jump up in price. The Jaguar XJS has long been tipped as a future favourite to appreciate, but has had virtually no movement in values up to now. However, has there been a slight upturn in this? Silverstone auctions saw a low mileage V12 convertible go for £23,060 plus premium and various online sites including Car & Classic are seeing cars advertised for higher prices. Whether or not they sell at these prices remains to be seen but I've monitored some and they have not been re-advertised. Ultimately it's only the low mileage and special editions that are fetching the money at this point but as E-types have become a dream for most, the XJS & maybe XK's are a more realistic option, driving up demand.

Following a successful trip to Le Mans a few of us have started talking about another trip aboard with Germany & France mentioned as possible destinations. Please let me know if you're interested and have any suggestions as we need to plan & book



this before Christmas. It would be superb for us to go on a club tour abroad and I'm sure with the skills of those involved with Le Mans we could keep the cost to a minimum.

A huge thanks to our friends in Bristol who organised another great BBQ that was well attended by us, with 6 modern XK's and my XJS! Although we had heavy traffic on the way over, it was top down weather and we were greeted warmly with superb food – thank you Bristol region! I'd also like to thank Jeff Davies for his articles in this month's magazine and joining us this evening to talk about an even rarer Jaguar event next July that we hope to be involved with.

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

First the good news, Andy and Heather's newborn baby Max is out of intensive care and as I write this has come home to two much relived parents. Andy is now moaning that he is not getting any sleep!

As most of you are aware Dave Fisher went in at last for his much needed double hip replacement. The operation was successful and Dave is out and about and now driving his car. He actually came to the Ponthir show and although he still has to use crutches he is on the mend.

I am sure I can speak for all our members to wish Andy and Heather and Dave all the best!

Keith Ryall has bought a beautiful MK4 Jaguar. He saw it at the Essen Show in Germany and was so taken by it that he purchased it and had it transported over to this county. It is an original Australian right hand drive car and has had a magnificent restoration. What with Neville's fabulous MK5, Scott's lovely MK9 and Keith's MK4 suddenly we have some great big saloons in the region.

Three Cocks Vintage Rally, Hay-On-Wye

On Sunday the 14th August we attended the Three Cocks Vintage Rally. The rally is held at Boat-side Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. Howard lives near Hay-on-Wye and is now a member of the Three Counties region. It is a set in a great location on top of a hill with the Welsh mountings in the background.

Paul in his E-Type, Andy in his XJS and myself in my XKR met at the supermarket car park at Abergavenny. Colin XK8, John XK140, Bob E type, Leigh XK8, Scott MK9, John SS100 and Stuart E Type came up over the Brecon Beacons.

We arrived early to be met by Howard who showed us where to park. Scott had the "event shelter in his MK9, the boot is a bit bigger than my E-Type, and arrived after us but we soon had the shelter erected and Paul put on the cooker to start making the bacon rolls.

We enjoy this show every year. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines.

This year the weather was good, in previous years the event has been rained off. Lots of different Jaguars started arriving. It was interesting to see an Austin Swallow, which we had seen in previous years in various stages of restoration, now

finally finished. We had various E Types, Mk2s, XJSs, XJ6s and more modern models.

We spent some time walking around the field looking at the various classic cars and fabulous steam engines, some of the big ones so heavy that they leave a deep impression on the grass as they pass. We then moved over to the auto jumble. The Three Cocks Society always manages to attract a large amount of auto jumble.

It was then time for lunch and Paul soon was handing out the beef burgers. The afternoon was spent looking at the cars we had missed in the morning but we missed Ruth's delicious home-made chocolate cake. We packed up around 4.30 and had a lovely run home.

A full report on this event can be found on page 22.



Ponthir Music & Motor-ing Festival

This was the second time we have attended this event held on the Sunday 28th of August. Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event to make it a music and classic car show. The weather forecast was not very good for the Sunday and sure enough it rained quite heavy on times but it was dry when we arrived at the field. I think the weather restricted the number of cars who attended but we still doubled the number of cars from last year to 32. I am sure if the forecast was better we would have had over 40 cars. We had also invited the Usk Valley Classic Car Club to attend and some of their members brought some interesting cars.

There was a very nice hog roast stand which also had a nice selection of beef burgers and hot dogs, a bar and lots of different acts on the stage



playing a wide variety of music.

We left at about 5.00 pm and as we did the heavens opened. A good event which I think we will support next year with hopefully better weather.

A full report on this event can be found on page 16.

JEC Bristol Region BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". On Sunday the 11th of September we were invited as a region to attend the barbeque at their regional venue, the Olveston Sports and Social Club near Thornbury. We all had a great time last year and had no hesitation in accepting an invitation to attend this year.

We were going to meet as usual in the lay by near the old Seven Bridge, but when I checked on Saturday the bridge was closed eastbound. We had to change to the Magor Services. Bob & Pat in their XK8, Dave & Ruth in their XK8, Andy in his XJS, Scott in his XK8, Leigh in his XK8, Keith in his XKR and myself in my XKR met at the services. It is a delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time.

A full report on this event can be found on page 19.



Our Next Shows Are:

Three Counties Classic Car Rally

This is on Sunday the 9th of October at the Three Counties Show ground at Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.

Jaguar International Spares Day, Stoneleigh

This is on Sunday the 9th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.

Castle Combe Classic Action Day

This is being held on the 1st of October 2016. It is a great event with hundreds of classic cars racing and a special Jaguar Stand for all our members. This year the tickets must be ordered through the JEC not through Castle Combe. If you order with Castle Combe you will be put in the general car park. The cost is £15 per adult, £10 for a senior. I have forms to apply, otherwise contact Graham Searle at JEC on 01179698186. Please book as soon as possible.

The Lancaster Classic Motor Show, NEC

This is being held on the 11-13 of November 2016 at the National Exhibition Centre at Birmingham. Many of our members will be going and I will be helping out on the JEC stand. It is a massive show with hundreds of car clubs and thousands of classic cars. Visit their website www.necclassicmotorshow.com to get more details and buy tickets.



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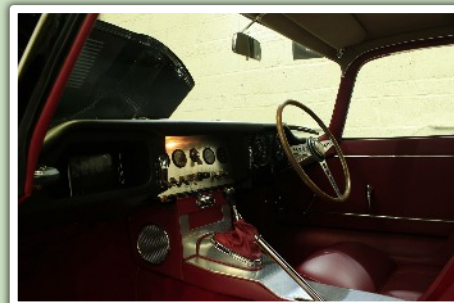
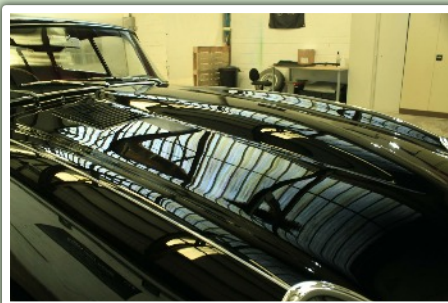
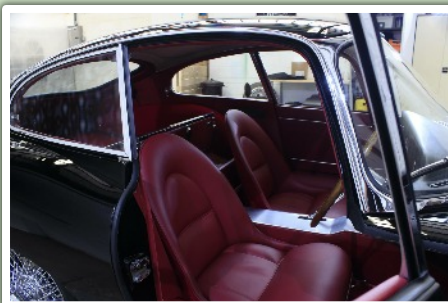
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



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



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

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REGIONAL CHRISTMAS DINNER

We would like to invite all members of the JEC to our Regional Christmas Dinner at the beautiful surroundings of The Old Custom House in Penarth Marina.

The dinner will be on **Saturday the 3rd of December** in the Perrier Jouet Function Room (upstairs in La Marina) with drinks at 7.30pm with the meal commencing at 8.00pm. We will need your choices of meals and full payment by the 24th of November.

The food and ambiance at the Custom House is excellent and they have their own large car park with plenty of space. Previously I booked the Function Room for Graham Searle to hold a family party there, if you speak to him I think you will find he was very pleased with the outcome.



Christmas Menu 2016

£25.95 per person

STARTERS

Homemade Winter Vegetable Soup (v)
Topped with Fresh Spring Onions

Rustic Pork Liver Pâté
With Crusty French Bread and a Homemade Festive Chutney

Home Cured Gravalax of Salmon
Served with Dill & Mustard Honey Dressing

Custom House traditional Prawn Cocktail
Finest Norwegian shell off prawns served on crisp iceberg Topped with a Marie-Rose Dressing

Fan of Galia Melon (V)
Drizzled with a Strawberry coulis

Crispy Gojons of Hake
Fillets of lightly fried Hake with homemade tartar sauce

MAIN COURSE

Slow Roast Shank of Welsh Lamb
Served on a Bed of Winter Vegetables with a Red Wine Jus

1/2 Pot Roast Pheasant
Served on a Bed of honey roasted winter root vegetables

Pan Fried Escalope of Pembrokeshire Turkey Breast
Topped with a Wild Mushroom and Garlic Sauce garnished with pigs in blanket

Pan Fried Fillets of SeaBass
Served with a tomato and fresh basil dressing

Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Our Homemade Vegetable Lasagne (V)
Finished with a Rich Tomato and herb Salsa

DESSERT

Christmas Pudding with a rich brandy sauce

Chocolate Orange Torte

Strawberry and Fresh Cream Roulade

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.50 | Garlic Bread £2.65

Side Salad £3.50 | Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95

PLEASE NOTE ALL DESSERTS MAY CONTAIN NUTS ~ MAKE YOUR WAITER AWARE OF

£32.95 per person

STARTERS

Homemade Mediterranean Fish Soup
Served with a Balsamic Olive Oil Dip

Deep Fried Manchego Wedges (V)
Breaded Manchego cheese fried, served with a homemade chutney

Home Smoked Chicken & Leek Terrine
Served with a homemade Festive chutney

Calamares 'A La Romana'
Fried in a Crispy Batter & Served with Homemade Tartar Sauce

Homemade Bejan Fishcakes
With a Spicy Coconut and Pimento Sauce

Pan Fried Shetland Scallops
Served with a tomato and garlic butter sauce

MAIN COURSE

Chargrilled Prime 10 oz Aberdeen Angus Sirloin Steak

Slow Roast Shank of Welsh Lamb
Served on a bed of seasonal Vegetables with a Red Wine Jus

Breast of Norfolk Honey Roast Duck (cooked pink)
Served on Braised Apples & Red Cabbage & Drizzled with a Pepper Sauce

Grilled Fillets of Devonshire Chicken
Finished with Our Unique Barbados Sauce

Pan Fried Scottish Salmon Fillet
Served with Hollandaise sauce

North Sea Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Homemade Vegetable Paella (V)
Spanish Rice cooked with seasonal vegetables topped with Asparagus

DESSERT

Homemade Black Currant Cheesecake

Homemade Raspberry Meringue

Homemade Crème Brulee

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.50 | Garlic Bread £2.65

Side Salad £3.50 | Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95



NEWS

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



Jaguar UK makes a bold statement this summer with an open invitation for car buyers to test the multi-award-winning XE against its rivals in the market through group tests arranged at UK showrooms.

