

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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WEBBER'S WORDS

By Andy Webber
News Editor

Happy Christmas folks!

Our region celebrated in a packed Custom House on the 3rd December and had a superb meal and night. Thanks to Colin for organising the evening – I know that he's covered it in his column together with a few pics.

November saw the production preview of Jaguar's first all-electric car, the I-Pace concept in Los Angeles. The concept is described by Jaguar as a '*no-compromise smart, five seat sports car and a performance SUV in one*'. A lithium Ion battery will give the car a range of 310 miles with the 0-60 sprint in 4 second territory – impressive instant torque of 700Nm, as expected from an electric car.

With all wheel drive capabilities, the I-Pace could achieve 80% charge in just 90 minutes and full charge in 2 hours. With no combustion engine there is apparently more legroom and 5 full seats.

Jaguar's entry into the FIA formula E championship acts as a perfect test bed for this innovation that is undoubtedly shaping the future of the automotive industry. Available from the second half of 2018 there will be many further updates in the run up to launch which I'll keep you up-to-date on.



From the future to the past and a V8 engine that couldn't be further from the new green electric cars, although there may not be too much difference in the range of a tank versus charge! Terry has just bought an X350 generation XJ with a wonderful V8 and will be giving us an overview of his new purchase.

Have a fabulous Christmas – see you in 2017!

Andy Webber

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18



16



24



27

IN THIS EDITION



REGULARS

- 2** Webber's Words
- 4** Regional News
- 6** Jaguar News
- 10** The Torbay Flyer
- 13** Letter From America
- 28** The History Of Jaguar
- 30** Humour & Anecdotes
- 33** Monthly Meeting Info

FEATURES

- 15** Diesel Rail Cars - True Miniatures In Every Sense
- 16** I saw it on the Internet... My XJ EBay bargain
- 18** The Lancaster Classic Car Show @ The NEC
- 24** The 'New Original' XKSS Makes World Debut
- 27** Regional Christmas Dinner



REGIONAL NEWS

By Colin Manconi
Regional Representative

I would just like to wish all our members a Happy Christmas and a prosperous New Year.

The Lancaster Insurance Classic Car Show

The Lancaster Insurance Classic Car Show was held from the 11-13th of November at the NEC. I travelled up on the Thursday to meet James and Helen from Head Office who had gone on Wednesday to start setting up the JEC stand. We then spent the Friday, Saturday and Sunday working on the stand, talking to existing members, signing up new members, helping with the shop and selling raffle tickets for the raffle car.

It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for the two days, others travelled up and stayed overnight. The show is so large now that really more than one day is needed to see it all.

The show was a great success for the club with more new members signed up than ever before, more money taken by the JEC shop and lots of raffle tickets sold. I think all the members appreciate the seating area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax.

See a full report on page 18.



Jaguar Enthusiasts Club Annual AGM

On the 26th of November I attended the JEC AGM at the Jaguar Visitor Centre at Castle Bromwich. It is always great to meet up with old friends and acquaintances at these events. The meeting started with the approval of the minutes

from last year's previous meeting and then after a very interesting discussion about the finances of the club the adoption of the last years Financial Statement. We then moved on to the election of Directors. Directors resign by rotation and all were re-elected. Tony Ridge has now retired as PR Marketing Manager but has stayed on as a Director and he was thanked for all his work.

We were then told all about the new JEC Website which we hope will be on line soon.

A break for lunch was followed by the Directors reports from, Graham Searle, Nigel Thorley, and Peter Purdom.

In the afternoon the Regional Representative meeting started. We had a report from Ray Searle and Rob Jenner. The meeting was then closed and we all made our way home.



Regional Christmas Dinner

On the 3rd of December we held our JEC regional Christmas Dinner at a new venue The Old Custom House on Penarth Marina. I booked the Perrier Jouet Function Room (upstairs in La Marina) for the evening.

The event was well attended with 50 members and wives enjoying the dinner and raffle. Many of our friends from the Bristol Region came across, including our JEC General Manager, Graham Searle and his lovely wife Lynne, Helen Hodgson from Head office and Terry Dye our race organiser also came. The ex JEC chairman Rob Jenner and his partner Letitia Mace drove 848 miles from Scotland and back just to join us for dinner. They had always wanted to visit the Custom House.

I hope you all enjoyed the dinner and thank you all for coming.

See a full report on page 27.



Our Next Shows Are:

Silverstone Classic

Silverstone Classic dates have been announced and the 2017 event will be held on the 28/29/30 of July 2017.

This is always a great event with over 10000 classic cars attending and 1500 racing. The club has its own stand on the top of the banking.

As usual we will be staying in a hotel nearby Silverstone on the Friday and Saturday nights. I have booked 13 rooms for our members. Rooms may still be available if you are quick. Please contact me on 07977474637 if you are interested in booking a room. I have also booked the pub/restaurant "The Cromwell Cottage" where we will have our usual meal on the Friday and Saturday night.

To book the tickets for Silverstone please use their website www.silverstoneclassic.com. The JEC code which will give you the car pass, to get onto the JEC stand, as well as the tickets will be announced soon. "Early Bird" tickets at a special price are available up until the 31st of March 2017.

Royal Windsor Jaguar Festival 2017

The big event next year will be the Royal Windsor Jaguar Festival. Details are still being announced so please log onto the JEC website to see the latest updates. We will have more information in the New Year.

Regional AGM

Our annual AGM will be held on the 18th of January 2016 at our monthly meeting. I would urge as many members as possible to attend.

Articles Required For The Magazine

I would just like to take this opportunity to thank all the members who have sent in articles and jokes over the past year. These are vital to keep the magazine going. It makes it so much easier to compile the magazine if we have lots of articles. I have asked previously for any short articles on the maintenance you do on your cars. Scott has sent in some great ones on his and his father's car and I must thank him for those.

Even a short article on you changing the oil, spark plugs etc with a few pictures would be great. It is your magazine and with your help we can make it even better.

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From time to time there will be special offers in the magazine. Alliance Cars have an offer at the moment of a FREE MOT with every full Jaguar Service. Please take the ad in the magazine along with you.

NEWS

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



The I-PACE Concept's striking and sophisticated interior redefines elegance and craftsmanship for the digital age, seamlessly blending technology, practicality and beautiful design.

I-PACE - The Electric Performance SUV

Hitting the roads in 2018 the new I-PACE will be a five-seater sports car, a performance car, a family car and an SUV all in one. Its groundbreaking design, true Jaguar performance and competitive range and charging times will make it the first real electric alternative to a traditional premium SUV.

Jaguar's design and engineering teams have taken full advantage of the opportunities presented by electrification: a cab-forward, sporting driving position, exceptional interior space and, of course, zero emissions and instant acceleration.

Packed with proven Jaguar sports car technology, the I-PACE Concept features exceptional ride quality, authentic handling and a 0-60mph time of around four seconds.

With over 500km range on the NEDC cycle, the average user could charge just once a week. Charging is easy and quick, with 80 percent charge achieved in 90 minutes and 100 per cent in just over two hours using 50kW DC charging.

The interior features premium materials and beautiful, tactile details that highlight British craftsmanship at its best.



Jaguar Classic Challenge To Return in 2017

The Jaguar Classic Challenge returns in 2017 with two brand new events confirmed in the five-race series for pre-1966 Jaguars.

A new date for the Jaguar Classic Challenge calendar is the Silverstone Classic on 28-30 July. This special summer weekend will be the third round in the Challenge and is expected to draw a full grid of stunning classic Jaguar racing cars.

Another new addition to the series for 2017 is Spa-Francorchamps (Six Hours of Spa), taking place between 15 and 17 September at the world-famous circuit in Belgium, and set to feature over 600 cars racing in a variety of different races, one of which is the Jaguar Classic Challenge. The single-marque series returns to the circuit where it claimed victories in the showpiece six-hour endurance race in 1954 (Hans Davids in a C-type), 1956 (Ninian Sanderson in the Ecurie Ecosse D-type) and 1987 (Martin Brundle, Johnny Dumfries and Raul Boesel XJR-8).

