

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 266 | November 2016



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WEBBER'S WORDS

By Andy Webber
News Editor

Huge thanks to Terry & Jacqueline for organising a superb Autumn Leaves run together with our friends at the Usk Valley Classic Car Club that saw us take in the Brecon Beacons.

There's a full write-up included this month, but it really was an excellent late addition to our regional motoring calendar of events and one that I hope will continue. As you can see from the pics Pete & Scott really enjoyed themselves... Pete took a photo of what a clean alloy looks like for Scott!

I was lucky enough to drive the new XF manual this month as my friend had finally succumbed to the temptation of the new XF after wanting ones for years - it felt a bit unusual to be driving a new luxury car with a manual option but I'd certainly prefer it to the auto's I'm used to. Unfortunately though Stratstone let themselves down with a mark on the driver's door and a severely mis-aligned seal on the passenger door window - surely simple pre delivery checks should pick these issues up?

On the positives though, the new ingenium diesel engine is much quieter than my diesel XF and the driving position has more headroom - obviously I didn't find this out but my friend is 6'6!

And last but not least, a quick reminder that our regional Christmas dinner is taking place on Saturday 3rd December (see page 34 for more details)



and I look forward to seeing you all at there and to again welcome our Bristol friends.

Andy Webber

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

Well there we are, the show season is now coming to the end with just the Lancaster Insurance Classic Car Show at the NEC on the 11-13 on November left. (By the time you read this the show will be over and a report will be in next month's magazine.) I think it has been a good year, the weather has been kind for most of the shows and I am sure that we have enjoyed the all the ones we have attended. We still have the problem with some events being on the same day but with all the shows around the country I expose this has to be accepted.

Three Counties Classic Car Show At Malvern

On The 9th of October many of our members attended the Three Counties Classic Car Show at Malvern. We have been attending this show for the last 25-30 years. The show was run by Ian Green, a real character, who ran it with a rod of iron and many classic car owners had their entry for the next year cancelled for daring to try to leave early. You could not leave till 4.00 pm and he strictly enforced this. The show has now been taken over by Andrew Greenwood Classic Shows.

It used to be a two day show Saturday and Sunday with two huge agricultural sheds full of auto jumble with maybe 50 or so auto jumble stands outside and 3 large fields full of cars.

Unfortunately over the years the show has become smaller and smaller. We have seen this with a lot of classic car shows. The main area of the showground is now taken by a large "boot sale" pushing us over to the far side of the site. The auto jumble is now only in one smaller unit with a few stalls outside. The internet is a great source of parts for our cars but it really limits the number of traders who are prepared to attend these shows. The cars have been reduced by well over a half of

the numbers who used to come.

Five of our members met up at the car park in Monmouth on a bright sunny morning. Unfortunately I had a family wedding so I could not attend. Scott and Derek were in their Mk9, Dave and Ruth in their XK8, Paul in his E-Type, Andy in his XJS and Bob and Pat in their XK8. It is always a lovely run up to Malvern and the boys were soon parked up with two members from the Three Counties Region who joined them. Paul soon had the bacon rolls ready for breakfast and they spent the morning looking around the auto jumble. Beef burgers were made for lunch and they spent the afternoon looking around the cars. Ruth had made one of her delicious chocolate cake which was eaten with their tea and coffee. It appears that they all enjoyed the show and had a good run home.

See page 20 for the full article



International Jaguar Spares Day, Stoneleigh

Unfortunately Spares Day now clashes with the Malvern Show so a decision has to be made as to which one you go to! As indicated earlier I had a family wedding to attend so I missed both shows, the first time in many years. My suggestion to Jan that I go to the show in the morning and then rush back for the wedding in the afternoon did not go down very well and I decided diplomacy was the best course of action!

I believe it was very successful with the JEC stand signing up lots of new members, the shop doing very well and lots of raffle tickets being sold for the XK charity car. I hope you have all bought some tickets as it is for a very worthy cause. The draw will be made at the NEC Classic Car Show on the 13th of November. Some lucky person is going to win a very nice XK.





E-Type Round Britain Coastal Drive

John Griffiths joined seventy odd e-types for Phillip Porters Round Britain Coastal Run in aid of Prostate Cancer. They raised over £59,000 for the charity. John very bravely started at Goodwood in his E-Type and did five of the stages, Goodwood Chichester to Lyme Regis, Penzance day two, Bridgewater day three then Tenby day four and ending at Criccieth North Wales on his last day.

See page 17 for the full article.



South Wales 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 food and ambiance at the Custom House is excellent and they have their own car park.

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.

I am now taking menu choices and payment so please see me at the meeting, give me a call 07977 474637, or drop me an email, colin.manconi@jecsouthwales.co.uk

All payments have to be received by the 24th of November. If you come to the meeting there is a loose leaf form in the magazine to fill in.

We also have a number of our friends from the JEC Bristol Region coming over for the dinner and the JEC General Manager Graham Searle and his wife Lynne will also be attending. I am sure it will be a memorable evening. Hotel rooms at a nearby hotel can be arranged. Please feel free to contact me for details.

For more info & Menu see page 35.

Articles Required For The Magazine

As you are all aware how much time Michael, who edits and compiles the magazine and web-site, is having to spend trying to find articles to put in the magazine especially at this time of the year when most of the shows have finished. We really need some help from members - we need any articles about your lives with Jaguars.

I have said before that I would like to start a member's page with information about what you have been doing to your cars during the month. Anything from changing the plugs and points to, cleaning and polishing the car, laying the car up for the winter, new tyres, having restoration work done on the car, who does the work, replacing parts etc. You can see the type of stuff I am looking for. Just a few lines and pictures and perhaps we can start a new section which I am sure you would all be interested in.

Can I just thank all of the members who have sent in articles. It has made the editing and compiling of this magazine so much easier. I hope any other members who have been thinking of sending an article will now put pen to paper.

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Remember, if you use any of the services that our advertisers offer, please indicate to them that you got their name from/ saw their advert in our magazine. It helps them to see that it is worthwhile advertising and makes it easier for me when I ask them to renew.

NEWS

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



Guests can experience how to handle the Jaguar MKII, MKVII and XK150, and Land Rover Series I, Series II and Series III without modern brakes, power steering or traction control.

JLR Opens The Ice Driving Academy

Jaguar Land Rover has opened its first ice driving academy, offering a once-in-a-lifetime driving experience and travel adventure on the edge of the Arctic Circle.

Based at the company's cold-weather testing facility in Lapland, Sweden, guests at the Ice Academy will have the opportunity to push themselves to the limit in Jaguar and Land Rover high-performance vehicles. With expert tuition, customers can experience the Jaguar F-TYPE, F-PACE and Range Rover Sport in sub-zero temperatures on carved ice tracks on a vast

frozen lake.

A unique itinerary with classic vehicles is also available. Guests can experience how to handle the Jaguar MKII, MKVII and XK150, and Land Rover Series I, Series II and Series III without modern brakes, power steering or traction control.

The three- and four-night programmes, which start from €2,490, include accommodation meals, transfers and professional drivers to help guests develop their skills and have a truly unforgettable experience. Bookings are now being taken for trips from January 2017.



XF Wins Golden Steering Wheel Award For Best Saloon

Jaguar has won Germany's top car award, the Golden Steering Wheel. The Jaguar XF was voted 'Best Saloon' in the Mid-Full-size category, ahead of the Mercedes-Benz E-Class and Volvo S90. Jaguar had further reason to celebrate in the Large SUV category, with the F-PACE taking second place.

The Jaguar XF defines the segment with unrivalled design, luxury, technology and efficiency, underpinned by class-leading driving dynamics and refinement. With the recent addition of all-wheel drive, the XF offers greater confidence in its all-weather traction and has exceptional total cost of ownership, with class-leading residual values and running costs.

Jaguar's first performance SUV, the F-PACE, took a strong second place in the large SUV category. It is designed and engineered to offer the agility, responsiveness and refinement Jaguar is renowned for together with everyday usability that delivers the Ultimate Practical Sports car. The F-PACE has been fantastically received and is Jaguar's fastest-selling vehicle ever.