Jaguar Invites Car Buyers To Compare

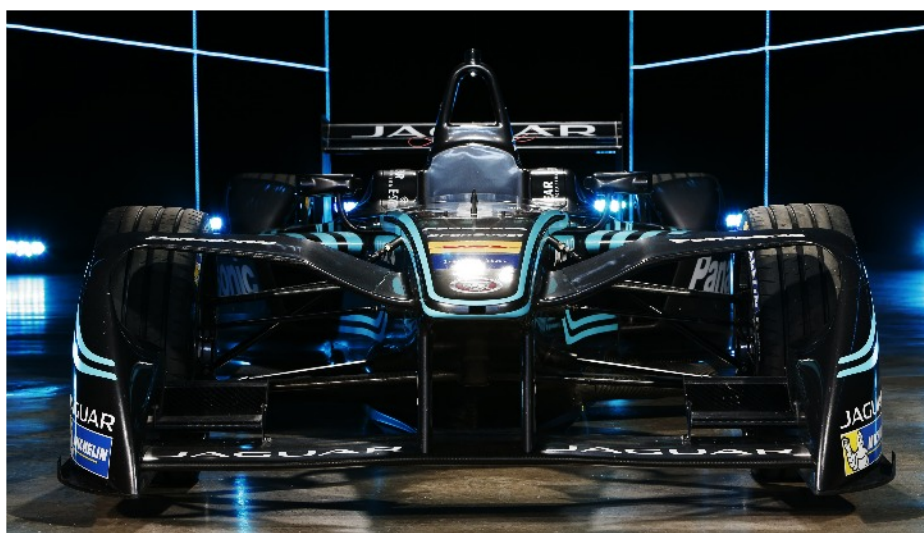
Jaguar UK makes a bold statement this summer with an open invitation for car buyers to test the multi-award-winning XE against its rivals in the market through group tests arranged at UK showrooms.

More than 250 examples of the three main rivals to the Jaguar XE have been brought in for the first weekend of September and placed at key Jaguar retailers across the UK for the magazine-style group tests to take place.

The multiple Executive Car of the Year winner has played a crucial role in the

business's record-breaking sales in 2016, with almost 30,000 XEs making their way onto global driveways so far this year. The Autocar 2016 'Game Changer' is fast approaching its 50th award, and was short listed for the coveted European Car of the Year award.

Already hailed as the best drivers' car in its class, the updates to the XE for the 2017 model year have enhanced this further. It now comes with key specification additions; including an all-wheel drive (AWD) system, which is available to order on the 2.0-litre Ingenium 180PS diesel variant.



Jaguar Returns To Racing With the I-Type

Jaguar today takes the wraps off its new electric motorsport future, revealing its Formula E team's official name, vision, title sponsor, driver line-up and electric racing livery.

From this October, Panasonic Jaguar Racing will compete in the third FIA Formula E season with the first all-electric Jaguar racing car in history: the *I-TYPE 1*.

At the launch event at the Jaguar Collections Centre, the new *I-TYPE 1* made a dramatic debut driven by the team's official reserve driver Ho-Pin Tung and outlining the brand's commitment to 'Race To Innovate' – a mission to change the perception of electric vehicles, to develop new electric technology and to inspire future generations.

In addition, Jaguar revealed an exciting race driver line-up with Adam Carroll and Mitch Evans confirmed to drive the *I-TYPE 1* in the team's inaugural season. This driver line up will spearhead Jaguar's return to top-level racing.

Jaguar detailed its partnership with Panasonic that will see the leading electronics and automotive technology company partner with the Jaguar Racing Formula E team to develop a future that promises to push the boundaries of electric technology in a performance environment. In addition, Jaguar was pleased to announce Lear Corporation will join the team as an Official Team Partner.

£100 Million Investment

Following the huge customer demand for Jaguar's two latest models, the F-PACE and XE, Jaguar Land Rover today revealed that the mid-sized premium sport sedan, the Jaguar XE, is to be built at Castle Bromwich – marking the return of all Jaguar sports and saloon car manufacturing to the Birmingham plant.

The XE will gradually transfer from its current home at Solihull, demonstrating the inherent flexibility of Jaguar Land Rover's West Midlands manufacturing operations – the result of more than £1bn of infrastructure investment at Solihull and Castle Bromwich. This investment in new press lines, body shops and final assembly halls supports production of the three Jaguar models built on the company's technically advanced aluminium architecture.

Wolfgang Stadler, Jaguar Land Rover's Executive Director of Manufacturing, said: "***The significant investment to create two centres of excellence in aluminium vehicle manufacturing, utilising shared technologies, was deliberate. It gives us the flexibility to quickly respond to consumer demand for our growing range of products.***"

JLR Expands Ingenium Powertrain Family

JLR will expand its powertrain family, unveiling new technologies for both current and future vehicles. The new additions will support the company's long-term commitment to reduce vehicle emissions and improve fuel economy across its range through the introduction of more efficient engines along with alternative powertrains, lighter vehicles and improved vehicle energy conservation.

At the heart of its low emissions strategy, the new four-cylinder Ingenium petrol engine is now in production at Jaguar Land Rover's £1 billion Engine Manufacturing Centre. Designed, engineered and manufactured in the UK, these are the most advanced engines the company has ever developed. They will deliver up to 25 per cent more power than the engines they replace and offer fuel consumption reductions of up to 15 per cent.

Looking to the future, JLR has developed a revolutionary advanced automatic transmission that will both improve the efficiency of future vehicles and expand their all-wheel drive capability. The £30 million advanced research project, TRANSCEND, uses an innovative ultra-wide ratio spread (20:1) that integrates low-range gear box, dual-clutch and hybrid technologies to deliver new levels of off-road performance and fuel economy improvements of nearly 10%.

Nick Rogers, Group Engineering Director, said: "***Environmental innovation is at the heart of our strategy to dramatically reduce emissions up to 2020 and beyond. With the Ingenium family of powertrains and advanced research projects such as TRANSCEND, future Jaguar Land Rover vehicles will emit significantly less CO₂. By 2020, new technologies will help us reduce our CO₂ emissions by a further 25 per cent.***"

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon. Just a short report this month as we've been away on holiday and also attended Artiom's university graduation ceremony in St Albans cathedral.

Torbay Old Wheels Club Show on Paignton Green - 24th July 2016

Update from last month's report. As you know I was tasked as the club's official photographer & took over 200 photos. Eight of those photos are now on the front page of the TOWC website www.towc1.talktalk.net

Torbay Old Wheels Club Night - Thursday 25th August

Unfortunately we missed the meeting because we were away on holiday. According to the TOWC newsletter:

"Julian welcomed our two very special guests, Mike Bailey, Chairman of Paignton Festival Committee and Committee member Bev Good. Unfortunately Miss Torbay was not represented and volunteers to wear a short dress were conspicuous by their absence! A photo shoot of the cheque presentation from the proceeds of our Rally had been completed outside before dusk and a second photo shoot took place indoors. Thanks to photographers Alan Turner, Dave Doyle and Phil Haste. Photographs have been published on the club website and our own Facebook page. Chris Headon was forwarding to the Herald Express in the hope they would publish a report. The value of the cheque was £4200.00. After last year's wash-out and the record £3500.00 donated in 2014, we are proud to have achieved a new record sum.

This money is ring-fenced and goes entirely to supporting local charities. The Paignton Festival Committee will be meeting next week to consider the applications. Mike Bailey has invited Julian, as Chairman, and one other member to attend the presentation in October of those monies to the charities that have been nominated. On our behalf Julian said that the other person to accompany him should be Rex. Rex has accepted the invitation. Mike made a short speech of thanks for our efforts."

We'll see you all again next year on 23rd July 2017.

Lupton House 1940s Weekend - 3rd & 4th September

Artiom and I went along to this event at Lupton House near Brixham on the Sunday. According to



the website: *"The 1940s weekend aims to show off all the heritage features that still remain in the house and gardens, as well as showing the important role Lupton House played in WW2 and in particular the D-Day landings of 1944. Lupton House was used by the US Army from 1943 as a sub-area headquarters for the training of troops for Operation Overlord (D-Day). Lupton House became Camp K6, in Marshalling Area K. Lupton had accommodation for 2,500 troops and 355 vehicles."*

There were many fascinating exhibits and re-enactment displays. One of the TOWC members (Terry Court junior) also took part dressed as a German soldier! Very different from the "Fred Flintstone" outfit he wore in July! The displays included a small selection of period vintage cars & Fordson tractor.

