

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

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WEBBER'S WORDS

By Andy Webber
News Editor

Happy New Year folks, let's hope we have many more happy motoring memories this year!

Following hot on the heels of the I-Pace concept that I talked about last month, and the E-Pace that will hit showrooms in late 2017, JLR have announced another I-concept in the 1+1 electric vehicle. Jaguar Land Rover's group engineering director, Dr Wolfgang Ziebart, has revealed to Auto Express that the company could create a Jaguar 1+1 EV that's around half the width of most premium cars.

The warm reception that the I-Pace was given has further motivated JLR to establish a very different and versatile range of pure EVs - including the 1+1 - by the 2020s. Evidently the short to medium term plans are all based around electric vehicles.

JLR is aware that most people in the world now live in squeezed towns and cities, where usable space for cars is increasingly hard to find. It sees its circa one-metre-wide Jag 1+1 as the sort of car a reasonably well-off enthusiast might have in their garage alongside an F-Pace or Range Rover. JLR's philosophy is that just because a car is smaller, it needn't lose its premium status, classy looks, quality feel, sense of space, desirability or strong safety credentials.



With BMW having good success with the four seat i3 it clearly shows the appetite for short range electric town cars giving cheap running costs - albeit slightly more expensive up-front costs.

Jeff Davies is busy organising entries for the E1A run and will be seeing those entering the run to complete entry forms so please see Jeff if you are entered into the official run.

Andy Webber

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REGIONAL NEWS

By Colin Manconi
Regional Representative

Below is a list of events we attended as a region last year. It adds up to an impressive 25 in total.

International Jaguar Spares Day, Stoneleigh

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

Practical Classics Restoration Show

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



Coleford Festival Of Transport

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The weather was wet when we left Cardiff. As it was we had around 20 cars on our stand. This year the forecast was showers but the day stayed dry.

Drive It Day

I would like to thank John and Janet James for all their effort in arranging Drive It Day. Around 60 of our JEC members attended Drive it Day. This included members from the Shropshire and Bristol regions. We started at the Coed-y-Mwstwr Hotel at Pencoed and travelled through some wonderful countryside. Unfortunately as we turned into Groes Faen John's car stopped right on the junction. John had conveniently arranged to break down right along a local pub so we pushed his car into their car park. We soon had the car repaired and carried on for a lovely lunch back at the Coed y Mwstwr.



Studeley Castle

This was the first time the JEC had arranged a two day show, Sudeley Castle on the Saturday and Prescott Hillclimb on the Sunday. The weather forecast the Monday before the event did not seem promising, heavy rain forecast for both days. Luckily the forecast changed as the week went on, with Saturday still forecasting rain, but more showery and Sunday being dry.

Andy had entered his XJS in the Pride and Joy competition and when he arrived we positioned him alongside the large dirty fishpond. Andy did not bring enough water to clean the car, can you guess where the rest of the water came from? The RSPCA were contacted about abuse to the fish.

Prescott Hillclimb

Thank goodness for dry weather! After the overcast and showers of Saturday it was great to drive up to Prescott on a sunny morning. I arrived at 7.30 as Ray Searle and myself had been told that

we were in charge of running the event. How we got talked into this neither of us could understand? The great thing with Prescott there is not a lot of setting up to do and we were soon welcoming members and parking them up on the grass banks. Our members soon arrived and I had kept an area on the tarmac for them. There has to be some advantage of being in charge! Some of our members took their cars up the hill and really enjoyed it.

Porthkerry Classic Car Show

This was a new event at Porthkerry Leisure Park alongside Cardiff International Airport. We met at Barry and travelled the short distance to the event. It was a great venue with the opportunity to extend the show in the large field. One hopefully we will attend again this year.

Vale Of Glamorgan Classic Car Show, Sully

This is always a good event in a great setting. We met as usual in the Sully Arms and had a wide range on cars arrive including Keith's Mercedes and Peter's TR. The weather was good and we all enjoyed the show.

Barry Festival Of Transport

This event was held on Sunday the 12th of June at Barry Island. The show is becoming more popular each year with a wide variety of classic cars attending. We had a good position, at the rear



of the esplanade, overlooking the beach and I must say that the stand looked magnificent with our gazebo behind them.

Berkeley Castle Classic

We usually attend this event but a lot of our members with newer cars are refused entry. The weather stayed fine and after a good lunch of beef burgers we spent the afternoon walking around the huge variety of cars and looking for the elusive spare part in the large auto jumble.



Castle Combe Classic, Kit And Retro Action Day

This is a good event to attend as there is so much going on. From the classic cars out on the circuit to over 75 classic cars clubs attending it has something for everyone. Charity rides were available and Andy paid for a few laps in a race prepared XJS. Leigh took his XK8 out onto the track for some high speed laps. A good event. Thank you to Gaynor for the cake.

Le Mans Classic

A number of our members drove across France to attend this event. They left on Wednesday and returned on Tuesday. From what I can gather they had a great time and are already planning the next one in two years time.