For the 41st Golden Steering Wheel Awards, 36 new models competed in six categories. In the first round of voting, millions of readers of Auto Bild and its sister publications in more than 20 European countries, together with the readers of Sunday paper Bild am Sonntag, selected their favourites. After the votes had been counted, the 24 finalists were determined. A 67 strong jury consisting of racing drivers, chief editors, designers and other car experts, thoroughly tested the new models comparing driving dynamics, connectivity, designs and operating costs.

Jaguar Land Rover pulls out of bid for Silverstone

(JLR) has withdrawn itself from the running for the purchase of Silverstone, following unsuccessful discussions with the circuit's current owner, the British Racing Drivers' Club (BRDC).

In a statement issued, JLR, which had reportedly offered £33 million for the site, said: "Jaguar Land Rover has ended discussions with the British Racing Drivers' Club for the foreseeable future and is not proceeding with any plans to either lease or purchase Silverstone at this time."

While no reason for the decision has been given by JLR, it's thought that it and the BRDC were unable to come to an agreement that met both parties' requirements.

Double Finish For Jaguar In Marrakesh

Panasonic Jaguar Racing's second race in the 2016/17 FIA Formula E Championship saw both drivers successfully complete the longest race distance in the history of the series. Racing in the heart of Marrakesh old city, Adam Carroll and Mitch Evans crossed the line in P14 and P17 respectively.

The first Formula E race to take place on the African continent, the Marrakesh ePrix is one of only two traditional race tracks on the Formula E calendar and the longest circuit the drivers will experience this year, at 2.97km with 12 turns.

Both Panasonic Jaguar Racing drivers came into the pits on lap 18, one lap after many of the other teams due to efficient energy management from the team. Mitch entered the pitlane ahead of Adam, but it was Adam who exited in front after an electrifying car swap in the garage.

The circuit provided many challenges for the drivers. Following a lock up on his qualifying lap, Adam started the race from P20 and through positive energy management and a solid pitstop, gained six positions to finish in P14, followed by Mitch who recovered from a lock up, which saw him run off track to finish P17.

James Barclay, Panasonic Jaguar Racing, Team Director: "Even though we've had a tough race there are still many positives and further learnings that can be taken away from today. Ultimately we didn't maximise our potential in qualifying, but we know we had a faster car than the times showed."

Mitch's race was compromised when he was hit by another driver which put him out of track position. He recovered well to get back into the race and managed to fight his way up through the grid.

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£100M Investment As Castle Bromwich Plant Welcomes The XE

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."

The arrival of XE at Castle Bromwich continues the renaissance of the plant, which was slated for closure in 2008. The £100m investment to welcome the latest model takes the total invested in the site to more than £500m over the last two years, supporting continuous improvement in the production of XF, F-TYPE and XJ, also built at the plant.

In August, Jaguar sales stood at 85,726 for the year, an increase of 72% on 2015. This strong performance is driven primarily by F-PACE, the fastest selling Jaguar of all time, and XE, which made its US market debut in the summer.

Jaguar Land Rover's Solihull plant will continue to operate three shifts, 24 hours a day, to keep up with global demand for the Jaguar F-PACE and Range Rover Sport which are built on the same production line.

XJ Recognised As Best Luxury Car In Total Impact Survey

Jaguar is proud to announce that XJ received the highest Total Quality score in the 22nd annual Strategic Vision Inc. Total Quality Impact survey's Luxury Car Segment. This prestigious accolade demonstrates our total commitment to producing cars that owners judge to be high in quality, as well as creating emotional delight.

Total Quality Impact is a complete measure of the total ownership experience. Buyers are asked to rate their buying, owning and driving experiences. This wide variety of factors includes customers' commitment to advocacy and vehicle loyalty. The score is holistic, encompassing positive and negative product experiences - reliability, actual problems, driving excitement and other metrics - hence Total Quality.

"We are honoured that the Jaguar XJ has received this accolade by Strategic Vision," said Joe Eberhardt, President & CEO, Jaguar Land Rover North America, LLC. "This recognition is a testament to the quality and performance of Jaguar vehicles and represents the essence of what the Jaguar brand stands for."

As the pinnacle saloon car within the Jaguar model range, XJ is the perfect combination of cutting-edge technology, sporting vehicle dynamics, and opulent luxury. Its assertive styling turns heads, while state-of-the-art systems keep you informed and safe. XJ brings together beauty and craftsmanship with the power and driving experience you expect from a Jaguar. In the cabin, there's space to stretch out, relax or work with our advanced infotainment technology, InControl Touch Pro. XJ has everything to make your journey more productive, entertaining and relaxed.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a cooler South Devon. As the classic car season is drawing to an end we now look forward to TOWC club activities to keep us entertained.

Club Run - Sunday 16th October

As noted last month the club organises local monthly runs during the end of season months. The usual format is a short run to a coffee etc. stop followed by a longer run to a lunch venue. These runs take place on a Sunday during the month. I had my arm twisted by a smiling Julie Conway to organise the October run - I didn't see that coming! Grrrr! I had a young helper, Artiom, taking notes as we drove around a few alternative routes. I kept an eye on the weather forecasts during the week preceding the run and they kept on forecasting rain all day! However, on

the day we had glorious sunshine all day - specially imported from sunny South Wales!? Our coffee etc. stop was at the River Shack, Stoke Gabriel while the lunch stop was at the Smugglers Inn near Dawlish.

This was the report written by a member in the TOWC Newsletter:

"Harry & Natali very kindly agreed to organise their first run for the Torbay Old Wheels Club. After gathering together on a bright, dry morning at Occombe Farm it was time to follow the very accurate directions through the country lanes to our coffee stop. Most of us met the big blue tractor towing a trailer on route in the lanes, but with careful negotiation we all managed to squeeze past. I expect we made the farmer's day meeting so many cars! Harry had arranged for us to park right next to the quayside in

Stoke Gabriel for a very pleasant coffee break. Some of us enjoyed a hot drink in the morning sunshine as we watched the spray coming over the top of the weir from the river. We continued our journey through the villages of Ipplepen and Coffinswell towards Newton Abbot and then over the Shaldon Bridge. At Teignmouth we were offered a choice to follow the more picturesque route or take a shorter run towards Dawlish. We were rewarded with a lovely carvery at The Smugglers Inn near Dawlish. The weather remained dry enabling us to enjoy the lovely views from there as well as the good food. Thank you Harry & Natali for arranging your "inaugural" road run as written by Harry on the sheet of directions."

Also included in the TOWC newsletter was some information on Derek & Val's accident whilst



travelling through Teignmouth:

"There was, however, one little mishap with mechanical failure (brakes failed) on Derek and Val's Mini resulting in a collision with the car in front. This curtailed the rest of the trip for those involved and thanks go to Ian who stayed to help recover the car. A big thank you also goes to our club member Dave Smerdon who, although not on the run, offered the use of his trailer and towing vehicle to recover the car back to Brixham."

Derek & Val were unhurt in the accident & are in the process of claiming for the cost of repairs through their insurance. The Mini should be back on the road (also with a freshly rebuilt engine which had already been planned) ready for next year's events.

Torbay Old Wheels Club Night - Thursday 27th October

We had been looking forward to this meeting for some time as Dave & Kath were due to screen their film of our show on Paignton Green in July as well as a montage of club events during the year. Dave & Kath (mostly Kath!) are experts in editing the films which included some funny comments & photos. One of the films started off with a hilarious article on the "Fart Car" downloaded from "You Tube". See:



www.youtube.com/watch?v=3kYF6NSy48s

In all Dave & Kath spent some 130 hours putting the films together! Absolutely brilliant!