World Of Country Life, Sandy Bay, Exmouth - 11th September

A number of TOWC members had a good display of cars at this show on 11th September. I didn't go as I had enough of travelling after our long trip home from St Albans! A landmark day for one of our members, Wayne Bendall, as he reached his 65th birthday. While he was away from the club stand his superb Triumph 2000 was "decorated"! See photos. The celebration continued with cakes & balloons.



My Daimler V8 250 - ALX 442H

Not much to report this month as I have not used the car. I still have to sort out a slight weep from a PAS hose/coupling.

More next month!

...and finally:

A man in a hot air balloon realized he was lost. So he reduced altitude and spotted another man below. He descended a bit more and shouted: "Excuse me, can you help me? I promised a friend I would meet them an hour ago but I don't know where I am".

The man below replied "You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude".

"You must be a technician." said the balloonist.



"I am" replied the man on the ground "How did you know?"

"Well" answered the balloonist, "Everything you have told me is probably technically correct, but I've no idea what to make of your information and the fact is, I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip with your talk."

The man below responded, "You must be an officer!"

"I am indeed" replied the balloonist "But how did you know?"

"Well," said the technician "you don't know where you are or where you're going. You have risen to where you are, due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems." "The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my f***** fault!"





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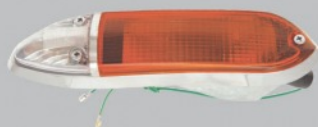
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By Mr R. Snow



All A Matter Of Scale

Last December, I received a very interesting email from my favourite slot car company - Slot Classic. I'm a massive fan of their beautifully built and painted masterpieces, the company moves the goal posts to a level where each of their slot cars is a miniature work of art. The email asked if the real 'E2A' e-type was ever painted British Racing Green, as Slot Classic had set their sights on making this model next.

This simple question was to set off a chain of events which lead to one of the most exciting and enjoyable days of my life. The first thing I did was to contact Jaguar, as if anybody was to know the answer, they would. The reply came back from Jaguar Heritage stating that yes, the E2A had been painted British Racing Green in the mid 1960s to act as a decoy for the then still secret XJ13, which was painted the same colour. I proceeded to email all of my contacts in the Jaguar world to see if I could find a picture of E2A in that characteristic green, and much to my amazement, I found out that a friend from many years ago looked after the real E2A.

Before the first slot classic E2A prototype was even finished, I asked my friend Chris Keith-Lucas if it would be possible to photograph the Slot

Classic models on the bonnet of the real E2A, a car worth millions of pounds. He quickly agreed, though we would need the owner's permission. Jaguar Heritage kindly sent me down a wonderful picture of E2A as it is today and somewhat daringly, I asked the head of Slot Classic, Cesar Jimenez, if he would consider making a Slot Classic prototype exactly as the real E2A stands today. To my delight, he kindly agreed to do. I now had an anxious wait of many months, before a box arrived from Spain. It was just before my birthday, and I couldn't have hoped for a better present. I opened the box, revealing three Slot Classic prototypes painted BRG, white and yellow.

So intense was the excitement opening the box, I thought I was going to have heart attack, as my heart was beating so fast. One by one, I slowly

Continued >





opened the boxes containing the prototypes, and as soon as I saw these amazing models, it was love at first sight. These were three of the best slot cars I had ever seen. Still reeling from their arrival, I was further stunned when Jaguar very kindly agreed to lend me a new Jaguar F-Type to drive down to CKL Developments where the real E2A was situated. It seemed all my Christmas's had come at once.

By the time Jaguar dropped off the F-Type, my excitement level was through the roof. I was blown away by how beautiful this amazing sports car was. I was set to drive in my dream car to photograph my favourite slot cars, on the bonnet of what is one of the most historically

important Jaguars in the world.

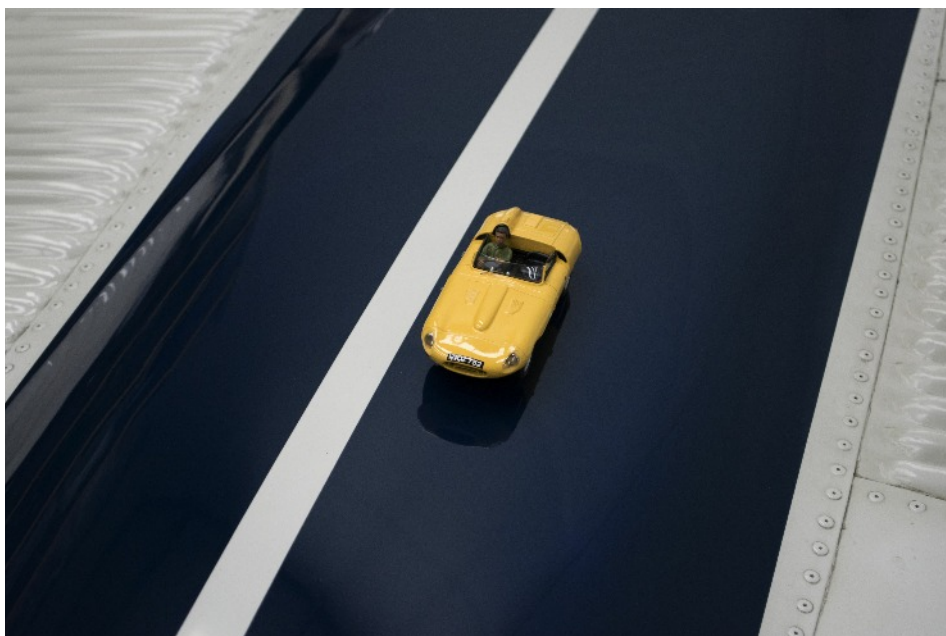
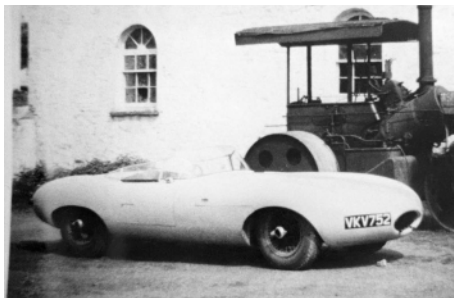
By the late 50s, Jaguar had won the world's most prestigious motor race, the Le Mans 24 Hours, no fewer than five times; twice with its original competition-tailored C-Type, and three times with the tail-finned D-Type. At this time, Sir William Lyons had decreed that it was time for this phenomenal sporting pedigree to benefit a production Jaguar. So, he used an all new semi-monocoque chassis and independent rear suspension system design to build 'E1A' in 1957.

E1A was visually very similar to the first of the Series 1 E-Types, being just over 14 feet long but several inches narrower, thus giving the impression of being a

smaller car than it was. E1A carried much of the early E-Type development, including a lot of rear suspension tests to get the handling perfect. This was followed by no less than three steel bodied prototypes, which led to what was to emerge in 1961 as the now legendary Jaguar E-Type. After the last of the three steel bodied E-Type prototypes was built, E2A was built in 1960 mainly as a race car, to allow Jaguar to return to racing at Le Mans.

During its active life, E2A was driven by no less than four of the world's greatest racing drivers, including Dan Gurney - founder of the All American Racers Eagle Team, Walt Hansgen, Sir Jack Brabham - founder of the





Brabham F1 team - and Bruce McLaren, founder of the McLaren F1 team. It was raced at the 1960 Le Mans 24-Hours by the famous Briggs Cunningham team, powered by a powerful prototype fuel-injected 3-litre engine. Tragically, this engine failed after six hours in the race, causing E2A to be withdrawn. E2A was then shipped to America in August 1960, where it was fitted with a D-Type 3.8 litre engine, and won first time out at Bridgehamton Long Island.

Previously, at Le Mans, E2A had a flat bonnet. It was at this point the E2A gained its distinctive bonnet bulge, which would become such a feature in all production E-Types. Visually

the front of E2A is pure E1A/E-Type, while the rear is more D-Type. The Slot Classic E2A captures the shape perfectly.

After a wonderful drive down to Battle with my daughter Katie co-driving me, I arrived at CKL Developments. It's difficult to put into words the pleasure it gave me to see E2A, in real life, as this has to be the Jaguar I would want to own above all others. I very carefully photographed all three of the beautiful Slot Classic models on the bonnet of E2A, which is in amazing condition, considering it is 56 years old. It's easy to imagine how paranoid I was about damaging this priceless Jaguar artefact! Upon placing the slot car on the bonnet, I

was struck by the minute attention to detail that made these cars so unique. Each facet of the car before me had been perfectly rendered in miniature.

After I had finished, I was shown around CKL's workshop. It felt just like time-travelling back to the Jaguar competition department of the early 60s. Standing there, I realized the importance of bringing the slot cars to the workshop, which went far beyond the mere photographic opportunities. The workshop was the true perfect compliment for these unique slot cars. It, too, stands as a nostalgic reminder of the past whilst being a vital part of building a future for its community.





Ponthir Music & Motoring Festival

As most of you are aware I ran the inaugural Ponthir car show last year alongside my sports clubs music festival. We use this as an opportunity to raise money to keep our local sports club going and also as a community event.

Well, the second annual Ponthir Music & Car Festival has taken place and despite monsoon conditions from those west of Cardiff we doubled the no. of cars last year to '32' and if the weather had been better I suspect we'd have reached 40! Cars attended from as far away as Bridgend & Merthyr with cars including a Mercedes and Ford Fairline- special thanks to John & Janet coming along and getting soaked in the XK140 down the M4!

Those that did attend enjoyed the music and one member even had her face painted! Occasionally the sun even made an appearance and as the afternoon got brighter, more and more people came to see the cars.