Run in partnership with the Historic Sports Car Club (HSCC), the Jaguar Classic Challenge for 2017 will continue to compete according to the FIA's Appendix K technical regulations for cars competing in international historic racing competitions. The regulations pay particular consideration to a car's period specification and are in keeping with the true spirit of historic motor racing.

Drivers participating in this year's Jaguar Classic Challenge will now also qualify to enter many other international historic races that run this set of rules.

Places are limited, and drivers wishing to take part in 2017 are encouraged to visit the dedicated web page for the new season at <http://www.hsc.org.uk/jaguar-classic-challenge> for full details and information on how to enter.

F-PACE Named 2016 Women's World Car of The Year

The Jaguar F-PACE has been named 'Supreme Winner' at the 2016 Women's World Car of the Year Awards. As well as collecting the top accolade, the car was also named as Women's World SUV/Crossover of the Year.

These awards are the latest in a line of major industry honours for the F-PACE since its launch in April, including being named Auto Express 'Car of the Year' and 'Best Premium SUV' by Telegraph Cars.

Women's World Car of the Year judges submit their personal shortlists and this year 294 cars were nominated by 17 judges from 14 countries. A master list was compiled and judges picked six category winners from the 32 cars that made the grade. They voted once more to make the Jaguar F-PACE the Supreme Winner from the six category winners.



Unique F-PACE Raises £102,500 For Charity

A one-of-a-kind Jaguar F-PACE 'Designer Edition', described by Jaguar Director of Design, Ian Callum, as his 'Director's Cut', has raised £102,500 at the annual charitable Ben Ball. The F-PACE 3.0 V6 S also comes with a unique Owner's Portfolio, featuring an introduction by Ian Callum and a bespoke sketch.

Each element of the F-PACE 'Designer Edition' has been personally specified by Callum to create his ideal example of the F-PACE, Jaguar's first-ever SUV. Finished in Storm Grey paint, paired with the Black Pack, Callum also picked out Ebony Taurus leather with Light Oyster stitching and 22-inch Double Helix alloy wheels – not available as a standard F-PACE option.

The one-off Owner's Portfolio delivered with the car certifies the uniqueness of the 'Designer Edition' and provides insight into Ian Callum's choices in specifying the car. It also includes a bespoke sketch drawn and signed by the man himself.

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One of the most original Lightweight E-types could be yours

It's an opportunity that may come just once in a lifetime – the chance to buy one of the original 12 Lightweight E-types at public auction – and this example is one of the finest available.

The 10th car built by the factory is due to go under the hammer at Bonhams' Scottsdale sale, which takes place on 19 January 2017. The price? \$7,500,000-8,500,000 (£5,929,000-6,720,000).

The multi-million pound estimate reflects not just the car's rarity, but also its incurable condition and provenance. Bob Jane raced the car to victory in the 1963 Australian GT Championship, and for the most part it remains in the same condition, boasting its original paint and nearly untouched interior.

In total, the car has passed through the hands of just three owners, the most recent of whom acquired the Jaguar in 1999. It spent the next 17 years in his private collection where it lived a cosseted existence, its odometer not even rolling past 4000 miles.

"It's an honour to represent such an original and genuine example of these epic and legendary cars," said Jakob Greisen, Bonhams' head of US motoring. "Not only is this an incredible car by any measure, it's also the first time a Lightweight E-type has been offered in the US for more than 17 years."

Jaguar Sales In The US More Than Double

For the month of November, Jaguar sales were 3,381 units, a 217 percent increase from 1,065 units in November 2015; making it the best Jaguar November sales month since 2003.

November marked the sixth full sales month of Jaguar's two new entry luxury vehicles: the 2017 XE compact luxury sedan, starting at \$34,900 (1), and the 2017 F-PACE compact luxury SUV, starting at \$40,990(1). Competitively priced within their respective segments, these two new models appeal to an all-new segment of buyers for the brand. The XE is available with two gasoline engines, a 240-hp turbocharged four-cylinder and a 340-hp supercharged V6. The F-PACE is available with the same 340-hp supercharged V6, as well as a 380-hp supercharged V6 in the 'S' model. Both vehicles are available with a 180-hp turbocharged diesel engine, which returns 42mpg highway(2) on Jaguar XE models and 33mpg highway(2) on F-PACE models.

The Jaguar XE hit 951 units sold and the F-PACE hit 1,525 units sold, making it the brand's volume leader for the month.

Jaguar offered a first look at the Jaguar I-PACE Concept, an all-electric performance SUV(3), ahead of its global debut at the Los Angeles Auto Show with an exclusive VIP reception at MILK Studios in Los Angeles. The I-PACE Concept is a production preview of the Jaguar I-PACE, which will be revealed next year and on the road in 2018.

In the U.S., year to date through November, Jaguar has doubled its volume with sales up 103 percent to 26,949 units sold versus 13,269 in 2015.



Happy Days For JLR Workers

Workers at Jaguar Land Rover have overwhelmingly backed a two-year pay deal described as "exceptional" by their union.

Unite said its members voted by 77% to accept a rise of 3.5% plus a £750 bonus.

The deal, which runs from the start of this month, affects workers in Castle Bromwich, Coventry, Halewood, Solihull and Wolverhampton.

It's a long way from the grim and insane days of British Leyland – thankfully.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon.

As the classic car season has drawn to an end we now look forward to TOWC club activities to keep us entertained. Having said that we did not take part in the recent "Carols Down the Line" and skittles events. We are particularly looking forward to the club night on 15th December when Dave & Kath Doyle will give us another entertaining musical evening together with a buffet. In addition to the TOWC activities, Natali and I take part in Nordic Walking twice a week. Just search Facebook for "Torbay Nordic Walkers"!

Monthly Club Run - Remembrance Sunday 13th November

As previously noted the club organises local monthly runs during the end of season months.

The November run was organised by Dave & Kath Doyle commencing from Gallows Gate near Marldon. As the weather was so good we decided to use the Daimler for the first time on a club run. The car ran perfectly but we decided to opt out of the second part of the run after the coffee stop as I found it a bit big for some of the very narrow lanes. We went shopping in Trago Mills before catching up with everyone at the lunch venue in Chudleigh Knighton! Wimps! We completed the full run the following weekend in the Mazda & found there was a section of a mile or so up a very steep narrow lane - very glad we didn't tackle it in the Daimler! The following is a copy of a report by Val Edgecombe in the monthly newsletter:

"On Sunday 13th December (Remembrance Sunday) we went on Dave and Kath's run for

the Autumn. They were good enough to take Derek and me. We were very lucky it wasn't the following weekend which had floods, rain and everything else. We, instead, had a beautiful day. There were about fifty members out on the run. We left Gallows Gate and made our way through various lanes and roads to the House of Marbles at Bovey Tracey. The leaves were turning a lovely colour. After replenishing ourselves with coffee etc. we then set out to make our way to the Claycutters Arms at Chudleigh Knighton, passing the reservoirs of Kennick and Tottiford before making our way to Longdown and the outskirts of Exeter. We then came down through Ide - seeing good views all the time and at one time passed Belvedere Tower. Eventually we arrived at our lunch destination and after a long lunch hour made our way



home about 4 o'clock. A lovely day out - thank goodness about the weather. Many thanks once again to Kath and Dave."

The "House of Marbles" is a fascinating place to visit near Bovey Tracey. Quite apart from the amazing variations in marbles for sale there were a number of artistic "Marble Runs", glass blowing and museums to view. See - www.houseofmarbles.com - Well worth a visit.

Torbay Old Wheels Club Night - Thursday 24th November

This meeting was set up for the club AGM. The attendance was lower than usual (surprise, surprise!) but we still had 47 members present. Julian presented his report for the year highlighting numerous events including our record breaking show on Paignton Green in July. No rain this time! Jim Smart (Treasurer) presented a very detailed financial report demonstrating the effect of the successful show boosting the club's reserves. All the existing committee members were re-elected & I'm happy to report my services were not required! As usual I didn't win anything in the monthly raffle!