E-Type Inspection

I was recently asked by Keith Vincent to inspect a local 1962 E Type Series 1 FHC so that Keith could process an application to DVLA to reinstate the original number on the car. It was very interesting meeting up with the owner who lives just a few miles away from me here in Torquay. He actually owns a few classic cars including two Minis (a Mayfair & a Riley Elf which needed restoration), Mazda MX5, 1950s Daimler saloon & Series 3 XJ6 4.2. He also had a share in a couple of cars (Lola & Dome[?]) which were raced in the Le Mans 24 hours race in the early 1980s. He is also a regular attendee at the Goodwood Revival etc. The E-Type was in a very nice restored condition & is currently on an age related plate. I trust he will be successful with the application.

My Daimler V8 250 - ALX 442H

Not much to report on this month. Just a couple of short local runs in fine weather.

...and finally:



WOMAN'S ASS SIZE STUDY

10% of women think their ass is too skinny.

30% of women think their ass is too fat.

60% say they don't care, they love him, he is a good man and they wouldn't trade him for the world.





By Andy Webber

Autumn Leaves

The weather was cloudy as we left Caerleon heading for Abergavenny to meet the UVCCC club members for the Autumn Leaves run put together by our own Terry Brown. There should be a credit to JJ here as I know that Terry had some help in the route planning!

At Waitrose we met Terry with his E-type along with the other cars including JEC members Dave & Ruth, Bob & Pat in their XK8s, Stuart & Jen in their E-type and of course Nigel & Alison in their XK140. Other cars included an Austin Healey 3000, Austin A35, Triumph TR4, Aston Martin DB6, AC ACE, Lotus Elan and also what looked to be a Citroen Pallas. I enjoy the diversity of the UVCCC and the convoy attracted much attention at Waitrose and out on the road.

Myself and Scott took my XJS and started off from Abergavenny north towards Brecon enjoying the twisting roads and Welsh scenery albeit in the cloudy conditions. We were heading for a coffee stop at Llangorse lake not quite reaching Talgarth. Peter had set out in his yellow TR6 but due to technical difficulties he had to go back

home to get his fantastic XKR and having missed the meeting point at waitrose joined us at Llangorse Lake.

After taking pics and enjoying some brief sun at the lake we carried on to the top of the Beacons via Llanfihangel down the A470 past Storey Arms and just past Beacons reservoir we took a right towards Penderyn via the A4059. Despite the overcast weather the view overlooking Cantref Reservoir was spectacular, it always gives me the wow factor despite being there a few times. At this point there were only a handful of us together and you could see for miles. Unfortunately a photo stop was missed as we were behind time and all getting very hungry!

Unfortunately there was no time to pay Penderyn distillery a visit! So just opposite the

Lamb Hotel in Penderyn we took a left via a single track country lane (unless you knew of, would prove difficult to find!) and on towards Llwyn-on Reservoir. Again the view of unspoilt, welsh scenery was fantastic. Although I must say negotiating the somewhat wide XJS past the odd oncoming car in the narrow lanes did prove difficult on occasions! We did manage a quick photo stop opportunity when we reached Llwyn-on Reservoir, but





time was of the essence as Scott was complaining he was hungry!

So onward! Back down the A470 turning off left through the small villages of Trefechan, Aberglias and on to Pontsticill. Just before we reached Pontsticill a quick stop was needed due to slightly too much Tea! So after falling behind we had a somewhat spirited drive through the meandering roads through Pontsticill to catch the rest up. Despite sounding bias I must say the XJS really did handle the twisting country lanes at speed with ease, especially considering the size and weight of this big cat!

We then passed Pontsticill Reservoir, where if stopping in the layby overlooking the reservoir, you can often hear the Brecon Mountain Railway running in the distance and can sometimes even see the steam puffing between the trees in the distance the other side of the reservoir. A magical sight and sound!

As we started to climb the steep gradient just before dropping down into Abercynafon we caught the lovely

Triumph TR4 up along with the other cars leading. Although I must admit as we descended down the other side of the mountain just before we reach Abercynafon the brakes on the XJS were obviously working hard and starting to suffer, giving me some significant brake fade hence I kept my distance from Mike's lovely red Triumph!

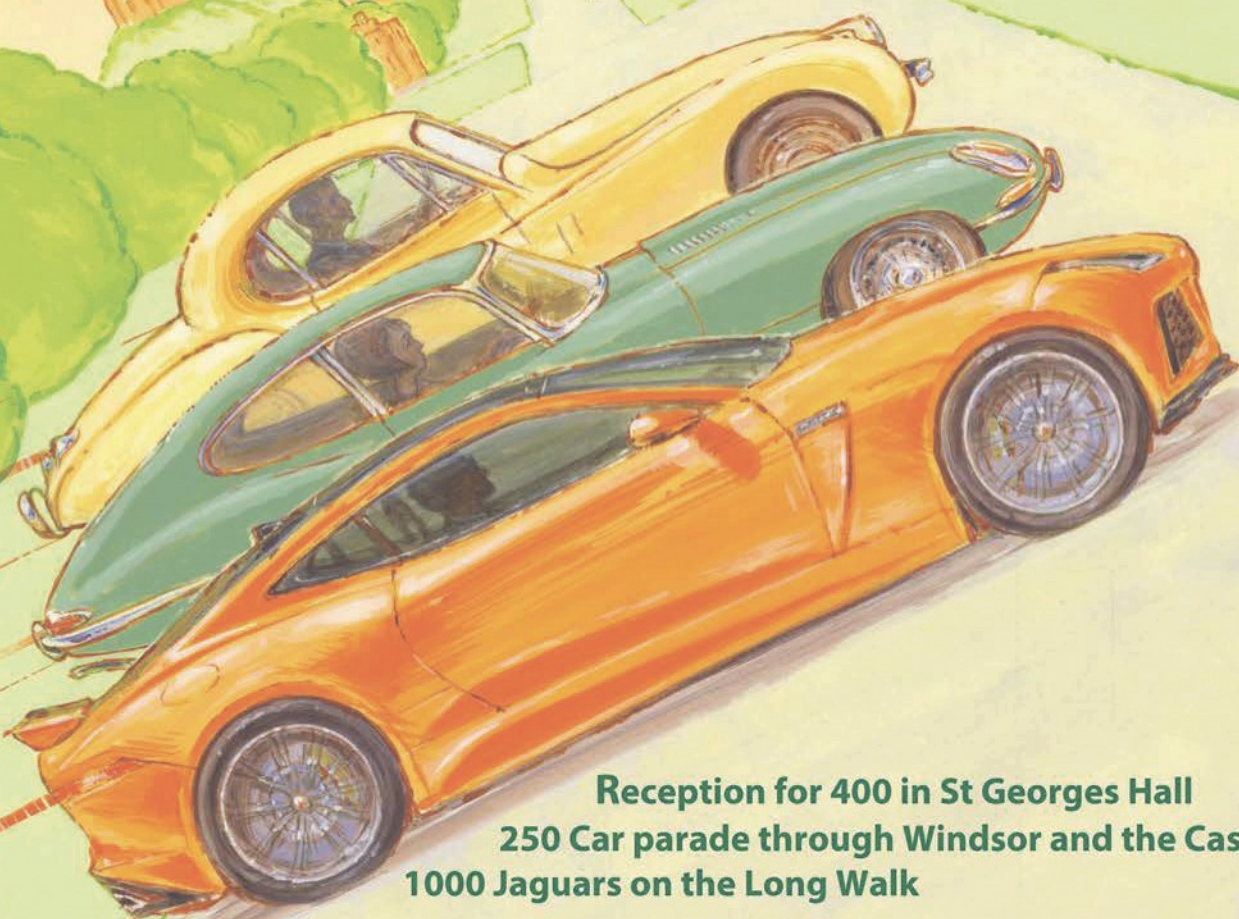
We then reached Talybont where after crossing the canal bridge we turned right

alongside the beautiful canal and headed down the B4558 until we reached Llangynidr & stopped for lunch at the coach & horses where we had a cracking 3-course lunch, I think that some of you have stopped here on previous JEC drive it day runs.

We then left the pub and meandered south towards Crickhowell & Abergavenny and as I'm sure all of us will agree, a great day out was had by all!