Obviously with the early arrival of Max I'd been somewhat sidetracked in my promotion of this event and didn't have chance to promote this as I'd wished so I was happy with the turnout. The increase in cars despite very little promotion, and the fact that many locals turned out specifically to see the cars showed the appetite there is from the community.

The Future

Personally I'd like to develop this show further alongside our friends from the Usk Valley Classic Car Club. Those of you who attended know that space isn't an issue, so we have the potential to grow the show to include auto jumble and



specifically target other car clubs that between us we have contacts in including SWCCC, and the Triumph register.

However, I can't do this by myself and need the support of you as a region. If as a club, we put effort into promotion we should be able to raise money for both charity & the club. Most other regions actively participate in fundraising and so it would be good to join in and raise funds for either the club nominated charity or a local charity of our choice. Extra club funds could help us buy extra 'feather' style flags for events something that we've been after for quite a while.



Support could be in a variety of ways:-

- Members ask other classic car owners to attend
- Don a yellow vest and help marshall for an hour
- Make contact with other clubs that they are already involved with to promote the event
- Help distribute flyers at car shows we attend

We are fortunate in that my own football club do the hard work in terms of providing food stands, a bar, music, signage, tables, chairs etc etc.

I know that I have many ideas and we'll have to discuss openly at the AGM to see if everyone has an appetite to support this. If we are to support as a



region and make the event our 'own' flagship event then we'll have to discuss ideas as to how it benefits our club and maybe the AGM is the best forum for this.

A huge thank you again to everyone who attended, braving the weather and no doubt then having to wash and dry the cars, it's very much appreciated! I'd also like to give special thanks to the Morgan family for their help in marshalling, as well as bringing all 3 Jags! I certainly couldn't have done it all myself and they ensured that those who attended accessed the field & parked easily. This flags up another reason why we need the club support to grow this further... more cars mean more marshalls!



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By Colin Manconi



JEC Bristol Region Summer BBQ

Once again we were invited to the Bristol Region barbeque. It was held on Sunday the 11th of September at their regional venue, the Olveston Sports and Social Club near Thornbury.

We all had a great time last year and had no hesitation in accepting an invitation to attend this year.

We arranged to meet as usual in the lay by near the old Seven Bridge to leave at 12.00 pm. It was only on Saturday morning that I thought I had better check that the bridge was open, they have a tendency to close it on weekends for bridge repairs. Sure enough it was closed on Sunday eastbound. Cue frantic phone calls to everyone to change the meeting place to the Magor Services for 12.00pm. Bob & Pat in their XK8, Dave & Ruth in their XK8, Andy in his XJS, Scott in his XK8, Leigh in his XK8, Keith in his XKR and myself in my XKR arrived at the services.

For once Andy was on time but not knowing if I had managed to contact everyone I suggested we wait till 12.15 to see if anyone else had gone to the bridge. They could then meet us on the way. This was a big mistake, no sooner had we got onto the M4 than the traffic

started slowing down and eventually stopped. There had been a bad accident on the new Seven Bridge and it had only just happened, 15 minutes earlier and we would have been ok. Numerous Police cars, fire engine, ambulances and paramedics flashed passed us on the hard shoulder. I rang Dave from the Bristol region to explain that we would be late and not to eat all the food till we got there.

Eventually the traffic started moving very slowly then stopping and starting again. We made the M5 turnoff and were straight onto the A38 to Olveston. The crazy thing is if the old Seven Bridge had been open we could have taken the first turn off after the bridge and the old county roads take you straight to Olveston.

At last we arrived. The Bristol Region do a lovely barbeque and always make us most welcome. There was plenty to eat ranging from beef burgers with bacon and cheese to lovely hot dogs and chicken pieces, all cooked on the barbeque outside.



In side were various salad dishes and fabulous desserts for later.

The weather was good and we sat outside with our food and drinks. I had printed an invitation to the Bristol Region for our Christmas Dinner at our new venue, The Old Custom House at Penarth Marina. They really enjoyed the Christmas dinner last year and were really enthusiastic about coming this year.

At around 5.00 we said goodbye and started our journey home, but this time the old Seven Bridge was open westbound so we had a quick run home.

I would like to thank Dave and the Bristol Region for their invitation we all really enjoyed it and hope to be invited back next year.



Jaguar F-Type *Rolling Thunder*

Every car enthusiast has a handful of cars they'd give almost anything to take for a spin, and ever since the news first hit the automotive world, the Jaguar F-Type has been firmly at the top of my list.

It's simply one of the most beautiful cars ever made. In the '70s, I drove a 1965 E-Type coupe, and deeply regret letting it go. Over the years, I have waited and hoped for Jaguar to build what I could truly consider a direct descendant, and finally Jaguar placed into production a car which is every bit as stunning as

the series 1 E-Type.

You can only imagine the extent of my delight when Jaguar offered to lend me one of these magnificent cars for a couple of days. I had a dream journey planned, taking me down from Wales, into Cornwall, to Exeter. It was a manual 6-speed, something I considered particularly lucky as I am not a great fan of automatic transmissions. This is nothing so pleasurable as executing a perfectly timed gear change in a car which is just made for the pleasure of driving.

The engine was a V6 supercharged petrol engine, producing 340 BHP and a massive torque figure of 450Nm, giving a 0-60 of 5.5 seconds and a top speed of over 160 MPH. This glorious vehicle really packed a punch behind its streamlined bodywork. The seat was so low it seemed I must be sat in a hole in the road, a wonderfully tactile driving position. Starting it up required the pre-flight sequence of pressing the start button once, thus turning on the ignition, then again with the clutch depressed. At this point, all hell would break loose as the engine

burst into life, revving itself to really show off the thunderous rumble of the exhaust.

The F-Type does have an active sports exhaust, which allows you to dial down the snarl and bark to a mere threatening growl, and I can completely understand why such a system is both incredibly useful, and even

“ This glorious vehicle really packed a punch ”

vital for use in built up areas. I kept it set to the loudest possible anyway. The car's sound system was a work of art that went utterly unappreciated, since I





kept it turned off the entire time I was driving in favour of listening to the far grander music coming from under the bonnet.

All in all, to see this car in the metal is to desperately want one. I wondered if I could sell my house and live in a tent, so badly did I want to buy an F-Type after the first day of driving it. Every time I stopped at a petrol station to refuel the elegant monster, admirers would approach to say what an incredible-looking vehicle it was. At one point, a group of leather-clad motorcyclists stopped in the same garage as I did, and one of them got off his machine and started to walk towards the car. Admittedly, with my own insurance covering the vehicle, I wondered if things were about to get suddenly expensive, but after looking over the car, he pronounced his verdict of 'cool wheels'. I couldn't have asked for greater praise.

The F-Type coupe drives brilliantly with a comfortable yet firm ride, cornering and braking amazingly well, and with more than enough power to punch you to as fast as anyone would dare attempt on public roads. It feels

like there's another engine in the boot, so well does it go down the road. Over and over, I realised again just how much I loved the noise this car made. It had the most fabulous exhaust note, and I could easily define the joy of living as hearing this beautiful car extended through the gears. As the revs hit 4,000 rpm, it sounded more like a racing car at Le Mans than a road going Jaguar - rather fitting, considering Jaguar's Le Mans-winning history. Riding within this chariot makes you feel like a king.

The return journey from Cornwall was one of the most enjoyable drives I have had in my whole life and I was genuinely regretful when the ride was over. Even driving up the M5 for hours, something I would not normally enjoy, was a genuine delight in the F-Type. Regardless of the speed I was travelling at, the sheer honed balance of it made me feel as though I was travelling in a jet fighter.

Trying to find a criticism of the Jaguar is a genuine struggle. It's not the most economical car on the road, but in truth, I wasn't driving it in a particularly

economical way. It didn't help that I'd begun to find the intelligent stop/start a little annoying, not wanting to have the engine turn off at every stop, and I had turned it off. The F-Type has a base price of just over £51,000, and if any £50,000 car can be called a bargain, this is it. I could easily have expected its sticker price to be far, far higher.

When this car was collected by Jaguar, I was genuinely heartbroken and now, as the withdrawal pangs set in, I can't help but plot the means by which I could one day acquire one of these magnificent machines for my very own.





By Colin Masterson

Three Cocks Vintage Steam Rally

No more nails! What? I hear you cry – all will be explained later!. This is another of those car shows tacked onto the steam fair and tractor display. There is so much variety here and the car show includes some interesting and rare pre-war vintage cars as well as the usual stuff from the 50's and 60's and later.

It is set in a fantastic location: a working farm set on top of one of several rolling hills in the area with the black mountains in the distance, just on the Welsh side of the border with England near Hay on Wye and it attracts over 5,000 visitors

Howard of the Three Counties region organized the Jaguar section as usual and, whilst I didn't count the number, we must have had at least 30 Jaguars from that region and, of course, the South Wales region. We had ETypes, XJSs XK120 – 150s, SS100 replica, Mk9, MkII, as well as a few moderns and delightful to see the completed

Austin Swallow, which last year arrived on a trailer as it was still being rebuilt. It is worth pausing to consider the impact that the order by Jack Barclay for 500 Swallows must have had on William Lyons fledgling company's cash flow and the very future of the company at that time.

Howard greeted me and soon after Colin, Paul and Andy arrived. All we needed now was Scott and his dad in the MK9 with the all important gazebo. I came over the Brecon Mountains, Colin, Paul and Andy came via Abergavenny and others no doubt came via other attractive routes. Fortunately there was

little wind so Paul wasted no time in getting the bacon butties on. I had just got comfortably into my seat along side Andy who decided to remove the top from his full thermos, only for it to go everywhere – thanks Andy!

It wasn't long before the stand filled up and it was time to strike out round the trade stands to look for that unlikely bargain. I made a few purchases and spent all of £3, the last of the big spenders!