Annual Christmas Dinner & Dance At Lavender House Hotel 3rd December

Coincidentally this took place on the same evening as JEC South Wales' Annual Christmas Dinner! This is a repeat of the previous year's event organised by Adrian & Sue Linscott. A very much bigger turnout of approx. 50 consisting of members from the TOWC as well as the Devon Vintage Car Club. As in last year's event we thoroughly enjoyed the evening.

My Daimler V8 250 - ALX 442H

I'm pleased to report that we used the car on its first club run in November - see above. Since then I just haven't used it. Roll on

the new year and sunny weather.

...and finally:

A new manager starts works at a company and wants to impress the upper management and work his way up the corporate ladder, so decides to make some big changes.

He decides to take a hard-line approach to show his employees that he's the boss. He notices a young man leaning against the wall twiddling his thumbs and knows that this is the perfect opportunity to lay down the law.

He goes up to the young man and says "You, what are you doing there?"

"Just killing time until I get paid" replies the young man.

The manager is angry but gets right to the point: "How much do you get paid per week?" he asks.

"Around £300" answers the young man.

The manager pulls out his wallet, hands the young man £600 and yells, "So, there's your pay for two weeks. Now get out of here!"

The young man shrugs, takes the money and walks out. The manager is proud of himself. He turns to the others with a big smile on his face and asks, "So what do you think about that?"

An employee speaks up "I think that was probably the biggest tip he's ever had for a pizza delivery."





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By Colin Masterson

Letter from America



Greetings from Sunny Florida! With the Challenger E Type and the XK tucked up for the Winter and our bags packed we were off to sunnier climes.

I had mixed feelings as I am once again torn between, on the one hand enjoying our new home; basking in the warm sun; enjoying a dip in the pool and the sporting facilities in our community followed by \$2 happy-hour beers and, on the other, enjoying your company at JEC meetings and freezing cold weather. Sorry guys, no contest, this is the place!

Once again we decided to travel to the USA via a repositioning cruise in the Royal Caribbean Navigator of the Seas. The last time we did this we sailed from Southampton and, due to storms immediately West of the UK, we sailed down to Portugal and across the Atlantic, stopping in the Caribbean and onwards to Florida. It was the smoothest trip possible, we could have been crossing a lake, it was sunny and warm and if there was a breeze then it must have been following us at the same speed as the ship and, despite being November, we spent plenty of time on deck.

This time we were a bit more nervous about the crossing, it was not that we were crossing in the wake of the Titanic, I think they've got icebergs covered by now, but it was winter and the North Atlantic does have a bit of a reputation for bad weather and cruise ships are built for the calmer waters of the Mediterranean and the Caribbean the beach being broad of beam and shallower in draft than the true ocean going ships like Queen Mary II, which is

not only narrower, for cutting through heavy seas, but is built of much thicker steel plates.

Once we had been at sea for a couple of days we started putting the clocks back, one hour a day for five days running. I could get quite used to 25 hour days; mind you, what to do with the extra hour? It was a toss up between an extra hour in the disco or one of the many bars or an extra hour in bed and, yes, the latter won out. Pity we can't always have 25-hour days. I wouldn't fancy travelling in the opposite direction, 23 hour days would not do it for me.

Our first port of call was Boston and then on to New York, where we had a day at each to explore some of favourite haunts, before setting sail for the South and Florida. I have been to New York before but entering the port past The Statue of Liberty and Ellis Island on the left and the new Freedom Tower on Manhattan on the right, travelled up the Hudson River and moored on West 50th Street, a few blocks from Times Square in the heart of New York, our 15 deck high ship being dwarfed by the

surrounding skyscrapers. We arrived at Port Canaveral after 12 days, getting off the ship a day early, its final destination being Miami, as this made for a much shorter drive home. Also, time was not on our side as we were off to Daytona, 2 days after arriving, for the annual Turkey Rod Run, held over the long Thanksgiving weekend from Thursday to Sunday. In that 2 days there were a number of things to be done including renewing my drivers (not "driving") licence, a condition of my insurance with the Corvette.

Once we had sorting out the chores it was time to pack our bags and head off to Daytona, which is a peasant trip of less than 100 miles past the Orchid farms and open cattle country. Many tourists travelling to Florida have no idea this exists and are unaware that it used to be the second largest cattle producing state, so there is a considerable cowboy tradition outside the main conurbations.

Next month I will do a write up of the Daytona show.





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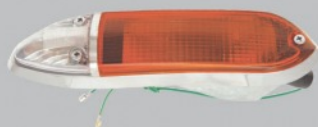
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By Jeff Davies



Diesel Rail Cars

Diesel rail cars were some of the most beautiful model cars ever produced, with wonderful hand beaten aluminium bodies which had fanatic levels of detail built in with beautiful vents, grills and exhaust systems.

Complete miniature cars in every sense of the word, these models possessed engines, clutches, fuel tanks and everything else that you might expect from their full size counterparts. They are, in many cases, more works of art than models and were built with a passion that is hard to express in mere words. Finally, and greatest of all, the noise they make is amazing, a joy to be heard, and showed the tremendous level of skill of the craftsmen that formed these wonderful replicas of 1950s racing cars.

Diesel rail cars were the epitome of functional miniature racing cars of the 50's period. Part of the rules stressed realism

in detailing, for example installing a driver and the correct colour paint. Of course, the tracks and scenery were paid no less loving attention to detail, with what seemed to be a continuous upgrade in the tracks as far as paddock, sponsor banners, etc were concerned. You only have to look at pictures such as the cover of "The Model Engineer" in January 1953 to see the wonderful scenic track details resulting in an accurate scaled down version of the full size race tracks of the day, complete with pit crews and large numbers of spectators.

Most of the tracks in Britain were built by model engineering societies such as Southport Model Engineering

Society, who strove for and achieved a superb amount of detail practically unparalleled. The diesel rail cars that these men built were the final and most eloquent expression of this philosophy of scale model racing presentation, and well worth seeing in action. If you have never seen a diesel rail car race, Brooklands is the place to be on the 8th of August, as hallowed concrete track of Brooklands reverberates to the sound of diesel rail racing.





I Saw It On The Internet - My XJ Ebay Bargain

The problem with being retired is you spend too much time doing the silver surfing thing, endless hours spent in front of the computer chasing elusive deals on a never ending stream of websites. This can lead to irrational behaviour; usually triggered by a glass of red wine on a Winter's evening in my case, and so that is my excuse for my latest purchase, a 2004 Jaguar XJ V8 (X350) in 'metallic Jaguar racing green'.

I first saw the car on Trovit some weeks ago advertised at £7995 by a motor dealer in Lincoln. It looked a nice clean car with less than 60k miles hosting the smaller 3.5 (3555cc) V8 engine. I marked it as an item to watch and didn't think too much more about it until a few weeks later when I came across the same vehicle on Ebay in an open auction.

A few initial bids had been placed up to £3500 where I decided to place a marker bid and see how enthusiastic the bid chase was going to be. The following day it had been chased

up to £4700 so I decided to wait and see what the evening bidding would bring. A couple of glasses of vin rouge later and the computer mouse trigger finger was primed!

Within 2 minutes of the auction ending at 20.30 hrs, I submitted my final bid with little contest from the other bidders. What next? ... A vacuum in cyberspace... anticipation of the final outcome beckons.

Ping... moments later an email from Ebay arrived confirming I had bagged the prize for a startling £5100. I was well pleased!

I checked out the Trainline website and booked a single to Lincoln 2 days later to pick up the car. In the meantime I trawled the various online comparison websites and got a good deal on comprehensive insurance for less than £200 per annum.

The cross country train trip to Lincoln was undertaken on a pleasantly sunny but chilly Winter day and took a little under 4 hours with a single change at Nottingham.