Sherborne Castle Classics

Over 1600 classic cars attended the show
Continued >

which included a Car Auction and a large auto jumble area. It really is a massive show and even the overspill car park for people without passes had between 300 to 400 classic cars in it. Our Jaguar Stand was a combination of Bristol, Dorset and South Wales areas and was situated right in the middle of the Showground. We had a huge variety of cars on the stand ranging from early E types right up to a modern F Type R. The Jaguar Stand won second prize for best Club Stand. This is a great show and I would urge all members to come next year. It is being changed to a two day event Saturday the 15th of July and Sunday the 16th of July 2017.



St Fagans Classic Car Show

Unfortunately this show clashes with Sherborne Castle but a number of our members attended and said they had a great time.

Silverstone Classic

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 12000 classic cars attending and 24 classic races over the weekend with over 1000 classic cars racing. We stay for all 3 days and have 13 rooms booked this year. If any other members want to come please contact me. We always have a great time!

South Gloucester Show

This was the third year of the two day event with the car show organised by Graham Searle of the JEC. It is a two day show. The show was held at

the 170 acre site at the Windmill Fishery Showground, Westerleigh. The event is getting bigger every year with over 500 cars a beer festival, music festival and a large fairground.

Three Cocks Vintage Rally, Hay-On-Way

We enjoy this show every year. The Jaguar Stand is organised by one of our old member Howard Harper. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines. This year the weather was good, in previous years the event has been rained off.

Ponthir Music And Classic Car Festival

Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event to make it a music and classic car show. We had 32 cars attend including some of our friends from the Usk Valley Classic Car Club. There was a very nice hog roast stand which also had a selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.



JEC Bristol Region BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". We all had a great time last year and had no hesitation in accepting an invitation to attend this year. It is a

delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time.



The BIG Welsh Classic Car Show At Margam Park

This was the second of a new show organised by the Cardiff branch of Leukaemia Research, now renamed Bloodwise. When we arrived we were directed to a great position in front of the House. The only problem was that the area was not big enough and we had to cram into the space available. For their second attempt you have to accept that the show is getting better. It would appear that there were in excess of 700 cars attending, the weather was good, which is so important and I expect that again many lessons will be learnt for next year.

Castle Combe Autumn Classic

This event gets bigger every year! The weather forecast was not very good for the whole day, with heavy rain showers and the occasional sun. By 10am we had parked over 50 Jaguars on our stand and a few more came in later, but I think that the weather forecast kept many away. The racing was very good especially in the wet conditions.

Malvern Classic Car Show

Unfortunately I was not able to go to this show as I had a family wedding to attend. I had

ordered 6 tickets for our members and I believe Paul, Dave and Ruth, Scott and Derek, Andy and Bob and Pat went along. The weather was great and they all said they had a great time.

International Jaguar Spares Day, Stoneleigh

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 so 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.



E-Type Club 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.

Continued >



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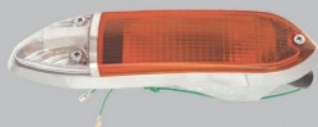
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Lancaster Classic Car Show At The NEC

It was nice to see lots of our South Wales members at the show on the three days. Some came up for the day, 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.

Jaguar Enthusiasts' Club AGM

I attended the JEC AGM, on behalf of the region, at the Jaguar Visitor Centre at Castle Bromwich. It is always great to meet up with old friends

and acquaintances at these events. We were then told all about the new JEC Website which is now live. 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.

Regional Christmas Dinner

We held our JEC regional Christmas Dinner at a new venue The Old Custom House on Penarth Marina. 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. Our JEC General Manager, Graham Searle and his 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.



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NEWS

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



Now with a broader model range than ever, comprising 28 derivatives from the purist appeal of the rear-wheel drive, 340PS F-TYPE to the 200mph, all-wheel drive F-TYPE SVR.

New F-Type Range Announced

Already recognised as the most dynamically capable, performance-focused Jaguar, the F-TYPE sports car continues to evolve, with a fresh look, state-of-the-art infotainment system and world first ReRun app that combines vehicle data with GoPro video to enhance the driving experience.

Since launch in 2012, Jaguar's all-aluminium two-seater has firmly established itself as the best-selling sports car in its segment in its home market and has won nearly 160 awards worldwide.

The F-TYPE's award winning design is stronger and more focused, with clearer visual range

differentiation thanks to model specific front bumpers. Full LED headlights boost visual appeal still further and help improve driver safety and comfort.

Ian Callum commented "Great sports car design is about proportion and purity. The most challenging element of the process for designers is to focus on and maintain an exciting silhouette that promises performance. For the 2018 model year F-TYPE, we looked at how we could fine-tune key details to deliver even more clarity of purpose in the overall design - for the driver, the passenger and onlookers."



JLR Sales Pass The Half-Million Mark In 2016

Jaguar Land Rover achieved its best ever full-year global sales in 2016, selling more than one car every minute with retails of 583,313 vehicles, up 20% on the prior year. This is the company's seventh successive year of growth in sales, with retails in 2016 almost triple the 2009 figure. Sales in December were up 12% compared to the same month last year, with retails of 55,375. Retail volumes were up 36% for the month in China - its strongest monthly performance on record.