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Festival Program

FRIDAY 5TH MAY 2017



ST GEORGE'S HALL CHAMPAGNE RECEPTION

St George's Hall, Windsor Castle

18.00 to 20.00

The weekend will begin with a prestigious champagne reception for 400 lucky people in the historic St George's Hall at Windsor Castle. A member of the Royal Household will be present, making it a once-in-a-lifetime experience not to be missed. Enter our ticket ballot for a chance to buy your exclusive tickets! The ballot closes on Friday 16th December 2017. Tickets will be £50 per person, with all proceeds going to the Prince Philip Trust Fund.

ROYAL WINDSOR FESTIVAL WELCOME BUFFET

Castle Hotel, Windsor

19.30 to 23.00

The weekend will begin with a prestigious champagne reception for 400 lucky people in the historic St George's Hall at Windsor Castle. A member of the Royal Household will be present, making it a once-in-a-lifetime experience not to be missed. Enter our ticket ballot for a chance to buy your exclusive tickets! The ballot closes on Friday 16th December 2017. Tickets will be £50 per person, with all proceeds going to the Prince Philip Trust Fund.

SATURDAY 6TH MAY 2017

ROYAL WINDSOR JAGUAR PARADE AND DISPLAY

Frogmore Cricket Ground

09.00 onward

The weekend will begin with a prestigious champagne reception for 400 lucky people in the historic St George's Hall at Windsor Castle. A member of the Royal Household will be present, making it a once-in-a-lifetime experience not to be missed. Enter our ticket ballot for a chance to buy your exclusive tickets! The ballot closes on Friday 16th December 2017. Tickets will be £50 per person, with all proceeds going to the Prince Philip Trust Fund.

ROYAL WINDSOR JAGUAR DISPLAY

Long Walk, Windsor Castle

10.00 to 16.00

The weekend will begin with a prestigious champagne reception for 400 lucky people in the historic St George's Hall at Windsor Castle. A member of the Royal Household will be present, making it a once-in-a-lifetime experience not to be missed. Enter our ticket ballot for a chance to buy your exclusive tickets! The ballot closes on Friday 16th December 2017. Tickets will be £50 per person, with all proceeds going to the Prince Philip Trust Fund.

ROYAL WINDSOR JAGUAR FESTIVAL

Windsor Racecourse

18.00 to 23.00

To finish the Jaguar Festival with a bang, the Jaguar Enthusiasts' Club will host an evening event open to everyone. There will be music, entertainment, vintage fairground games, trade and food stalls, and even camping on site for those who really want to enjoy the full Festival experience. Tickets for the Festival will go on sale in November, with an early-bird price of £30 per person.





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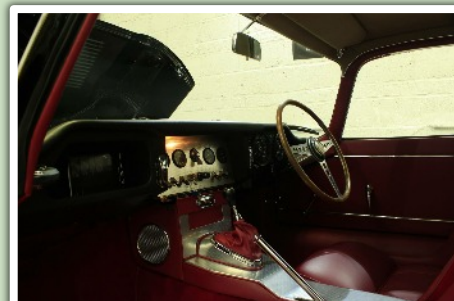
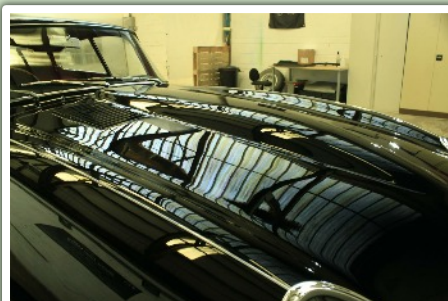
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This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or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



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By John Griffiths

E-TYPE Club Round Britain Costal Drive

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It wasn't until a week before the start when the route map arrived that I realized what I had volunteered for. Not only around Britain, but around the coastal roads of Britain. I planned on doing the first five stages - Goodwood Chichester to Lyme Regis, Penzance day two, Bridgwater day three then Tenby day four and ending at Criccieth North Wales on my last day.

The start was in front of Goodwood House with an impressive seventy plus E-Types of all colours and models lined up as far as the eye could see. Eagle E-Types had a fine display of five cars with loads of other spectator E-Type owners ready to wish us Bon Voyage. A goody bag was handed out with a windscreen banner which when applied to the narrow E-Type windscreen hid all signs and traffic lights from view.

Derrick Bell of motor

racing fame flagged us off and for a while there were E-Types everywhere! Navigating through the big cities of Southampton, Bournemouth and Poole soon split us up and being solo (No navigator - My wife preferred a cruise on the Med) it soon got very lonely with not an E-Type in sight. On the ferry at Poole I was greeted by one of the crew with "Oh not another one".

The driver instructions stated it was "at a leisurely pace" but I'm sure some of the cars I

tried to follow were driven by ex-racing drivers or is this me just getting old and slow. Anyhow, I arrived at Lyme Regis and after logging my finish went off to my hotel for a long hot shower.

Half an hour after leaving the start on stage two I got hopelessly lost partly due to my new Sat Nav (Garmin) which made two of us not knowing the way. I managed to find the ferries at Dartmouth and Torpoint and after St. Austell the route got slightly easier.



Continued >



Around this time the car started a miss-fire on light load and as it had electronic ignition fitted several months ago and new plugs fitted by (PLUG) Scott Morgan Motors the week before I suspected a plug lead was at fault. SNG Barratt had two service cars following the event and I purchased a set of leads off them. When fitted the miss disappeared leaving a slight vibration which I cured by switching to high octane fuel. Arrived at Penzance worn out (putting it politely) and had an early night.

Day three was not too bad but I did stay clear of two coastal "B" road diversions not having

a navigator and having to second guess the Sat Nav. It was a long day though going through Bude, Bideford, Ilfracombe, Minehead and ending just before Bridgwater. Only one scare when I and the E-Type in front of me met a bus in a narrow rock sided cutting and both skidded to a halt. Phew! that woke me up alright.

Next day (day four) it was Bridgwater to Tenby on home ground which meant memorizing the routes through the middle of Newport, Cardiff, Swansea and on to the Gower passing though Llanwern, Barry, Llanwit Major, Newton, Sandfields, Llanelli, Kidwelly, Pendine and Pembroke Dock on the way.

Arriving at Tenby rigor mortis was being to set in starting with my neck and another hot shower was called for. Although it was on home ground I found this stage one of the hardest of all. Making good progress after Barry and keeping up with "the pack" I stopped for a quick racing style pit stop for fuel. Just about to pay when the local district nurse came in and exclaimed that "DO NOT DRIVE - SWITCH OFF ENGINE" had appeared on her dashboard. A knight in shining armour, me, soon diagnosed that the dipstick was not long enough and after a lesson on dipping and filling with oil I was on my way, twenty five minutes off the pace. I decided



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to make a detour and miss out Mumbles and the Gower - ssssh don't tell anyone !

The last stage for me was Tenby to Crickieth Porthmadog going out to St. Davids and hugging the coast northwards. After Aberaeron the drive became more interesting for me as I'm ashamed to admit I had not driven this area although the roads were not the easiest.

We made a detour from the coast through Newcastle Emlyn to Llandysul to visit

Gomer Press, the people that print all Phillip Porters books. All twenty five E-Types lined up outside the premises - what a sight! A real welsh welcome was given in the form of a splendid lunch and a guided tour of the printing works. What super hospitality for the English visitors - it made me proud to be Welsh. Arrived in Crickieth near Porthmadog very tired but still in love with my fantastic car. On to Caernarfon to my hotel and after a good nights sleep the long

drive home on the good old A470.

Phillip Porter of the E-Type club continues for another thirteen stages along with a nucleus of E-Types and SNG Barratt back up cars north to Scotland hugging the coast all the way and eventually heading South down the East coast finishing at Goodwood. Full details are available on the E-Type club web site where donations for the prostate cancer fund can be sent. www.prostatecanceruk.org





By Scott Morgan

Malvern Classic Car Show

Sunday started a fresh, bright morning as me and my father made our way in the MK9 to Monmouth where we met Paul in his E-type, Dave and Ruth in their XK8, Andy in his XJS and Bob and Pat in their XK8.