Jason, the motor dealer, had arranged for a taxi to pick me up at Lincoln railway station and take me to his business premises which lay adjacent to RAF Waddington. The airfield has a long aviation history and had actively housed RAF squadrons during WW1 and 2. During WW2 Blenheim and Lancaster bombers flew from the base and during the Cold War, Vulcan bombers were stationed here. Vulcan bombers serving in the Falkland War also operated from the base. The base has recently been re-commissioned and now a fleet AWAC observation planes operate from there, several of which could be seen standing

outside their hangars.

We pulled into the garage, and when I first saw the Jaguar, I was astounded how much better it looked than in the photographs. Cosmetically, I could not see any faults at all. There were 4 reasonably new tyres and a recent MOT valid to November 2017. All the paperwork was present with MOT documents since 2009 and a comprehensive service history from the previous owner. After starting the car and taking it for a short test drive, we completed the cash transaction with internet banking and signed up for the road tax online. Then all that was left was to programme the sat-nav, refuel to 80 litre petrol tank and start my journey back to Caerleon. Nothing could have been more simple.

The journey back to Wales was completed in about 3 1/2 hours and was a successful test of the cruising pedigree associated with these big Jaguars. Overall the fuel consumption averaged 30 mpg which is not too shabby for a big V8.

More recently I have received the updated V5 from DVLA and contacted the previous owner, a Mr Peter Woods resident in London SW6. He had bought the car in December 2005, 14 months after first registration from a Jaguar dealer in SW London. He has been most helpful in help compile the car history and is currently sending me all the paperwork he still has in his possession.



THE AJ-V8 ENGINE STORY

The Jaguar AJ-8 is a compact DOHC V8 piston engine and was the fourth new engine type in the history of the company. In 1997 it replaced both designs previously available on Jaguar cars: the straight-6 AJ6 engine (or rather its AJ16 variant), and the V12 engine. It remained the only engine type available on Jaguar until 1999 with the launch of the S-Type, when the AJ-V6 was added to the list.

The AJ-V8 is available in displacements ranging from 3.2 L to 5.0 L, and a supercharged version is also produced. The Ford motor company used this small V8 in other products as well, including the Lincoln LS and the 2002-2005 Ford Thunderbird as well as in several Land Rovers and the Aston Martin V8 Vantage.

The AJ-V8 was designed to use Nikasil coated cylinders rather than the more-common iron cylinder liners. However, like the BMW M60, high-sulphur fuel reacted with the Nikasil liners and caused engine failures. Jaguar replaced the affected engines, and has used conventional cast-iron linings ever since.

The engine originally used a two-state Variable Valve Timing system to switch the intake cam timing by 30°. Newer variants use a more

sophisticated system which can vary intake timing incrementally up to 48°. The Lincoln version was made in the United States.

Other engine features include fracture-split forged powder metal connecting rods, a special one-piece cast camshaft, and reinforced plastic intake manifold.

The AJ-V8 was on the Wards 10 best engines list for the year 2000.

The AJ8 engine is manufactured in an all-new, dedicated Jaguar facility located within the Ford Bridgend engine plant in South Wales. The Jaguar "plant-within-a-plant" has saved considerable investment costs by Jaguar. It is staffed by workers dedicated to Jaguar engine production and includes a linked flow-line of computer numerically controlled machines with automated loading and assembly. This is due to last until 2018 when JLR plans to move its engine assembly to Wolverhampton to be closer to its other production facilities at Castle Bromwich.

The XJ8 3.5 litre model was produced from 2002 to 2007 when it was discontinued by Jaguar. The only V8 petrol option available from thereon was the 4.2 litre in standard and supercharged versions.





Lancaster NEC Classic Car Show

Motoring enthusiasts flocked to the NEC, Birmingham at the weekend for the UK's biggest indoor classic motoring celebration, setting a new record as around 71,000 people attended this year's Lancaster Insurance

With 2,500 classic cars and motorcycles spanning one million square feet, there was plenty to see, ranging from a 1869 Tasker B2 'Little Giant' engine to the enormous BLOODHOUND SSC show car that welcomed visitors to the premium hall. From Penny Farthings to a Jet-powered boat, the line-up of vehicles was the most diverse ever as the 273 exhibiting clubs celebrated the show's Heroes and Heroines theme.

Event Director Daniel Nwaokolo said: "Another amazing year. The clubs continue to astound us with their valued dedication to creating the best displays year after year. Our new features proved extremely popular, especially the Drive a Classic Car Experience, and we have

early reports of excellent sales from our traders and dealers. I'd like to thank everyone involved for their hard work and support, and the visitors for making this year's show the best season finale ever."

The Meguiar's Club Showcase gathered 16 stunning cars from club events held across the UK for its grand finale. With an amazing mixture of marques displayed, it was Andy Nash from Dover in the beautifully restored 1966 Mini Traveller who took the coveted title for 2016.

On the Wheeler Dealers Live Stage with Discovery Channel, host Mike Brewer was joined by Edd China, Ant Anstead, and Fuzz Townshend. There were also appearances by British Racing

icon Sir Stirling Moss, Engine Addicts' Jimmy De Ville, US reality star Jesse McClure, and Richard Noble OBE.

The Lancaster Insurance Pride of Ownership saw 20 finalists battle it out in a public vote. The eventual winner was James Cribb from Winsford in the 1989 Austin Metro City; second place went Stuart Turp from Barnsley in the 1969 Ford Capri Mk1, whilst Mark McClelland from Kilmarlock, Scotland, in the 1984 Vauxhall Astra GTE took third.

Richard Morley, Divisional Head for Lancaster Insurance, said: "This year's show has once again blown us away and shows the dedication, pride and passion of our industry. There have been so many highlights this weekend, from having an amazing and eclectic array of British classics on our stand, seeing James and his '89 Austin Metro City 'Gerty' take the top honour in the Pride of Ownership competition and of course Margo finding a new home through Silverstone Auctions. We're so proud and delighted to have raised awareness of prostate cancer within the community, as

well an incredible amount for Prostate Cancer UK, what a way to end the year!"

Silverstone Auctions' two-day sale delivered an 80% sale rate and total sales of £5.8million which is its best ever NEC sale if not best ever sale. The biggest seller of the auction was a 1957 Porsche 365A T1 Speedster sold for £306,563. The 1958 Lotus Elise restored by Ant Anstead for a 'For the Love of Cars' special to be aired on Sunday 20th November sold for £121,500, while Lancaster Insurance's restored Mini called 'Margo' sold for £12,938, with all proceeds going to Prostate Cancer UK.

There were big reveals with Vauxhall presenting a stunning Viva GT that has been a two-year labour of love for the restoration team, whilst Corgi UK unveiled a new model of a Sunbeam Alpine for 2017. Both the Porsche Cars UK and Jaguar Land Rover Classic stands were brimming with breath-taking restorations to delight car fans.

Sporting Bears raised £45,000, which is set to rise once they have counted all the coins. Additional to the 'Dream Rides', they also raffled a ride in a £2million Pagani Huayra on Saturday and Sunday. US TV star Jesse McClure also auctioned Dream Rides in his TransAm called Lilly raising £500 towards the Sporting Bears total.

Comet Classic Pride of Ownership was won by Alan Stopford with the 1959 Triumph Bonneville, with second place to Dale Hart in the 1986 RD350 and third place to John Cook for the Hudson Autocycle.

The Classic American Car of the Year was won by John Hayes from Thetford, Norfolk, with the 1966 Chevrolet Corvette.

The show was held over the weekend of the 11th to the 13th of November. I was asked to help set up the stand on the Thursday and man it Friday, Saturday and Sunday.

I travelled up earlier on the Thursday morning and met



James in the hotel for breakfast.

We normally start on the Thursday to erect the stand but last year the organizers in their wisdom would not let us bring the vans into the hall to empty them and we ended up having to carry everything in from outside. Some of the stand equipment is very heavy. So this year James and Helen had travelled up on Wednesday to start erecting the JEC stand thinking that there would not be a problem bringing the vans into the hall. There was and they ended up carrying everything in from outside. Why the organisers want to make things more difficult every year I just don't know!