This was a beginning to appear to be déjà vu, but no, it was more like Groundhog Day as every year I seem to be looking at the same attractions, seeing the same cars and even meeting the same people. Every year I see my old next door neighbor from Hereford and I swear he isn't getting older or perhaps it is my failing eyesight as I get older!

The familiar attractions included air display performed by Jim McTaggart flying his Starduster a 1960's biplane designed along 1930's lines with more modern materials; the Savage Skills Freestyle Mountain Bike Display; a large selection of Steam Traction Engines; Commercial Vehicles; Vintage and Classic Cars; Tractors; Motor and Pedal Cycles; Stationary Engines; Historic Caravans and miscellaneous exhibits in Granddads Collection. There was a Model Tent with many precision made models and with craft demonstrations such as cake decorating, upholstery, spinning, stained glass, needlework and many others, but wait! Where is the magnificent display of nails and screws that we have enjoyed for so many years - sadly No More Nails!

Ah well, outside various other skills were to be seen around the field: blacksmithing, charcoal making, cider making, Steam sawing, stone cutting,



woodcarving, pole lathe turning etc. as well as a variety of trade stands and a car boot sale as well as a children's fairground, fair organs, helicopter rides, archery, and a Tug of War competition!

I love looking at the vintage cars and wonder at the different solutions manufacturers adopted when making their cars. There was a well used 1920's Renault which had all sorts of idiosyncratic features like the bonnet catch that was cast into the cylinder head, and a single rear seat with a "boot" locker on each side of that passenger. There was a fine collection of Austin Sevens and where else can you see two Railton Terra planes which in their day were rare and are now

approaching the hen's teeth category. It was described by Autocar, at the time, as ten years ahead of its time. This car used the American Terraplane V8 and was capable of 0-60 in 8.2 seconds and 107mph, quite unprecedented in 1934 and compared with a 0-60 of 10.2 and a top speed of 101mph of the Jaguar SS100.

One of the highlights of the day was Andy buying us all ice creams - well done Andy, and we didn't even have to use handcuffs or other restraints either to prevent him running off and hiding (à la Silverstone) - a memorable bonanza!

This show is definitely a "keeper" and I will make a point of seeing it all again next year!





By Jeff Davies

The History Of E1A

Thus came step two toward the eventual Jaguar XKE. It was taken late that same year, 1957, when Jaguar's engineering department laid down an experimental chassis for a genuine roadgoing sports car, a project designated E1A.

Whether the "E" simply stood for "experimental" or had already been chosen for a new production model is not clear. The meaning of the "I" is clear, of course. The "A" signified "aluminum," or perhaps "alloy," the material of which both body and chassis were made. That implies Jaguar was already envisioning a later version of steel, which was more suitable for volume production.

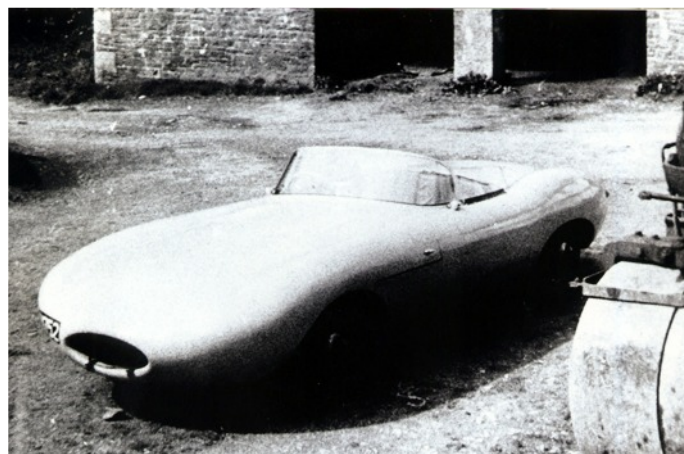
Outwardly, the E1A prototype bore a strong resemblance both to the D-Type/XK-SS and to the clay-model roadster that Sayer had carved back in 1954. Structurally, it was very much a D-Type derivation, with a similar ovoid-section central monocoque tub and space-frame front structure.

As on the earliest D-Types, tub and tubing were welded together, with the front frame again

being light alloy. But there were two departures from D-Type convention. Instead of a 3.4/3.8 engine, E1A carried the short-stroke XK six of Jaguar's then-new 2.4-liter compact sedan.

This was because the prototype was physically small, being shorter, narrower, lower, and probably also lighter than the race cars that came before and the road model that was to come. Also, E1A had an experimental independent rear suspension instead of the D's live rear axle.

It's worth remembering that Jaguar engineers had been working with independent suspension since before World War II, beginning with William Heynes' early investigations. During the war years, the company had built two different prototypes for a lightweight military vehicle, both with independent suspension of all four wheels.



The XK 120 and Mark V sedan emerged in 1948 as the first production Jaguars with separately sprung front wheels. Later, during the D-Type program, some testing had been done with a de Dion rear end, which has some of the advantages of full independence. So the thought had long been in mind to bring Jaguar's road cars, both sports models and sedans, into the modern all-independent world.

Late, 1957 was the time, and E1A was the development vehicle. It was running by early 1958. And run it did, logging many thousands of hard miles on test tracks, race tracks, even public highways.

In fact, on one extraordinary occasion, Sir William Lyons handed the keys of the top-secret prototype over to a member of the automotive press -- the editor of *Motor*, no less -- who was to take the little light-green roadster along some favored back-country roads in Wales and report back. He returned with words like "astonishing," "sensational," and "world-beater."

The scribe kept faith with Lyons and kept quiet about the car in public, but sent a "secret and confidential" memorandum to his boss in May 1958. Published many years later by Paul Skilleter in *Jaguar Sports Cars*, the note revealed this editor's understanding that the production sports car to come would be a 3.0-liter with an amazing output of 286 horsepower and a projected top speed "not very far short of 150 mph, which is going to make us think."

Jaguar was thinking of making 100 per week, he added, and said that the new model, which people around the factory were already referring to as "the XKE," was to go on sale in the autumn of 1958.

What does this mean for our region?

The 'E1A' Run

Next year is the 60th anniversary of the building of E1A and we will be re-running its famous journey from Brecon to Carmarthen to recreate the original drive by Christopher Jennings, then editor of *Motor*, with a convoy of C-Types, D-Types and early E-Types. The run will end at Christopher's old house at Gelli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire. Edwin Atkinson is Christopher Jennings's relative and now lives at the house.

The date of the event is fixed at 1st July 2017 and will be starting from the Castle Hotel, Brecon on the Saturday morning. The entry is fixed at 24 Jaguars with several places already booked. This event is Jaguar history in the making and is going to be something you will be proud to say you attended.

As a region we will be part of the run joining the convoy just outside Brecon and being part of the photographs taken en-route and at the finish.



Will new shoes power the Jaguar XJ220 into a new realm of collectibility?

In recent years, Jaguar XJ220 values have risen but not nearly as rapidly as many of its contemporaries. In the year of its 25th anniversary, could a much needed new set of shoes help it catch up?

A difficult gestation period and under endowed engine aside, the Jaguar XJ220 boasted credentials that should have since seen it prosper alongside its contemporary peers, namely the Ferrari F40, Porsche 959 and McLaren F1. But while these have ridden off into the sunset in terms of modern-day values, Jaguar's 1990s supercar has been left languishing behind – despite its legacy of once being the fastest car in the world, the first 500bhp+ production car and the lap record holder for a production model at the Nordschleife for almost a decade. The reason? The four rather girthy black circles at each corner.

Until now, the real-life prospect of reaching the XJ220's official 217mph top speed or even using the car occasionally – has been a dim one, as the unusually sized tyres that the car required (255/45ZR17 front and a massive 345/55/ZR18 rear) went out of production long ago. As a result, the remaining examples out there are wearing two decade-old rubber, a sobering deterrent for anyone in the market for an analogue-era supercar.

To remedy the problem, two of the XJ220's biggest devotees, Jaguar Classic and Don Law Racing have respectively collaborated with Pirelli and Bridgestone to develop their own sets of bespoke tyres to be launched in 2017, the car's 25th anniversary year. Both will make use of the latest tyre technology: Jaguar Classic's Pirelli will be a P Zero design that incorporates the appearance of the old rubber, but with new compounds and technologies that lessen noise, improve control and comfort and even boast internal damping within the tyre. While not factory-approved, the offering from Bridgestone (which made the original tyres) was co-developed with Don Law Racing with assistance from the original chief development engineer and test driver, and used an original pre-production model as a test bed. With two new pairs of shoes to choose from for its silver anniversary festivities, might the big cat finally be able to celebrate its coming-of-age in the collector car market?