At 8.30am sharp we left our usual meeting spot in Monmouth and started the beautiful drive up to the Malverns through the winding country roads. This route is always a pleasure to drive, especially with the autumn sun shining and the morning mist gradually lifting, while following in a convoy of Jaguars, what a sight!

In what seemed to be in no time at all we had arrived at the three counties showground, found our spot, parked up and prepared to get the gazebo out. On arrival we were also joined by two fellow JEC members, one spectacular MK2 Jaguar with many hidden surprises, one of which being an XKR super-charged V8 hiding under the bonnet, and a beautiful white

V12 E-type roadster.

After a little time and effort the Gazebo was finally up, and bearing in mind we didn't have the guidance of our Regional Representative, Colin, we didn't do too bad. Although it took some persuasion to stop Andy knocking a tent peg through the centre of the ground sheet as he wasn't happy it was blowing up from underneath! That boy needs help! Thankfully Derek bought a metal Jaguar plaque from one of the stalls to cure this problem and used it to weigh the centre of the ground sheet down!

Paul soon got the Bacon Rolls on the go, which I might add is always a welcome sight and smell! Thank you Paul. So after a cup of tea and

breakfast was sorted we all decided to make our way around the show, starting with the stalls to see what bargains were around. As the show always has a large mini theme there is always plenty of BMC parts available here, even though our main interest is of course Jaguars it's always interesting to see what's on offer. Silverstone Event Imaging had a stall, printing Photographs of entrants cars which were photographed on arrival. I





must admit I did weaken and buy a print. And if all the car stalls are of no interest you can always look around the flea market in the next field!

After much rummaging through the stalls it was lunch time in no time, so we headed back to base where Paul got the Burgers going. After our pitstop we thought we better take a look at the cars on show, and I must say as always at Malvern they didn't disappoint. From Minis to Kenworths, from Ford Prefects to Lincoln Continentals, there was something for everyone. One of many interesting cars that caught our eye was a fantastic looking 1966 Mustang Convertible and after closer inspection it was evident someone had converted the car to a more modern auto gearbox complete with paddles on the steering column. Somebody had obviously gone to a lot of time, money and effort. Another rare little car that you don't see often was a Lotus sunbeam in immaculate condition! But a far more rare car that many of us have never seen before was a lovely 1952 Austin A40 Sports. An unusual little car

made in conjunction with Jensen motors in 1950 with only 4000 made.

A car that was attracting some attention was a fantastic looking, Ultima GTR. The owner had obviously travelled all the way and attended the Le Mans Classic this year as he had the Le Mans sticker still in his windscreen. What a journey that must have been! There was also a stunning Vauxhall Cresta with an amusing original sales advert in its rear window stating

"Phenomenal Road Holding, Advanced Styling, Smooth Long life Engine, All-synchromesh Gearbox, Powerful Progressive Brakes" and all advertised for 1,073 pounds and 17 shillings including purchase tax. How things have changed! (or so I'm told as I wasn't around back then!).

It's always fascinating meeting some of the owners of these cars and learning the history of both the vehicle and owner. One gentleman with a





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stunning 1969 Rolls Royce Silver Shadow has a long history with this car as his father owned it from new and after deciding to give up driving at 93 passed the car to his son who took ownership of his father's car in 1995 and has continued to cherish it ever since. According to the Rolls Royce Enthusiasts club it is believed to be the earliest silver shadow that effectively is still a one owner car with a mere 65000 miles on the clock!

The Landrovers were out in force at the show as usual with some impressive examples on show. One lovely series 3 Landrover was even complete with a roof tent (I think Andy was so impressed he's enquiring if they do a Jaguar roof tent for the XJS!). After chatting to the owners they explained just how far they have been travelling in this land rover for the past twenty years which has obviously become part of the family over the years. They had recently returned from a trip to Dunkirk but amongst others have also travelled to South of France, Germany, Amsterdam and planning to travel to Spain next! As much as I love old Land rovers I don't think I could travel that distance in one!

Alongside the Jaguar stand the Daimler and Lanchester Club had their cars on display where a one Daimler Dart really stole the show in my opinion as was flawless! I presume it must



have recently been completely restored but the condition was fantastic even down to the small details of the highly polished Smiths signs on the Heater box and not to mention the glorious yet subtle burble of its small pot V8 as it parked up earlier in the day.

There was also a good turnout of vintage commercial vehicles, amongst others a Bedford RL, Austin K2 and a military Austin K9. Even though I think there may have been less than last year, which is a shame, but none the less the ones that were present really did look impressive.

A few Jaguars were also for sale in the show including a Maroon XK8 with a mere 30000 miles on the clock and an XJ8

which wasn't really in quite such nice condition. There was even a celebrity present at the show complete with his own film crew. I had no idea who he was but luckily Andy identified him as Ronnie Shirley from the American TV Show Lizard Lick Towing!

So by late afternoon we headed back to base again where Ruth had once again supplied a glorious chocolate cake to keep all our strengths up and eat while we all had a chat and a laugh as the show came to an end. We then started to take the Gazebo down for the last time this year before making our way home through the wonderful Worcester countryside, only to look forward to next year's show!





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By Jeff Davies



The GREAT RACE

It was another gloriously sunny winter day in the Great Western Railway (more commonly referred to as God's Wonderful Railway) town of Risca.

The town was set in the Western Valley, which runs from the coast to the Heads of the Valleys road in South Wales. RJ, (Robert Jefferies) and JRJ (Jeffrey Richard Jefferies, more commonly known as JR), opened the door to the former church hall - now the GWR social club in Risca. This building was the centre of all the Christmas activity for the town, and even more importantly, housed the town's rail racing club.

Rail racing was huge in this small but very passionate town with its deep religious roots, set not very far from the old capital of Great Britain:

Newport, when Britain was ruled from the West coast and not the East.

Now, most of the male population of the town worked for the GWR, repairing the track and at the steam loco repair yard in the centre of town. This was a GWR town through and through, and there were great clouds of steam which could be seen leaving the loco yard most days when boilers were being tested and the sound of steel hammers on steel could be heard echoing around the valley. These were hard men with muscles built up over years of hard physical work, so they played the only real game with a ball - the one where the ball is not round.

In 1955 when rail racing was introduced to Wales, the men in the town took to it like a duck takes to water - overnight it became the second most popular indoor pursuit (I did say this was a very passionate town, so say no more). Nearly all the men who worked on the railway joined the club called The Western Valley Rail Racing Club or the VRRRC for short. Nobody knew why the W was dropped.

Christmas in this town was celebrated with the most important rail race of the year, and this year a huge prize was put up by Empire Airlines - one of those new airlines which were starting to spring up all over the place as more people wanted to fly on an aeroplane. Empire had put up a prize of £500... a unheard of amount of money for a rail race!

After a wonderful day at GWR driving the "Red Dragon" (one of the companies latest and



Continued >

fastest 2-8-4 class expresses) RJ with son JR headed straight for the social club where all the members had gathered to talk about the incredible prize that Empire had offered for the Christmas race. JR said "You know, this is really going to put us on the map: we're going to have racers coming in on them damn planes from all over the world when word get out about that prize!"

"Can't do any harm." said TX, one of the biggest and strongest rail layers the company had. He was a giant of a man, 6' 6" tall and well over 18 stone of solid muscle, if not the brightest spark in the box (not that anyone would tell him so, or not to his face anyway).

"Well, word will soon get out," said RJ. "Before you know it we'll have racers like that Sheldon Russell entering the race. You know, the one that spends more than I earn in a year at GWR to build a rail car." "Can the town stand this kind of exposure?" piped up JR, "You know how funny some of them get when the English come here for the Rugby."