Helen went back to the office on Wednesday night and James and I finished off the stand in the morning. Then the

cars started arriving. The first was Tony with the XK8 charity car. Then Arts 2+2 E type, a beautiful XK150 S was next and then a amazing F-Type Project 7 and finally a rolling chassis SS. It took a while to position the cars correctly, as we had to be careful not to rip the plastic protective layer over the carpet. Once the cars were in position the plastic cover had to be carefully cut away.

Art had driven his e-type up to the show and it had got quite dirty in the rain so he spent quite a lot of time cleaning it. I gave him a hand to clean each spoke on the chrome wire wheels. I have a lot of practice of this on my car!

Silverstone Auctions were right behind our stand so

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*All cover is subject to insurers terms and conditions, which is available upon request. Jaguars covered from new, mileage restrictions apply. **Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee. † Terms and conditions apply which are available upon request.

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once we were finished I walked over to see what cars were in the auction. They had approximately 12 jaguars in the auction. Arwel Richards of Silverstone Auctions kindly showed me around and gave me a detailed description of the cars. Arwel is from South Wales, he was at the Margam Park event, and I am hoping he will come along to one of our meetings next year to give a talk about the auction scene.

The two coffee machines again have to be rented from the NEC and we have to pay for a power supply to connect up to them. When the coffee machines were switched on it kept blowing the trips on the supply the same as last year! This was eventually solved with a bit of bribery. We again offered the electricians as much coffee as they wanted if they got the machines to work!

Before we left we had a walk around the halls to see what cars were on display and for sale. When the show is open it is so busy that you can't see much of the cars.

Most of the usual dealers were there with some stunning Jaguars and also some stunning prices! It won't surprise you that when I heard there was An XJ220 for sale on a dealers stand I made a bee line for it to have a look. I was a very nice car. A rare right hand drive, only 69 made, in metallic red with only 1900



miles registered. The price was £445,000. One was sold here last year for £315,000, so a bit of an increase!

An early dinner, a few drinks and then off to bed ready for an early start the next day. After a good breakfast we were in the hall by 8.00 ready to get the stand ready for the opening at 10.00. Again this year we had organised a series of "Café Barriers" to enclose our seating area. It worked really well and we had a lot of members comment on it. It gives a nice area separate from the stand for members to sit and relax.

The raffle car took pride of place on one corner with the shop on the end of the stand.

The stand looked great and we had Bob Bate on hand to give technical advice to any member who required it.

Jaguar Heritage had a massive stand alongside us. It was easily the biggest there again. They had Jaguar on one side and Land Rover on the other. They are really pushing their Classic Land Rover restorations. I was particularly interested on the fully restored E Type V12 they had on a stand. Last year I was talking to Stuart Kilvington the Restoration and Service Manager and he was telling me that they were going to produce new original panels for E Types and it was interesting to see the new

Continued >





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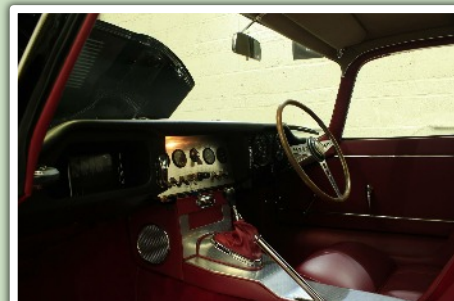
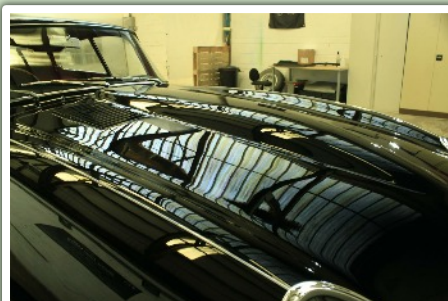
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panels displayed on the wall.

As I said previously we were opposite Silverstone Auctions and we watched some of cars going through on Friday and Saturday.

The following is what the Jaguars sold for at auction:

1974 E-type Series 111 V12 RHD manual roadster
£81,563

**1974 E-type Series 111 V12 RHD manual roadster (barn find)
£69,750**

1972 E-type Series 111 V12 RHD manual roadster
£119,250

**1965 E-type Series 1 4.2 RHD manual roadster
£146,250**

1969 E-type Series 11 2+2 RHD manual roadster (California car)
£34,875

**1962 E-type Series 1 3.8 RHD manual roadster (in Jaguar Video)
£171,000**

1969 E-type Series 11 2+2 RHD manual roadster
£70,875

**1977 XJ12 Coupe 18 National Concours Award Winner
£43,875**

1953 XK120 Drophead Coup
£72,000

**1962 Mk2 3.8 Manual overdrive in Jaguar Heather
£25,313**

1977 XJ12 Coupe
£23,625

Some of the prices were very interesting due to the condition of some of the cars.

Friday always used to be the quietest day of the weekend but recently it has become much busier. The stand was busy all day. We signed up lots of new member, the shop did very well and we sold lots of raffle tickets for the charity car.

Saturday is always the busiest day. It is also the longest with the show opening at 9.00am and closing at 6.30pm. Dave Fisher came up early in the morning with some friends and stayed overnight so he could spend two days at the show. Many other South Wales members stopped on the stand for a coffee and a place to sit down and it was great to see them. By 6.30 we had all had enough and were glad to retire back to the hotel. As I said last year I think that they will have to spread the show into another few halls. It was so busy on Saturday that on times you could not move along the isles.

A problem arose with the hotel; they mislaid our booking for the evening meal for 11 of us. As there was no chance of eating at the hotel we walked across to the "Resort World" where there were numerous restaurants but unfortunately they were all full. Rob Jenner eventually talked his way into the Casino where we

ended up with quite a nice meal.

I had a quick walk around first thing Sunday morning before the show opened and there were some fabulous cars for sale with the dealers one that caught my eye was a convertible MK2.

On Sunday we push the sales of the tickets for the charity car. We sold 4800 tickets over the 3 days.

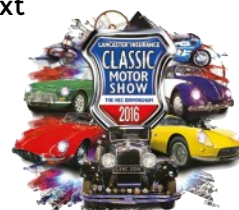
Stirling Moss came onto the stand and spent half an hour signing autographs and having his picture taken. Neville had brought his grandson along and we arranged for him to have his picture taken with Sterling.

At 3.30 on Sunday the winning ticket for the Acorns Charity XK8 was drawn. Bob Warman, Central TV News anchorman chose the winning ticket at random. The lucky winner was Richard Grogan from West Yorkshire, who had purchased the ticket at the show. Tony Ridge rang his home and his wife contacted Richard, who was on his way home, and he came straight back to the NEC so the presentation could be directly to him. A lovely surprise for him.

The club shop did well over the 3 days taking more than last year and we signed up a lot more new members. The show closed at 5.30pm but then we had to pack up the stand and wait for all the cars to leave before the vans are let in.

By the time we had loaded the vans and walked back to the hotel to collect our cars it was after 8.30 pm. We then had the long drive home.

The show attracted 71,000 people over the 3 days with over 2,500 of the best classic cars on display, over 250 classic car clubs, lots of auto jumble, an auction, live displays, insurance companies and part suppliers. If you have not yet attended a show put it in your diary for next year. It is being held on the 10-12 of November 2017. Hope to see you there.





The 'New Original' XKSS Makes World Debut In Los Angeles

The first genuine Jaguar XKSS to be built in almost 60 years was today given its world debut presentation at the Petersen Museum, Los Angeles by Jaguar Classic.

The stunning XKSS, finished in Sherwood Green paint, has been created by the Jaguar Classic engineering team ahead of the production of nine cars for delivery to customers across the globe in 2017.

Often referred to as the world's first supercar, the XKSS was originally made by Jaguar as a road-going conversion of the Le Mans-winning D-type, which was built from 1954-1956. In 1957, nine cars earmarked for export to North America were lost in a fire at Jaguar's Browns Lane factory in the British Midlands; meaning just 16 examples of XKSS were built.