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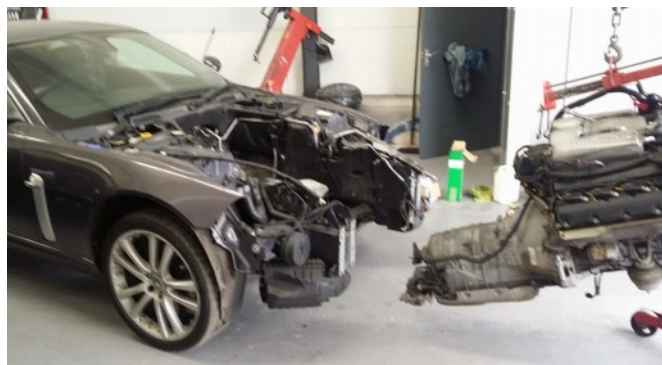
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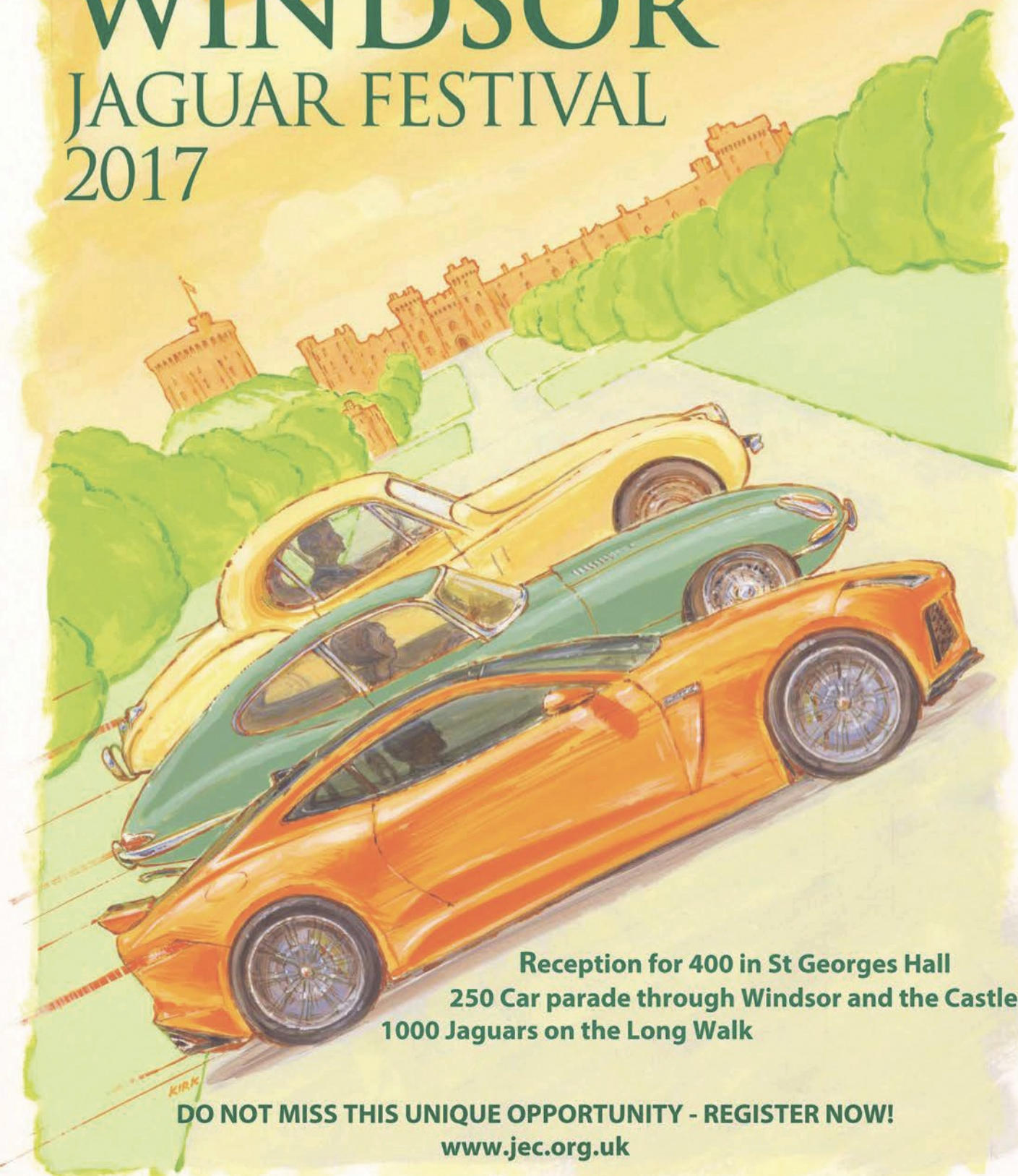
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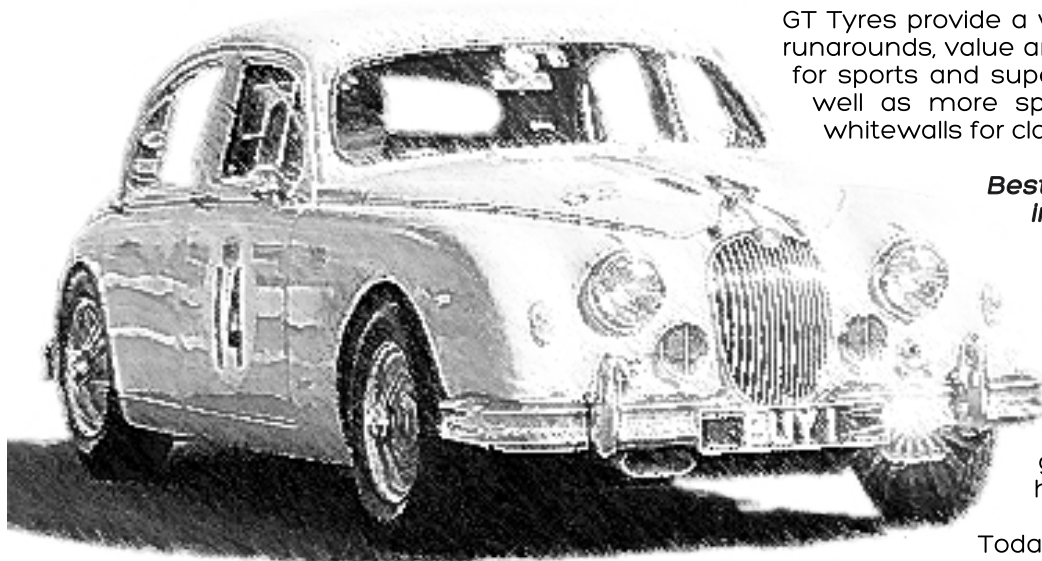
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RIP Coombs Of Guilford - Long Live The New Three Story JLR Guilford Home

If you are a Jaguar devotee the name Coombs of Guildford brings back flooding memories of racing Mk2s, the ex-Ecurie Francorchamps yellow D-Type owned by John Coombs, the death of Mike Hawthorn in that town and a very prosperous Jaguar business.

The guru John Coombs sold his business long ago and retired, and in fact sadly died a few years ago.

Now as a total sign of the confidence the car industry has in the future of Jaguar Land Rover, the JLR dealer in Guildford is about to build a huge new three story facility.

Plans have been submitted, and if approved, the project for the Ladymead site will include parking levels on top of the building, as well as a new workshop and MOT facility.

Inchcape, which owns the site, went through a pre-application stage in 2014 when Guildford Borough Council raised concerns with its proposals.

One concern was that the scheme would result in a 'very large building on an extremely prominent corner', which the local authority considered to be a 'very important gateway into Guildford'.

According to the planning documents, the

council said 'the bulky and unrelieved design would subsequently detract from the character and context of the surroundings'.

Inchcape believes the concerns have been addressed, with documents sent to the council's planning department stating: "The building has been brought as low as possible while maintaining the accommodation required. The elevations have been analysed in context to relate as much as possible to the neighbouring buildings.

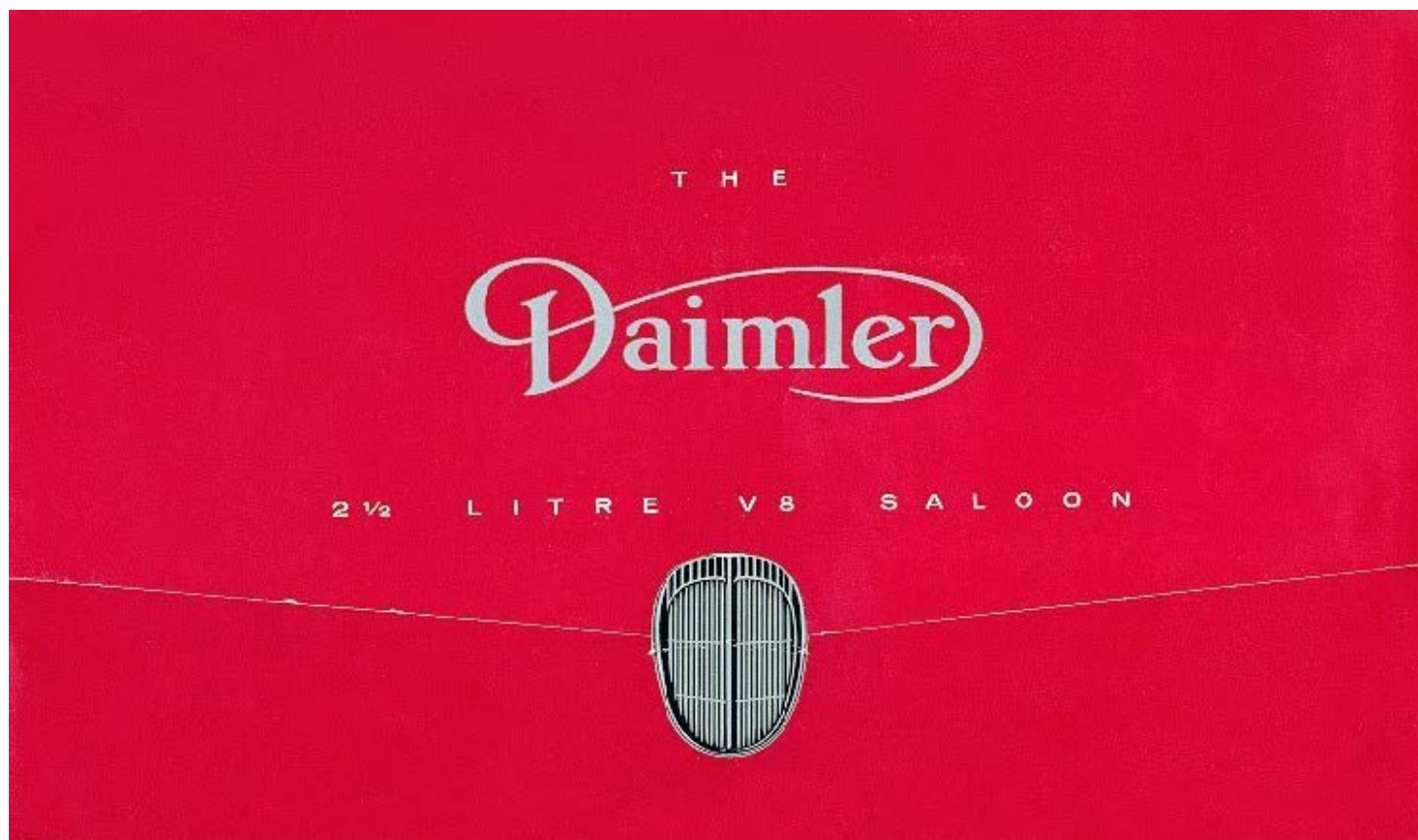
Cars will be displayed on three floors, with a further two floors used for parking.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 17
1963 Daimler