With the Christmas race only two week away, entries started to arrive from all over the place. Even the most famous rail racer on the planet, Fergy, was rumoured to be entering. "Could it be true that this giant of the rail racing world would bother



coming all the way to Wales, from his home in the wilds of Canada?" asked JR. "For that sort of money, they would come from the moon!" said Beejay, one of the English who had come to Risca in search of the "Black Gold" when the coal mining boom was in full swing. He was likeable in an English sort of way and had married a local girl, which now after 20 years in God country was more Welsh than English - and most importantly, he could build a very mean rail car.

The date was set for the big event on the 24th of December, so as not to clash with the Christmas Day cycle road race, in which RJ had won many medals.

A telegram arrived at the social club from Canada, this

generated a huge amount of excitement, "Could it really be true that the great man was really coming?" asked TX. "Hurry up and open it!" said an excited JR. Silence fell across the room like the dusk falls on the African plain. RJ ripped open the telegram - the tension in the room was electric. "YES" shouted RJ and the room exploded. The most famous rail racer in the world was on his way to Wales.

The days quickly past as RJ and JR manned the 'Red Dragon'. This train was more like a living animal, with its great fiery breath exploding out in clouds of steam. JR poured great shovel loads of coal into its mouth, which was then burned by its mighty furnace heating the steam in its boiler until it creaked and groaned like a living animal, the power pulsing though the huge frame. Standing by the side of the giant train it appeared like some huge medieval monster, breathing fire.

Every day after leaving their beloved train RJ and JR would head down to the social club to the rail racing track, where new rail cars were appearing - somewhat faster than usual! Another telegram arrived confirming that the fabulously rich Sheldon Russell was on his way to Wales and this generated even more excitement. The tension in the rail club was at boiling point. "Rules, rules, what are the rules?" asked Malcolm Inters. RJ



explained "There are no rules - if it works on the track and fits between the lanes you can use it." This was received with a huge roar of approval by the gathered club members. "Where are they going to stay?" asked TX "Good point..." said Beejay after one too many glasses of pop. "This is Wales-" replied RJ, "-the most friendly country in the world-" piped up JR, "-they will stay in our houses with us." finished RJ.

Now, down the valley from Risca was a little village called Cumbac and in this village was a hostel for the soldiers which had been injured in the fighting the second of the great wars. The hostel was always short of money, even though the local people tried to help as often as they could.

On the 23rd of December, the great Fergy arrived at the train station in Risca after being collected by the Red Dragon from the coast. The town went crazy. With him came a case full of the most beautiful wooden bodied rail cars, carved from the legs of old church chairs as all the truly great rail cars are. A handsome man in his late 40's he had a ready smile and easy wit, and when he told the assembled crowd that his grandfather had come from this very village 50 years ago, the crowd went wild with joy. There was no doubt who the favourite to win the money was.

The day of the big event arrived, and the excitement was at fever pitch. Sheldon Russell arrived just in time, having flown in one of Empire's own planes to get to the event. He then proceeded to produce the most beautiful brass bodied rail car which must have taken a huge number of hours to build, with every rivet in the correct place.

The rail track had never looked better with everyone helping to polish the rails until they glowed like light itself. JR started the competition with the first race having Fergy, RJ, TX and JR racing. Fergy's BRM glowed with an almost supernatural light so highly varnished was the finish on this car. The



first two cars went though to the next round.

As the race started RJ's Auto Union leaped in a surprising lead, being driven as if his very life depended on the outcome of the race. Never had such passionate racing been seen at the rail club; the cars tore around the track in a trail of bright sparks, with each car only being inches behind the car in front. At times it almost seemed the cars had to be joined, so close was the racing. With one lap to go it was RJ, followed by JR, with the crowd stunned into hushed silence as the great Fergy was only in third place. Would he be out in the first heat? As the cars hurtled towards the finish line Fergy just managed to pass JR by an inch for second place. The crowd went wild as by now they had really taken to this charming man, and their hero was still in the competition. The day went by in a series of amazingly close races as most rail races are, with often the winner only being inches in front.

The crowd were exhausted from the sheer emotion of the racing by the time the final was reached. In the semi finals the red lane started to play up, as is not uncommon with rail tracks. The final four drivers lined up after the most wonderful day's racing, with Fergy in the Red lane, RJ on Blue ,Beejay on Yellow and JR on Green. As the lights turned green RJ's Auto Union shot off the line in huge

shower of sparks - was this to be repeat of the first round? Was the great Fergy's lane playing up? Within an instant the by now glowing BRM, appearing to be almost made of sheer light, shot past RJ car into a lead it never lost. The crowd went ballistic.

Fergy was carried out shoulder high. Fergy gave the winning money to hostel for sick soldiers. That would have seemed to be the end of it, except the next day when testing the rail track it was found that there was no power to the Red lane, and there couldn't have been any for the final... and stranger still, the following day arrived a delayed telegram from Canada stating that Fergy could not make the event after all. Well, it was Christmas!





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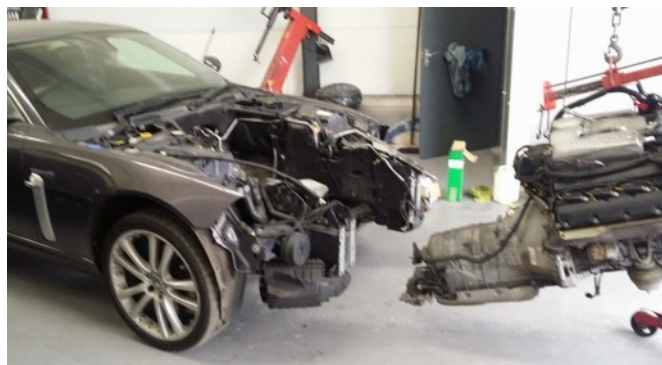
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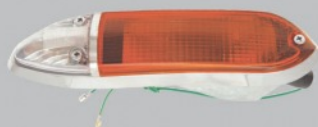
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TRANSMISSION. (Manually operated gearbox). Four-speed single helical all synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st, 10.76; 2nd, 6.98; 3rd, 4.70; 4th, 3.54; Reverse, 12.35. Borg and Beck diaphragm spring clutch with hydraulic operation. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

TRANSMISSION. (Overdrive model). As above, with addition of a Laycock de Normanville overdrive controlled by a lever mounted on the steering column. Gear ratios: 1st, 11.46; 2nd, 7.44; 3rd, 5.00; 4th, 3.77; Overdrive, 2.93; Reverse, 13.16. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

TRANSMISSION. (Automatic Transmission model). Borg Warner Model 8 automatic transmission with dual drive range D1/D2. Gear ratios: Top, 3.11 - with torque conversion 6.62; Intermediate, 4.83/9.66; Low, 7.95/15.90; Reverse, 6.62/13.24. Gear selector on steering column. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

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SUSPENSION—REAR. Fully independent rear suspension incorporating on each side, a lower transverse tubular link pivoted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a half shaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mounting locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Disc brakes, featuring quick change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of half shafts adjacent to differential unit. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Operation is by suspended vacuum tandem type servo operated by a master cylinder and suction valve. Handbrake with automatic adjustment operates on rear wheels only. Combined handbrake "on" and brake fluid level warning light.

STEERING. Re-circulating ball type steering with 17 in. diameter two spoke steering wheel adjustable for reach. Left or right hand steering optional. Turning circle 131 ft. Available as an optional extra is the Jaguar-Bendix developed "Varamatic" Power Steering. Ratio 21.5 to 1 in straight ahead position varying to 13 to 1 at full lock. 2.75 turns lock to lock. Power supplied by vane pump, incorporating its own fluid reservoir, and driven from front of crankshaft by separate belt.