Earlier this year Jaguar announced that its Classic division would build the nine 'lost'

XKSS sports cars for a select group of established collectors and customers. The new one-off XKSS presented in Los Angeles is the summation of 18 months of research and will be used as a blueprint from which the nine continuation cars are built.

The nine cars will be completely new, with period chassis numbers from the XKSS chassis log. All cars are now sold at a price in excess of £1million each.

The XKSS is the second continuation car to be created by Jaguar, following on from the six Lightweight E-types that were built in 2014. This project helped the team learn to engineer cars that are faithful to the specifications to which they were built in period, and this

knowledge has been enhanced in creating the 'new original' XKSS.

The XKSS unveiled in Los Angeles is a period correct continuation, built using a combination of original drawings from Jaguar's archive and modern technology. The Jaguar Classic engineering team scanned several versions of the 1957 XKSS to help build a complete digital image of the car, from the body to chassis, and including all parts required.

The body of the XKSS is made from magnesium alloy, as it was in 1957, and because the original styling bucks do not exist, Jaguar Classic produced a new, bespoke styling buck based on the original bodies from the 1950s. The bodies of the nine new cars will be formed on this buck, using a traditional process called hand-wheeling.

Jaguar Classic's expert engineers worked with the original frames and from there produced CAD to support build of the chassis. In partnership with the Classic team, frame maker Reynolds - famous for their 531 tubing - was briefed to craft bespoke new parts using imperial measurements, rather than metric. The frames are bronze welded in the same way as the period XKSS chassis tubing.

The continuation cars feature period specification four-wheel Dunlop disc brakes with a Plessey pump, and Dunlop tyres with riveted two-piece magnesium alloy wheels.

Under the bonnet, the XKSS is supplied with a 262hp



3.4-litre straight six-cylinder Jaguar D-type engine. The engine features completely new cast iron blocks, new cast cylinder heads and three Weber DC03 carburetors.

Inside, the 'new original' XKSS features perfect recreations of the original Smiths gauges. Everything from the wood of the steering wheel, to the grain of the leather seats, through to the brass knobs on the XKSS dashboard, is precisely as it would have been in 1957.

Minor specification changes have been made only to improve driver and passenger safety. The fuel cell, for example, uses robust, modern materials to support throughput of modern fuels.

Customer vehicles will be hand-built beginning this year, and it is estimated that 10,000 man hours will go into building each of the new XKSS cars.



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By Colin Manconi



Regional Christmas Dinner @ The Custom House, Penarth

The members decided that we would try a new venue for JEC Regional dinner this year. The old venue had had a change of chefs and it was perhaps the right time to try something different.

We booked the Perrier Jouet Function Room (upstairs in La Marina) for Saturday the 3rd of December with drinks first at 7.30pm with the meal at 8.00pm. We had terrific response for the dinner. Fifty of our members and wives attended and enjoyed the dinner and raffle. We always invite our friends from the Bristol Region as we enjoy going to their summer barbeque and it is nice to reciprocate. When our JEC General Manager Graham Searle heard it was in the Custom House he and his wife Lynne booked even though he was going on holiday the next day. Helen Hodgson from Head office and Terry Dye our race organiser also attended.

The most surprising was Rob Jenner and his partner Letitia Mace. Rob had heard Graham and myself talking about the Custom

House, I had booked the Function Room for a private party for Graham previously, and he always wanted to visit it. Unfortunately he had booked his local Region Christmas Dinner before received our e-mail inviting all members. He gave me a telling off for not inviting him earlier and I joking said "why don't you do both". The next thing I know Rob had sent me their menu choices. The thing is Rob and Letitia live in Scotland near Edinburgh they drove 848 miles from Scotland and back just to have dinner with us! Rob I hope the dinner was worth it.

We provided bottles of red and white wine for each table as a gesture of gratitude to all our members who supported us during the year. I am glad to say the proceeds of the raffle more than covered the cost plus a tip for the staff.



After an excellent dinner we held a raffle. Thank you to everyone who donated a prize to the raffle which included wine, whiskey, brandy, chocolates, framed Jaguar prints, and car cleaning products. I think most people won something and enjoyed the fun.

On behalf of the members I would like to thank Tanny and all his staff for looking after us so well.

It was great to welcome many new and old members to our Christmas Dinner. I hope you enjoyed it and I hope to see you back next year.

After a few more drinks we said our goodbyes to The Custom House, who I believe had done us proud.

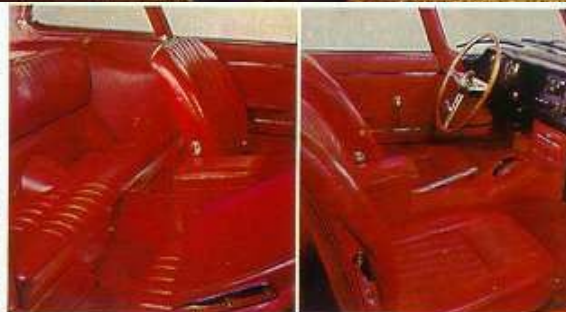


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"A DIFFERENT BREED OF CAT"



This is the renowned XK engine that tamed Le Mans! Five times in 7 years Jaguar out-powered the best the world had to offer in this, the 24 hour endurance test supreme. This is the engine that will build to 140 mph without any sacrifice in lower and mid-speed handling. Power without punishment in a 6-cylinder, 4.2 litre, twin overhead cam engine. And often an extra option on other cars, the XK-E 2+2 offers as standard 4-wheel disc brakes with separate systems for front and rear wheels. Now, by the addition of 2 rear seats, the 2+2 provides full space for extra passengers. There is sound economy in the luxury of the glove-leather interior as there is in the deep-pile carpet floor covering. Up front are two individually adjustable bucket seats which furnish the cradled-support preferred by



competition drivers the world over. This positive comfort is as important a function of roadability as springs and shocks. Though startlingly like its elder brother in power, the new Jaguar XK-E 2+2 model offers safety innovations which will find favor with the Jaguar man who is also a family man. Soft green lights on the instrument panel provide for glareless consultation during nighttime road running. Who thinks about improving glove compartments? Jaguar does. A slight reorientation in the instrument panel has allowed a deeper glove compartment and a wide shelf under the dash for sorting and storing small packages. An emergency warning system which activates all 4 directional signal lights is controlled by a single switch in front of the driver. Improved visibility results from enlarged windshields and 3 extra-length wiper blades. A more effective heating and ventilating system offers greater efficiency in interior heat radiation and cooling. Variable direction outlet nozzles controlled from the dashboard direct air to the area you desire. We suggest that you become familiar with the purring power of this "different breed of cat" by easing yourself behind the wheel of an XK-E 2+2 during a visit to our showroom.



diaphragm clutch or the optional dual-drive range automatic transmission.



flowing subtlety of the XK-E has been tailored to a

new length. By adding 9 inches to the wheelbase and overall length and 2 inches in height, the 2+2 can provide what it promises: 2 extra seats, plus more headroom and legroom for both driver and passengers. Flexible and generous cargo space makes



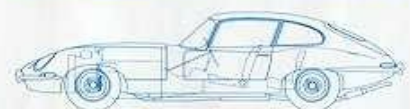
extra sense in a car for the family sportsman. The flat padded area behind the rear seats affords room

enough for a suitcase for every member of the family, or for golfing equipment . . . even as a poodle carrier. Traveling in ones or twos, you can advance the top half of the rear seatback and lengthen the cargo area to a full 52.5 inches. Access to this area is through a large hinged panel that contains the rear window. Special attention has been given to structural strength with such unsurpassed Jaguar innovations as the all-steel "single shell" monocoque body. Powerful holding capabilities have been designed into "burst-proof" door catches and locks. But don't let the chromed good looks distract you.



The new XK-E 2+2: Jaguar's true family sportscar, available in your choice of 4-speed fully synchromesh gearbox with

Jaguar XK-E 2+2 Coupe



Jaguar Cars Inc.