SPECIFICATION

ENGINE. 90° Vee 8 with 4 cylinders each bank, bore 76.2 mm., stroke 68.85 mm., capacity 2548 c.c. Compression ratio 8.2:1, 140 h.p. at 5,800 r.p.m., overhead push rod operated valves from single central chain driven camshaft; 2 S.U. H.D.A. semi-down draught carburettors with dual exhaust system. Cooling by pump and fan with by-pass thermostat control. Forced lubrication throughout by submerged pump system incorporating a full flow filter. Cast iron cylinder block. Cylinder heads of high tensile aluminium alloy with hemispherical combustion chambers. Aluminium alloy pistons. Steel connecting rods.

TRANSMISSION. D1-D2 Automatic transmission. Selector control lever on steering column. Gear ratios: Low 2.14/10.2. Intermediate 12.38/6.19. Top 3.54/4.27. Reverse 17.85/8.92.

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

BRAKES. Dunlop bridge type disc brakes with quick change pads. Vacuum servo assistance. Pull up' handbrake with automatic adjustment. Handbrake also actuates brake fluid level warning light.

STEERING. Burman Re-circulating ball type steering with 17" diameter two spoke steering wheel, adjustable for reach. Left & right hand steering optional. 4.7 turns lock to lock. Turning circle 33½ ft. Power assisted steering available as optional extra.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 6.40 x 15 in. R55 tyres and tubes. Spare wheel and tyre. Rimbellishers.

FUEL SUPPLY. By S.U. Electric pump. 12 Imperial gallon tank.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 51 amp./hr. at 10 hour rate with current voltage control. Ventilated dynamo. Sidelamps with drive-violet ruby glass inserts to warn of bulb failure from mirrors of front wings. Sealed beam asymmetric dip headlamps controlled by foot operated switch. Separate lever for actuating headlamp flashing. Twin fog lamps. Separate stop/tail, direction and reflector units mounted in a single assembly. Reversing lamp. Rear number plate lamp. Self cancelling flashing direction indicators with warning lights. Instruments and labelled switches illuminated by internal flood lighting controlled by a two position dimmer switch. Concealed map reading lamp beneath screen rail in front compartment. Twin courtesy lights above the centre door pillar and one above rear window can be operated either manually by switch on instrument panel or automatically by any of the four doors. Cigar lighter with luminous socket. Twin blower note windscreen horns. Twin blade two speed self parking windscreen

wipers. Electrically operated windscreen washers. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 in. diameter speedometer. 5 in. diameter electrically driven revolution counter with electric clock. Ammeter. Electrically operated oil pressure gauge, water temperature gauge, fuel gauge with warning light, combined handbrake and brake fluid level warning light.

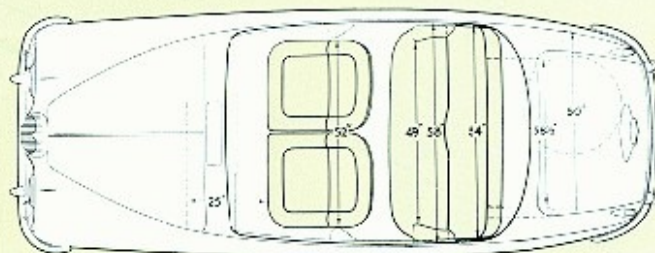
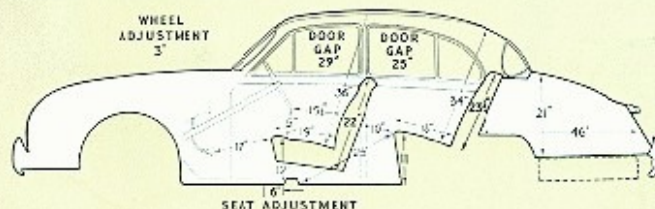
BODY. All steel four-door five-seater saloon. Integral body-chassis construction providing maximum rigidity with minimum weight. Large zinc lacquered windscreen with slim pillars and semi-wraparound rear window for maximum visibility front and rear. The semi-wraparound windscreen does not interfere with ease of entry and exit. Wide view rear mirror with dimmer control. Chromium plated window frames on all doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Chrome finishers on rain gutters and top of door waist rail. Seats upholstered in finest quality Vamox leather hide over deep Dunlopillo foam cushions. Split bench front seats individually adjustable for combined height and recline. Polished figured walnut instrument panel features revolution counter and speedometer positioned directly in front of the driver and separate instrument for oil pressure, water temperature, fuel gauge and ammeter. Instrument panel also contains on the passenger's side, a glove compartment with an interior light and lockable lid. Provision for radio and speaker. Two spoke steering wheel and semi-circular horn ring. Front and rear armrests in rear compartment. Interior sun visors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with overriders. Chromium plated door locks. Anchorage points for seat belts provided in front and rear compartment.

HEATING AND DEMISTING. High output heating system incorporating windscreen demisting. Two speed fan controlled by switch on instrument panel.

SPARE WHEEL AND TOOLS. Spare wheel carried beneath boot floor in separate compartment is readily accessible. Tools, in special fitted and lined container housed in spare wheel compartment. Jack and wheel brace housed in luggage compartment.

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

PRINCIPAL DIMENSIONS. Wheelbase 8' 11½", track front 4' 7" track rear 4' 5½", overall length 15' 0½", overall width 5' 6½", overall height 4' 9½", Ground clearance 7".



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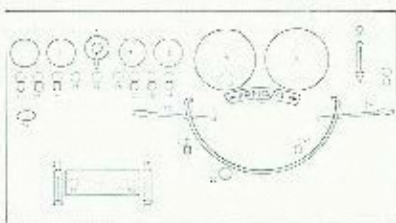
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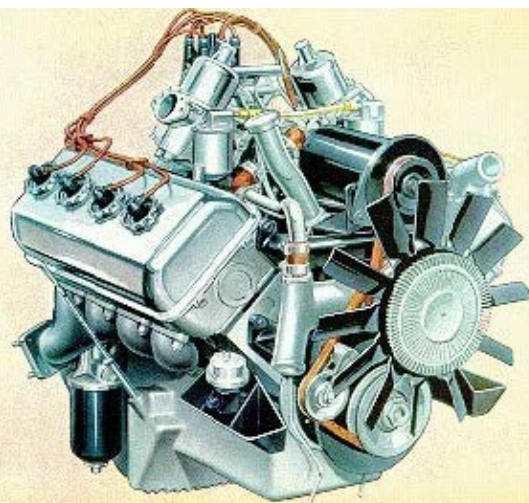


KEY TO INSTRUMENT PANEL

1. Ammeter
2. Fuel gauge
3. Engine speedometer
4. Oil pressure gauge
5. Water temperature gauge
6. Rev. counter
7. Electric clock
8. Speedometer
9. 1 hour
10. 2 hour
11. 3 hour
12. 4 hour
13. 5 hour
14. 6 hour
15. 7 hour
16. 8 hour
17. 9 hour
18. 10 hour
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98. 90 hour
99. 91 hour
100. 92 hour



Every instrument on the dashboard is clearly marked and all hand controls are within inches of the driver's finger tip. Instruments and labelled switches are illuminated by flood lighting controlled by a two position dimmer switch. When a radio, which is an optional extra, is not installed the radio control panel aperture is blanked off.



Outstanding characteristics of the Daimler 21 D14 V8 engine are its inimitable smoothness and the extreme quietness of its operation. Developing 140 h.p. at 5,800 r.p.m. its compact 40 in. diameter cylinder block is 40 in. wide and 40 in. high, and its 40 in. diameter crankshaft is 40 in. long.

Tramptastic

A tramp walks into a bar and orders a drink.

'I don't think you're going to be able to pay for that, are you?' says the barman.

'Okay,' says the tramp. 'If I promise to show you something you've never seen before, will you give me a drink?'

Reluctantly, the barman agrees, and the tramp pulls a hamster out of his pocket and puts it on the bar. The furry creature runs over to the piano and bangs out a brilliant version of Imagine.

'That was amazing,' admits the barman as he pulls the tramps pint.

Once he's downed it, the tramp asks for another.

'I'll need another miracle in return,' says the barman. So this time the tramp pulls out a frog and puts it on the bar. The frog clears his throat and sings Bohemian Rhapsody

At this point, a man sitting in the corner of the bar comes up and gives him £100 for the frog.

When he's gone, the barman says to the tramp, 'Blimey, that's cheap. You could have got much more.'

'It's okay,' replies the tramp. 'The hamster's a ventriloquist.'

Two Tasmanians

Two Tasmanians were sitting around talking one afternoon over a cold beer.

After a while the first Tasmanian says to the second,

"If I was to sneak over to your house and make love to your wife while you was off fishing, and she got pregnant and had a baby, would that make us related?"

The second Tasmanian crooked his head sideways for a minute, scratched his head, and squinted his eyes, thinking real hard about the question.