WHEELS AND TYRES. Pressed steel hub-on-disc wheels fitted with Dunlop SP81 tyres and tubes. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY. Two separate tanks—one in each rear wing—total capacity 14 gallons. Two electrically operated S.U.I. fuel pumps (one for each tank) controlled by change-over switch on instrument panel. The separate filters in each tank are concealed beneath individual covers.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas alternator generator. 12-volt battery with negative earth system. 60 amp./hour at 10 hour rate with current voltage control. Sidelamps. Four headlamps controlled by foot-operated dip-switch. Separate lever for actuating headlamp flashing. Separate stop/tail, direction and reflector units mounted in a single assembly. Twin reversing lamps. Self-cancelling flashing direction indicators with warning lights. Instruments and labelled switches illuminated by internal lighting controlled by a two-position dimmer switch. Concealed map-reading lamp beneath screen rail in front compartment. Courtesy lights above the centre door pillar, and above rear window, operated either manually by switch on the instrument panel or automatically by any of the four doors. Luggage boot illumination controlled by automatic switch. Cigar lighter with luminous socket. Twin-blended windscreen horns. Twin blade, two-speed, self parking windscreen wipers. Electrically operated windscreen wipers. Pre-engaged starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer incorporating total trip and distance recorder. 2 ins. diameter impulse driven revolution counter. Separate transistorised time clock centrally mounted in padded screen rail. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge, combined handbrake "on" 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-toughened 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 or exit. Wide view rear mirror incorporating dimmed image position. Chromium-plated window frames to all doors. Chrome trimmings on rain gutters and top of door seal rail. Seats upholstered in finest quality leather. Hide over deep foam rubber cushions. Front seats have combined height and reach adjustment and reclining swivels. Central sliding armrests front and rear. Padded safety screen rail with centrally mounted transistorised time clock. Polished figured walnut instrument panel with heavily padded surround features revolution counter and speedometer positioned directly in front of driver, and separate instruments for oil pressure, water temperature, fuel gauge and ammeter. The panel also contains, on the passenger's side, a glove compartment with interior light and lockable lid. A large padded parcel shelf runs the full width of the car beneath the instrument panel and houses the heater temperature control in its forward edge. A separate housing beneath the instrument panel contains a radio and speaker (optional extra) together with a large ashtray. When no radio is fitted, the speaker grille is retained and the radio control panel aperture is blanked off with an escutcheon. Two-spoke steering wheel and semi-circular horn ring. Front and rear doors incorporate large pockets and armrests, whilst the rear doors also contain ashtrays. Sun visors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with over-riders. "Zero-torque" door locks enable doors to be closed easily and quietly. Seat belt anchorage points are incorporated for both front and rear seats.

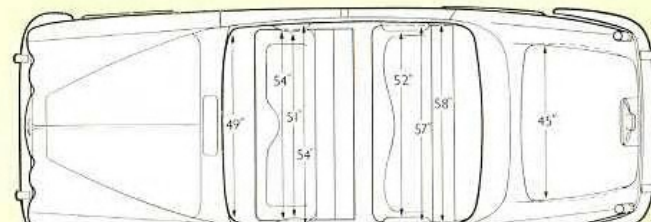
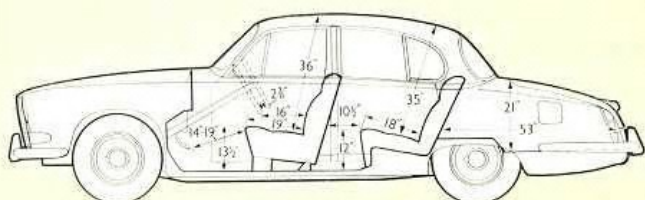
HEATING AND DEMISTING. High efficiency fresh air heating system capable of high temperature and volume supply to front and rear compartments. Separate control regulates supply to rear compartment. Air intake vents and heater valves are vacuum servo assisted. Two-speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a spacious compartment of 19 cu. ft. capacity. The lid is counter-balanced for ease of operation. Interior of compartment illuminated by night by a separate lamp. Compartment fully trimmed to protect luggage.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the luggage compartment floor, in a separate compartment, and is readily accessible. The tools, in a special fitted and lined container, are housed in the spare wheel compartment. Jack and wheel brace (or wheel hammer on wire wheel models) housed in luggage compartment.

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

PRINCIPLE DIMENSIONS. Wheelbase 8 ft. 11 1/2 ins., track front 4 ft. 7 1/2 ins., track rear 4 ft. 6 1/2 ins., overall length 15 ft. 7 1/2 ins., overall width 5 ft. 6 1/2 ins.



JAGUAR CARS LTD

COVENTRY

ENGLAND

The issue of this catalogue does not constitute an offer. Jaguar Cars Ltd. reserve the right to amend specification at any time without notice.

Printed in England by W. W. Curtis Ltd., Coventry

Vern's Funeral

Vern works hard at the Phone Company but spends two nights each week bowling, and plays golf every Saturday. His wife thinks he's pushing himself too hard, so for his birthday she takes him to a local strip club.

The doorman at the club greets them and says, "Hey, Vern! How ya doin?"

His wife is puzzled and asks if he's been to this club before.

"Oh no," says Vern. "He's in my Bowling League".

When they are seated, a waitress asks Vern if he'd like his usual and brings over a Budweiser. His wife is becoming increasingly uncomfortable and says, "How did she know that you drink Budweiser?"

"I recognize her, she's the waitress from the golf club. I always have a Bud at the end of the 1st nine, honey."

A stripper then comes over to their table, throws her Arms around Vern, starts to rub herself all over him and says... "Hi Vern. Want your usual table dance, big boy?"

Vern's wife, now furious, grabs her purse and storms out of the club. Vern follows and spots her getting into a cab. Before she can slam the door, he jumps in beside her. Vern tries desperately to explain how the stripper must have mistaken him for someone else, but his wife is having none of it. She is screaming at him at the top of her lungs, calling him every 4 letter word in the book.

The cabby turns around and says... 'Geez Vern, you picked up a real bitch this time.'

Vern's funeral will be held this Friday!

Flying Blonde

This old pilot takes a sexy blonde up for a spin in his plane. He is talking over the radio when he has a sudden heart attack and drops dead. The girl screams and shouts out for help, yelling, "the pilot is dead and I can't fly,

humour

Members jokes & anecdotes

please help me."

A calm voice comes over the radio "This is Air Traffic Control. I hear you loud & clear. I can talk you through this and get you down safely. I have had this experience before. Take a deep breath and listen and do what I say and all will be well. Look at the dials in front of you and please tell me your height and position.

The blonde replies "I'm 5' 6 and in the front seat."

There is a long pause. "O.K." says the voice over the radio....." Now repeat after me Our Father, who art in heaven....."

Hilary To Donald

Hilary Clinton decided to send Donald Trump a letter to let him know how she felt about him. Trump opened the letter and it appeared to contain a single line coded message:

370HSSV 0773H

Trump was baffled, so he e-mailed it to his wife and his children. Mrs. Trump and the children had no clue either, so they sent it to the FBI.

No one could solve it at the FBI, CIA or NASA.

They eventually asked Britain's MI6 for help.

Within minutes, MI6 cabled this reply: "Tell Mr Trump that he is holding the message upside down."

Wedding Night

A very nice, innocent, Australian woman wants to get married, but she is only willing to marry a man if he has never had sex with another woman.

After several unsuccessful years of searching, she decides to take out a personal ad. She ends up corresponding with Scotty Greer, who has lived his entire life in the Australian Outback and has had no experience with women.

They meet and she is very happy with him; she feels that they are perfect for each other. Eventually they end up getting married.

On their wedding night, she goes into the bathroom to prepare for the evening. When she returns to the bedroom, she finds her new husband standing in the middle of the room, naked. All the furniture from the room is piled in one corner.

"What happened?" she asks.

"I've never been with a woman" he says, "but if it's anything like a kangaroo, I'm gonna need all the room I can get

Ken's Retirement

Ken decides to retire and booked himself on a Caribbean cruise and proceeded to have the time of his life, that is, until the ship sank.

He soon found himself on an island with no other people, no supplies, nothing, only bananas and coconuts.

After about four months, he is lying on the beach one day when the most gorgeous woman he has ever seen rows up to the shore.

In disbelief, he asks, "Where did you come from? How did you get here?"

She replies, "I rowed over from the other side of the island where I landed when my cruise ship sank."

"Amazing," he notes. "You were

really lucky to have a row boat wash up with you."