32 East 57th Street, New York, N.Y. 10022

The issue of this catalog does not constitute an offer. Jaguar Cars Ltd. reserves the right to amend specifications at any time without notice.

BODY CONSTRUCTION. 2-door, 4-seater stressed shell all-steel body of unique monocoque construction. Tubular steel front sub-frame carries engine and suspension. Fabricated steel rear sub-frame carries independent rear suspension and final drive units. Wrap-around bumpers with overriders front and rear. Jacking points on either side of car. Large window in rear luggage door, along with wrap-around windshield and thin pillars, provides excellent visibility. Rear quarter windows are hinged for ventilation. Door catches and locks are "anti-burst" safety type.

APPOINTMENTS. Door panels are finished in finest quality leatherette. Carpeting over thick felt underlay. Twin bucket seats, each adjustable for reach and rake, upholstered in leather hide over deep foam rubber cushions. Fully upholstered rear seat for 2. Twin, padded sun visors. Instrument Panel. Panel is mat-grained finish to eliminate reflections. Comprehensive instrumentation includes 160-mph speedometer and tachometer in front of driver and a central section containing separate instruments for oil pressure, water temperature, fuel gauge (with low-level warning light), ammeter, and a row of labelled toggle switches for accessories. Separate housing beneath this panel has space for radio (optional), twin speakers and ashtray. Panel in front of passenger has lockable glove compartment and grab handle. Twin parcel shelves beneath fascia panel. Heat and Air Vent. Fresh air heating and multi-point windshield defrosting system incorporates 2-speed fan controlled by switch on panel. Controls for temperature and air volume on panel with ducts to direct air to each side of car. Variable direction outlet nozzles are controlled from fascia panel. **Luggage Compartment.** Luggage can be carried in flat, padded area behind seats. Squab of rear seat is in 2 sections, permitting upper half to move forward, increasing luggage space to full 52½-in. length when rear seat is not used. Access is through large rear door, opened by internal release. Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided.

ENGINE. Six-cyl., in-line engine develops 265 bhp at 5400 rpm, 283 lbs.-ft. torque at 4000 rpm. Displacement 4.2 litres (4235 cc.; 258.4 cu. ins.). Bore 3.63 ins. Stroke 4.17 ins. Compression ratio 9 to 1. Chrome iron block fitted with dry-type cylinder liners. Aluminum alloy pistons, steel connecting rods, dynamically and statically balanced crankshaft carried on 7 large precision bearings. Aluminum head with hemispherical combustion chambers. Twin overhead camshafts driven by 2-stage roller chain. Three S.U. type HD-8 carburetors. Electric fuel pump. Filter in fuel line. Dual exhaust system. Pressurized cooling system with thermostatic control on electric fan. Forced lubrication through submerged pump, with full-flow filter. Vacuum and centrifugal automatic ignition control. Oil kill ignition.

TRANSMISSION, REAR AXLE. Manual. Four-speed floorshift, synchromesh on all forward gears. Hydraulically-operated, 10-in. dia. diaphragm clutch. Automatic. Borg-Warner Model 8 automatic transmission with torque converter and planetary gearbox providing low, intermediate and direct top. Dual drive range (D-1 and D-2) affords a high degree of driver control: D-1 gives start in 'low' and after shifting to 'top' permits a kickdown to 'intermediate' or

'low'; D-2 gives start in 'intermediate' and after shifting to 'top' permits a kickdown to 'intermediate.' Gear selector in quadrant on transmission tunnel. **Rear Axle.** Hypoid design. Sealed bearing driveshaft. Limited slip differential standard with both transmissions. Manual ratio 3.54 to 1. Automatic 3.31 to 1. Optional ratios available.

ELECTRICAL EQUIPMENT. 12-volt battery. Alternator used in place of generator. Separate dashboard switch for dipping headlights. Back-up lights. Self-cancelling directional signals. All directional signals can be flashed simultaneously as a "hazard" warning system, controlled manually by panel switch. Two-position dimmer switch for instruments. Map reading light. Interior courtesy light. Cigar lighter with luminous socket. Twin, dual-tone horns. Triple-blade, 2-speed windshield wipers. Windshield washers.

SUSPENSION. Front. Independent, with transverse wishbones and torsion bars controlled by telescopic shock absorbers. Anti-roll bar fitted to lower wishbones. Rear. Fully independent, self-contained unit mounted in pressed-steel cross member attached to body by pairs of rubber blocks on each side. Lateral location of wheels by transverse links of unequal length, with universally-jointed live half shafts acting as the upper pair. Anti-roll bar. Longitudinal location is provided by rubber mountings locating the sub-assembly in the body structure, and by radius arms between the lower link and a mounting point on the body structure. Pairs of coil springs, each enclosing a telescopic shock absorber, provide the suspension medium at each wheel. **Wheels and Tires.** 15-in. wire-spoke wheels with centerlock quick-change hubs fitted with Dunlop high performance tires and tubes.

BRAKES. Dunlop 4-wheel discs with quick-change pads. Servo assisted, self-adjusting. Front brakes are mounted at wheel hubs; rear are inboard adjacent to differential. Independent hydraulic system with tandem master cylinders providing separate circuits for front and rear. Self-adjusting "pull-up" handbrake. Combined handbrake and brake fluid level warning light on dash.

STEERING. Rack-and-pinion, 2½ turns lock-to-lock. Turning circle 41 ft. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach.

DIMENSIONS, CAPACITIES. Exterior Dimensions. Wheelbase 105 ins. Overall length 184½ ins. Overall width 65½ ins. Overall height 50 ins. Track, front and rear 50 ins. Ground clearance (laden) 5½ ins. Interior Dimensions. Headroom, front 35½ ins.; rear 33 ins. Legroom, front 36¼-41¼ ins. Back of front seat to rear seatback 19¼-24¼ ins. Min.-max. trunk length 42-52½ ins. Max. trunk width 39 ins. Weights, Capacities. Dry weight 2744 lbs. Fuel 16½ gals. Oil 9 qts. Water 19½ qts.

OPTIONAL EQUIPMENT. Radio. Alternative rear axle ratios. Chrome wire wheels. Tinted glass. Whitewall tires. Heated rear window for demisting and defrosting.

(All specifications are standard except as noted.)

The Broken Mower

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the truck, the car, playing golf - always something more important to me.

Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush.

I said, "When you finish cutting the grass, you might as well sweep the driveway."

The doctors say I will walk again, but I will always have a limp.

Moral to this story : Marriage is a relationship in which one person is always right, and the other is the husband.

Skinny Dipping

An elderly man in Queensland had owned a large farm for several years. He had a large natural pool in the back of his farm bordered by sheltering scrub. It was nicely shaped and deep enough for swimming, so he fixed it up with a picnic table, gazebo, and planted some palms and some mango and avacado trees.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over so he grabbed a bucket to bring back any ripe fruit.

As he neared the pond, he heard voices shouting and laughing with glee. As he came closer, he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, 'we're not

humour

Members jokes & anecdotes

coming out until you leave!

The old man frowned, 'I didn't come down here to watch you ladies swim naked or make you get out of the pond naked.'

Holding the bucket up he said, 'I'm just here to feed the croc.'

Some old men can still think fast!

The Hotel Guest

A Hotel guest calls the Front desk and the clerk answers, "May I help you?"

The man says, "Yes, I'm in room 858. You need to send someone to my room immediately. I'm having an argument with my wife and she says she's going to jump out the window.

The desk clerk says, "I'm sorry sir, but that's a personal matter."

The man replies, "Listen you idiot. The window won't open... and that's a maintenance matter."

Medical Students

Two medical students were walking along the street when they saw an old man walking with his legs spread apart. He was stiff-legged and walking slowly.

One student said to his friend: "I'm sure that poor old man has Peltry Syndrome. Those people walk just like that."

The other student says: "No, I don't think so. The old man surely has Zovitzki Syndrome. He walks slowly and his legs are apart, just as we learned in class."