Finally, he says, "Well, I don't know about related, but I reckon it'd make us even."

humour

Members jokes & anecdotes

Heaven

Tony and Yvonne were 85 years old and had been married for 60 years. Though they were far from rich, they managed to get by because Tony watched the pennies. Though not young, they were both in good health, largely due to Yvonne's insistence on healthy foods and exercise for the last decade.

One day, their good health didn't help when they went on holiday and their plane crashed, sending them up to Heaven.

They reached the pearly gates and St Peter escorted them inside. He took them to a beautiful mansion, furnished in gold and fine silks, with a fully stocked kitchen and a waterfall in the master bathroom. A maid could be seen hanging their favourite clothes in the wardrobes. They gasped in astonishment when he said "Welcome to Heaven, this will be your home now!"

Tony asked how much this was all going to cost. "Why, nothing" St Peter replied "remember this is your reward in Heaven".

Tony looked out the window and saw a beautiful championship golf course. "Yes, but what are the green fees?" grumbled Tony. "This is Heaven, you can play for free every day!"

Next, they went into the clubhouse and saw the lavish buffet lunch with every imaginable cuisine laid out before them, from seafood to steaks to exotic desserts and free flowing drinks. "Don't even ask" said St Peter "this is Heaven and it's all free for you to enjoy". Tony looked around and glanced nervously at Yvonne. "Well, where are the low fat, low cholesterol foods and

decaffeinated tea and coffee?". "That's the best part" St Peter replied "you can eat and drink as much as you like and you will never get fat or sick. This is Heaven!"

"No gym to work out?" Not unless you want to" was the answer. No testing my sugar or blood pressure?". "Never again. All you do here is enjoy yourself!"

Tony glared at Yvonne and said "You and your f..... Bran Flakes. We could have been here 10 years ago!!"

Counselling

After 35 years of marriage, a husband and wife came for counselling. When asked what the problem was, the wife went into a tirade listing every problem they had ever had in the years they had been married.

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.

Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow. The woman shut up and quietly sat down in a daze.

The therapist turned to the husband and said, "This is what your wife needs at least 3 times a week. Can you do this?" "Well, I can drop her off here on Mondays and Wednesdays, but I go fishing on Fridays."

Improbable Golf

Many years ago during my married days, I accidentally overturned my golf cart.

Elizabeth, a very attractive and keen golfer, who lived in a villa on the golf course, heard the noise and called out "Are you OK, what's your name"

"It's John and I'm Ok thanks" I replied as I pulled myself out of the twisted cart.

"John" she said (firm, loose breasts undulating beneath her silky white robe) "forget your troubles. Come up to my villa and I'll help you get the cart up later"

"That's mighty nice of you" I answered, "but I don't think my wife would like it"

"Oh, come on now" Elizabeth insisted.

"Well okay" I finally agreed. After a couple of Scotch and waters, I thanked Elizabeth.

"I feel a lot better now, but I know my wife is going to be really upset, so I'd best go now"

"Don't be silly" Elizabeth said with a smile, letting her robe fall open slightly.

"She won't know anything. By the way, where is she"

"Still under the cart, I guess" I said.

Rich Scotsman

One afternoon a Scotsman was riding in his limousine when he saw two men along the roadside eating grass. Disturbed, he ordered his driver to stop and he got out to investigate. He asked one man, "Why are you eating grass?"

"We don't have any money for food," the poor man replied. "We have to eat grass."

"Well, then, you can come with me to my house and I'll feed you," the Scotsman said.

"But sir, I have a wife and two children with me. They are over there, under that tree."

"Bring them along," the Scotsman replied. Turning to the other poor man he stated, "You come with us, also."

The second man, in a pitiful voice, then said, "But sir, I also have a wife and SIX children with me!"

"Bring them all, as well," the Scotsman answered. They all

entered the car, which was no easy task, even for a car as large as the limousine was. Once under way, one of the poor fellows turned to the Scotsman and said, "Sir, you are too kind. Thank you for taking all of us with you?"

The Scotsman replied, "Glad to do it. You'll really love my place. The grass is almost a foot high"

The Biker

A crusty old biker from Brisbane out on a long summer ride in the country pulls up to a tavern in the middle of nowhere, parks his bike and walks inside.

As he passes through the swinging doors, he sees a sign hanging over the bar:

COLD BEER : \$2.00?

MEAT PIE : \$2.25?

BACON & EGG PIE : \$2.50?

BURGER WITH THE WORKS : \$3.50?

HAND JOB : \$50.00

Checking his wallet to be sure he has the necessary payment, the old biker walks up to the bar and beckons to the exceptionally attractive female barmaid who is serving drinks to a couple of sun-wrinkled farmers.

She glides down behind the bar to the old biker.

"Yes?" she enquires with a wide, knowing smile, "may I help you?"

The old biker leans over the bar, "I was wondering young lass," he whispers, "are you the one who gives the hand-jobs?"

She looks into his eyes with that wide smile and purrs, "Why yes, yes, I am".

The old biker leans closer and into her left ear whispers softly, "Well, wash your hands real good, cause I want a Meat Pie".

Blonde Motorist

A blonde lady motorist was about two hours from San Diego when she was flagged down by a man whose truck had broken down. The man walked up to the car and asked, "Are you going to San Diego?"

"Sure," answered the blonde, "do you need a lift?"

"Not for me. I'll be spending the next three hours fixing my truck. My problem is I've got two chimpanzees in the back that have to be taken to the San Diego Zoo. They're a bit stressed already so I don't want to keep them on the road all day. Could you possibly take them to the zoo for me? I'll give you \$100 for your trouble.

"I'd be happy to," said the blonde.

So the two chimpanzees were ushered into the back seat of the blonde's

car and carefully strapped into their seat belts, and off they went.

Five hours later, the truck driver was driving through the heart of San Diego when suddenly he was horrified! There was the blonde walking down the street, holding hands with the two chimps, much to the amusement of a big crowd.

With a screech of brakes he pulled off the road and ran over to the blonde. "What are you doing here?" he demanded, "I gave you \$100 to take these chimpanzees to the zoo!"

"Yes, I know you did," said the blonde. "But we had money left over so now we're going to Sea World."

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CALENDAR

WHAT'S ON IN 2016



OCTOBER

- | | |
|---|--|
| 1 | Castle Combe Classic Action Day |
| 9 | Malvern Classic Car Show |
| 9 | International Jaguar Spares Day Stoneleigh |

NOVEMBER

- | | |
|-------|-----------------------------------|
| 11-13 | Lancaster Classic Motor Show, NEC |
|-------|-----------------------------------|

DECEMBER

- | | |
|---|---------------------------|
| 3 | 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 website www.classicshowsuk.co.uk

- Full & Part Restorations
- Panel Repairs & Spraying
- Lead Loading Repairs
- Engine & Gearbox Rebuilds
- Rewiring & Re-trimming
- Servicing & Tuning



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We know about Jaguars!



B|A|S International

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 19th October 2016
Wednesday 16th November
Wednesday 21st December
Wednesday 18th January 2017
Wednesday 15th February 2017
Wednesday 15th March 2017

Wednesday 19th April 2017
Wednesday 17th May 2017
Wednesday 21st June 2017
Wednesday 19th July 2017
Wednesday 16th August 2017
Wednesday 20th September 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.

Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

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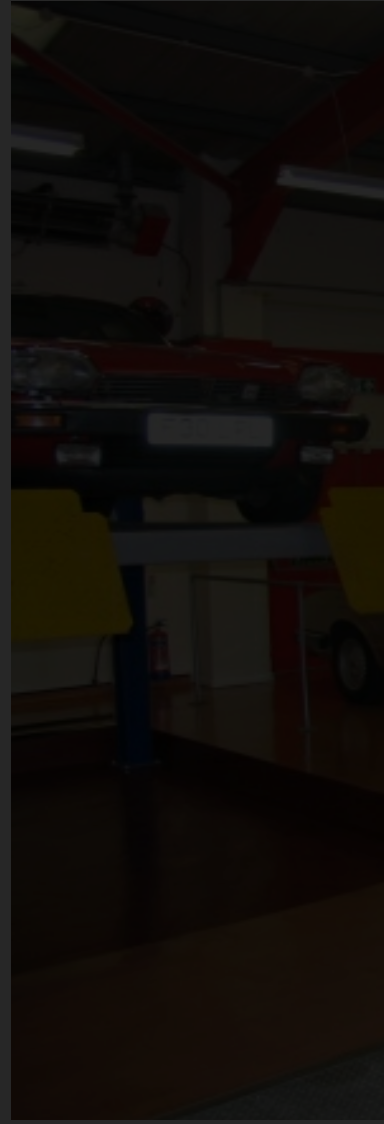


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Established in the late 1990s, Cardiff Jag & Performance Ltd is set in a prime location on the outskirts of Cardiff with easy access to junction 30 of the M4 motorway.

comprehensive range of services...



As one of the leading UK's Jaguar Specialist our policy of continual growth and improvement ensures our impressive understanding and knowledge of the Jaguar marque. Operating from a state of the art premises we offer our customers old and new a comprehensive range of services ranging from bodywork repairs (small and large), servicing, maintenance, repairs, MOT facility and sales of Pre Owned performance vehicles.

not just jaguars...

We specialise in mainly Jaguar and Mercedes vehicles but offer the same extensive range of services for other performance vehicle marques.

time served craftsmen...

Our staff are fully trained and offer over 50 years experience and we are confident that we are able to meet all customer expectations. Our stores are fully stocked with genuine spares and all work is guaranteed, vehicle warranties are not affected by the services we provide.

welcoming environment...



Our courteous staff will make you feel at home in our comfortable reception area and will be happy to offer you refreshments while your vehicle is with us and your vehicle will receive a complimentary wash and vacuum. Full Valet service available subject to time and availability.

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

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