"Oh, this thing?" explains the woman. "I made the boat out of some raw material I found on the island. The oars were whittled from gum tree branches. I wove the bottom from palm tree branches, and the sides and stern came from an Eucalyptus tree."

"But, where did you get the tools?"

"Oh, that was no problem," replied the woman. "On the south side of the island, a very unusual stratum of alluvial rock is exposed. I found that if I fired it to a certain temperature in my kiln, it melted into ductile iron and I used that to make tools and used the tools to make the hardware."

The guy is stunned.

"Let's row over to my place," she says, "and I'll give you a tour." So, after a short time of rowing, she soon docks the boat at a small wharf. As the man looks to shore, he nearly falls off the boat. Before him is a long stone walk leading to a cabin and tree house.

While the woman ties up the rowboat with an expertly woven hemp rope, the man can only stare ahead, dumb struck. As they walk into the house, she says casually, "It's not much, but, I call it home. Please sit down."

"Would you like a drink?"

"No! No, thank you," the man blurts out, still dazed. "I can't take another drop of coconut juice."

"Oh, it's not coconut juice," winks the woman. "I have a still. How would you like a Tropical Spritz?"

Trying to hide his continued amazement, the man accepts, and they sit down on her couch to talk. After they exchange their individual survival stories, the woman announces, "I'm going to slip into something more comfortable. Would you like to take a shower and shave? There's a razor in the bathroom cabinet upstairs."

No longer questioning anything, the man goes upstairs into the bathroom. There, in the cabinet, is a razor made from a

piece of tortoise bone. Two shells honed to a hollow ground edge are fastened on to its end inside a swivel mechanism.

"This woman is amazing," he muses. "What's next?"

When he returns, she greets him wearing nothing, but, some small flowers on tiny vines, each strategically positioned, she smelled faintly of gardenias. She then beckons for him to sit down next to her.

"Tell me," she begins suggestively, slithering closer to him.

"We've both been out here for many months. You must have been lonely. When was the last time you played around?" She stares into his eyes. He can't believe what he's hearing.

"You mean..." he swallows excitedly as tears start to form in his eyes, "You've built a Golf Course?!"

A Welsh Story

At the National Art Gallery in Cardiff, a husband and wife were staring at a portrait that had them completely confused.

The painting depicted three black men totally naked, sitting on a park bench. Two of the figures had black willies, but the one in the middle had a pink willy.

The curator of the gallery realised that they were having trouble interpreting the painting and offered his personal assessment and interpretation.

He went on, for over half an hour, explaining how it depicted the sexual emasculation of African Americans in a predominately white, patriarchal society. 'In fact', he pointed out, 'some serious critics believe that the pink willy also reflects the cultural and sociological oppression experienced by gay men in contemporary society'.

After the curator left, a Welshman approached the couple and said, 'Would you like to know what the painting is really about?'

'Why would you claim to be more of an expert than the

curator of the gallery?' Asked the couple.

'Because I'm the bloke who painted the picture,' he replied. 'In fact, there are no African Americans depicted at all. They're just three Welsh coal miners and the guy in the middle went home for lunch!'

Beer Warning!

Now, as if everything else wasn't bad enough, we find out that beer isn't good for us. Beer contains female hormones! Yes, that's right, FEMALE hormones!

Last month, Montreal University scientists released the results of a recent analysis that revealed the presence of female hormones in beer. The theory is that Beer contains female hormones (hops contain Phytoestrogens) and that by drinking enough beer, men turn into women.

To test the theory, 100 men each drank 8 large drafts of beer within a one hour period. It was then observed that 100% of the test subjects, yes, 100% of all these men:

- 1) Argued - over nothing
- 2) Refused - to apologize when obviously wrong.
- 3) Gained - weight.
- 4) Talked - excessively without making sense.
- 5) Became - overly emotional
- 6) Couldn't - drive.
- 7) Failed - to think rationally, and
- 8) Had - to sit down while urinating.

No further testing was considered necessary!!

Send this to the men you know to warn them about drinking too much beer !!



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. Downloadable menu: www.jecsouthwales.co.uk/downloads/christmas-menu-2016.pdf

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



CALENDAR

WHAT'S ON IN 2016



NOVEMBER

26 JEC AGM Meeting,
JLR Castle Bromwich

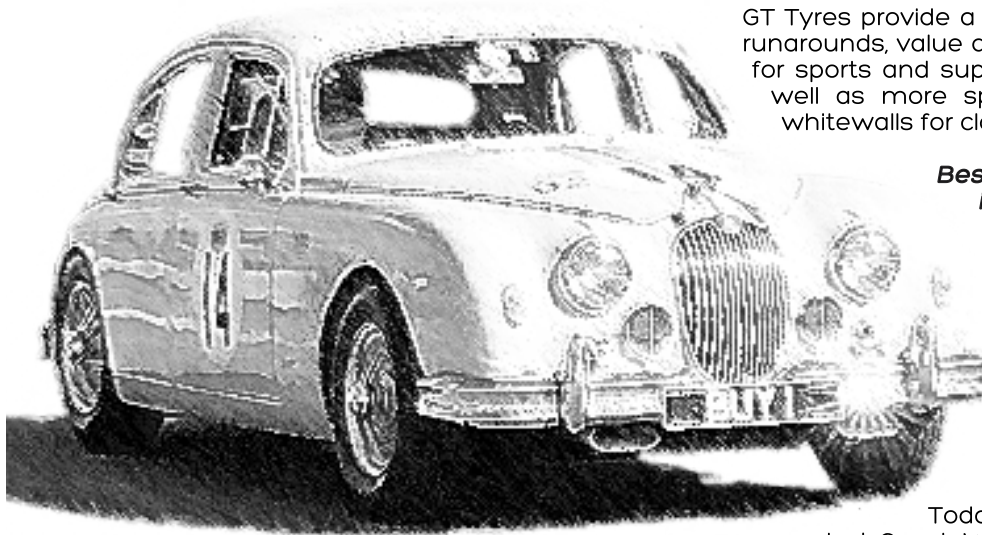
DECEMBER

3 Regional Christmas
Dinner

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GT Tyres provide a wide range of tyres from budget, for runarounds, value and premium high performance tyres for sports and supercars, 4x4 and commercial tyres as well as more specialised tyres such as radial and whitewalls for classic cars.

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

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*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Camber replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.

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



Committee Members

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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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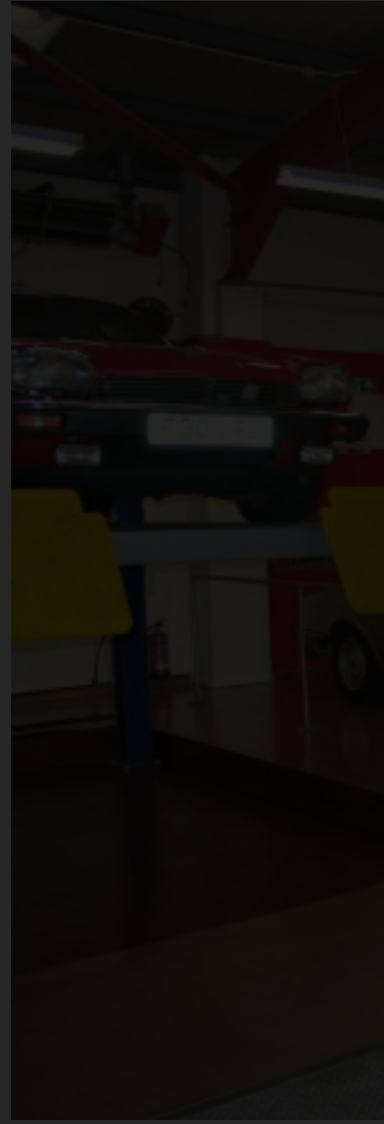


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Our staff are fully trained and offer over 50 years experience and we are confident that we are able to meet all customer expectations. Our stores are fully stocked with genuine spares and all work is guaranteed, vehicle warranties are not affected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