Since they couldn't agree they decided to ask the old man. They approached him and one of the students said to him, "We're medical students and couldn't help but notice the way you walk

but we couldn't agree on the syndrome you might have. Could you tell us what it is?"

The old man said, "I'll tell you, but first you tell me what you two fine medical students think."

The first student said, "I think it's Peltry Syndrome."

The old man said, "You thought - but you are wrong."

The other student said, "I think you have Zovitzki Syndrome."

The old man said, "You thought - but you are wrong."

So they asked him, "Well, old timer, what do you have?"

The old man said, "I thought it was GAS - but I was wrong, too!"

The Clocks

A man died and went to Heaven. As he stood in front of the Pearly Gates, he saw a huge wall of clocks behind him. He asked, "What are all those clocks for?"

St. Peter answered, "Those are Lie-Clocks. Everyone who has ever been on earth has a Lie-Clock. Every time you lie, the hands on your clock move."

"Oh", said the man. "Whose clock is that?"

"That's Mother Teresa's", replied St. Peter. "The hands have never moved, indicating that she never told a lie."

"Incredible", said the man. "And whose clock is that one?"

St. Peter responded, "That's Abraham Lincoln's clock. The hands have moved twice, telling us that Abraham told only two lies in his entire life."

"Where's Donald Trump and Hillary Clinton's clocks?" asked the man.

St. Peter replied, "We're using them as ceiling fans."

Long Life

An elderly, but hardy cattleman from Texas once told a young female neighbour that if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her oatmeal each morning.

She did this religiously and lived to the age of 103. She left behind 14 children, 30 grandchildren, 21 great-grandchildren, five great-great-grandchildren and a 40 foot hole where the crematorium used to be!

Casket Comments

Three friends from the local congregation were asked, "When you're in your casket, and friends and congregation members are mourning over you, what would you like them to say?"

Artie said, "I would like them to say I was a wonderful husband, a fine spiritual leader, and a great family man."

Eugene commented, "I would like them to say I was a wonderful teacher and servant of God who made a huge difference in people's lives."

Al said, "I'd like them to say, 'Look, he's moving!'"

Granny Smith

A doctor that had been seeing an 80-year-old woman for most of her life finally retired. At her next check up, the new doctor told her to bring a list of all the medicines that had been prescribed for her. As the doctor was looking through these his eyes grew wide as he realised Grandma had a prescription for birth control pills.

"Mrs. Smith, do you realise these are birth control pills?"

"Yes, they help me sleep at night."

"Mrs. Smith, I assure you there is absolutely nothing in these that could possibly help you sleep!"

She reached out and patted the young doctor's knee and said, "Yes, dear, I know that. But

every morning, I grind one up and mix it in the glass of orange juice that my 16-year-old Granddaughter drinks. And believe me it definitely helps me sleep at night."

You gotta love Grandmas!

Bus Ride

A man was riding on a full bus minding his own business when the gorgeous woman next to him started to breast-feed her baby. The baby wouldn't take it so she said, "Come on sweetie, eat it all up or I'll have to give it to this nice man next to us."

Five minutes later the baby was still not feeding, so she said, "Come on, honey, take it or I'll give it to this nice man here."

A few minutes later the anxious man blurted out, "Come on kid. Make up your mind! I was supposed to get off four stops ago!"

Taxi Drivers

A woman and her 12-year-old son were riding in a taxi in Detroit. It was raining and all the prostitutes were standing under awnings.

"Mum," said the boy, "what are all those women doing?"

"They're waiting for their husbands to get off work," she replied.

The taxi driver turns around and says, "Geez lady, why don't you tell him the truth? They're hookers, boy! They have sex with men for money."

The little boy's eyes get wide and he says, "Is that true Mom?"

His mother, glaring hard at the driver, answers "Yes."

After a few minutes the kid asks, "Mum, if those women have babies, what happens to them?"

She said, "Most of them become taxi drivers."

Rabbi Advice

A man goes to see the Rabbi. "Rabbi, something terrible is happening and I have to talk to

you about it."

The Rabbi asked, "What's wrong?"

The man replied, "My wife is going to poison me."

The Rabbi, very surprised by this, asks, "How can that be?"

The man then pleads, "I'm telling you, I'm certain she's going to poison me. What should I do?"

The Rabbi then offers, "Tell you what. Let me talk to her; I'll see what I can find out and I'll let you know."

A week later the Rabbi calls the man. He says, "I spoke to your wife on the phone for three hours. You want my advice?"

The man said, "Yes" and the Rabbi replied,

"Take the poison!"

Susie's Gran

Susie is a prostitute who doesn't want her gran to know. One day Police raid the brothel and line up the girls outside. The gran walks past and sees her. Quick thinking Susie tells her its a queue for free oranges, so her gran joins the queue. When the Police get to gran, they're surprised and ask her 'how do you do it at your age?'

She replies, I take my teeth out, peel back the skin and suck 'em until they're dry!

House Husband

One day my housework challenged husband decided to wash his Sweatshirt.

Seconds after he stepped into the laundry room, he shouted to me, 'What setting do I use on the washing machine?'

'It depends, ' I replied. 'What does it say on your shirt?'

He yelled back, 'GO GATORS!' And they say blondes are dumb!

WE NEED YOUR JOKES!

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



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

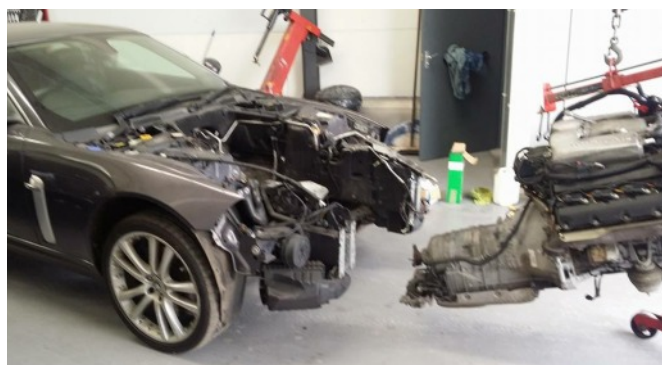
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South Wales Region Monthly Meetings

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

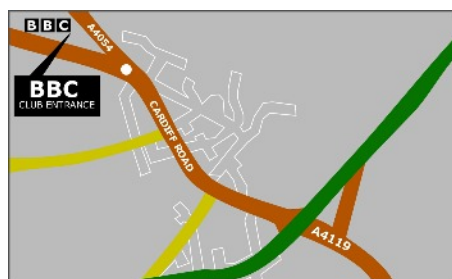
HOW TO FIND OUR MEETINGS:

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.



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

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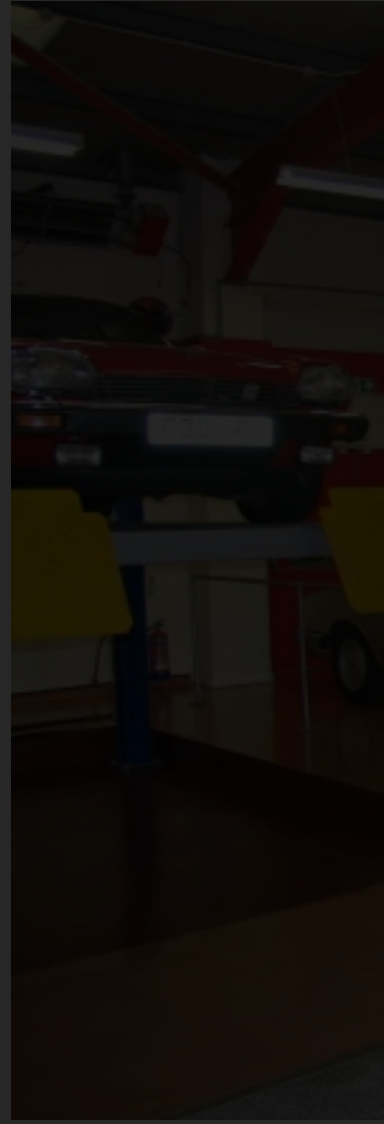


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