Jaguar Land Rover's global performance for the full year 2016 shows a balanced regional portfolio with record retail sales in the UK, North America and Europe.

Europe was the company's largest sales region in 2016 with annual sales of 138,695, up 26% year on year. Retail sales were up across all other regions: 31% in China, 25% in North America and 17% in the UK. A total of 117,571 Jaguars and Land Rovers were bought by customers in the UK - its best full-year results in the company's history.

Andy Goss, JLR Group Sales Operation Director said "This has been a significant year for Jaguar Land Rover, with updated models being introduced across the range, as well as the completely new Land Rover Discovery Sport and the Jaguar F-PACE. It is particularly pleasing to see the Jaguar brand setting impressive new sales records. Customer response has been very positive this year, resulting in record retails across most of our key regions. These results mark significant steps in Jaguar Land Rover's strategy to become a truly global business and meet the growing international demand for its two iconic brands. I am confident that in 2017 our British line-up will continue to expand and delight in markets across the world."

JLR Stalwart Les Ratcliffe To Receive MBE



A stalwart of Jaguar Land Rover is to be made an MBE in the Queen's New Year Honours list.

Les Ratcliffe, head of community relations, has made a big impact on Coventry since he took up the job 18 years ago.

The former member of the Parachute Regiment established the company's award-winning Inspiring Tomorrow's Engineers school STEM (science, technology, engineering and maths) programme.

More than 2.9 million school children across the UK have participated in the programme since 1999 and two million more young people will take part globally by 2020, including at new education centres in Brazil and Slovakia.

He and his team developed the Inspiring Tomorrow's Workforce traineeship for unemployed young people in 2014 to help young people improve their employability skills and gain employment in the automotive industry.

Les was the driving force behind programmes to employ wounded ex service men and women and early military service leavers. The company was one of the first to sign up to the Armed Forces corporate covenant.

He is chairman of the Coventry and Warwickshire Champions and NSPCC business groups. He was part of the team which helped the company win Business In The Community's Responsible Business of the Year 2013 and was made the Prince of Wales' Business in the Community Ambassador for the West Midlands 2008. In 2011 he was granted the City of Coventry Award of Merit for outstanding personal contribution to Jaguar Land Rover while promoting community relations in the city.

Mr Ratcliffe said: "It's a huge honour to be awarded an MBE. My 43 years' service has been an extraordinary journey, starting with Jaguar after serving in the Parachute Regiment.

"I am passionate about the opportunity to put Jaguar Land Rover at the heart of the communities we do business in. Our programme focuses on inspiring young people from all areas of the community and supporting vulnerable and disadvantaged children.

"I feel privileged to have been part of Jaguar Land Rover's commitment to future talent and helping our sites to build meaningful, long-term relationships in the community as a socially responsible company."

Dr Ralf Speth, chief executive officer, Jaguar Land Rover, said: "It is fantastic to see Les's contribution recognised in Her Majesty's New Year Honours List with the award of an MBE. The bulk of his 43-year career with Jaguar Land Rover has been spent promoting education, skills, training and UK manufacturing as well as being a tireless servant to the communities in which our business operates.

"In particular, thousands of young people have been inspired to choose a career in manufacturing and engineering because of his efforts, which has hugely benefited both Jaguar Land Rover and the UK."

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Silverstone And Spa Headline Jaguar Classic Challenge

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 show-piece 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.

Tim Hannig, Director of JLR Classic said "Now in its third season, the Jaguar Classic Challenge continues to build, and pay homage to, the brand's rich racing history. To see such a diverse array of iconic cars from Jaguar's past racing on the world's finest circuits is a sight to behold, and we are delighted to confirm Silverstone and Spa for the 2017 calendar."

Meet JLR's Newest Retail Innovation

Jaguar Land Rover, in partnership with Rockar, has officially opened its newest retail store at the Westfield Stratford shopping complex. Staffed by non-selling product experts called 'Angels', the new innovative store complements click-to-buy websites launched in September, making Jaguar Land Rover the first premium automotive company to offer full online purchasing option either through the store or from a pc, mac or mobile device.

Recruited from the luxury goods and fashion sectors, Angels are there to offer advice and product information only - Angels are not set targets or earn based on sales results, they have one sole objective, and that is to put their customers' requirements first. For total transparency, Rockar offers a no-haggle policy on all transactions extending to finance options, part-exchange and vehicle price.

Taking the negotiation out of the transaction means that Angels are able to offer bespoke support to customers, whether it's to chat to curious browsers, guide customers through spec and colour choices or just provide the space for customers to do their own research in peace and quiet. There is a tactile 'create' space where customers can explore design options, and six vehicles are on display for them to sit in. Customers are encouraged to relax in the store, a stylish and sophisticated space, where they can sit with one of the store's tablets, book a test drive, arrange finance and even trade in their existing car, before hitting the 'buy' button, should they wish.

Alternatively, Rockar Jaguar Land Rover Westfield customers can complete the whole transaction from home - or, anywhere with an internet connection, this means that the Rockar system can be completely tailored to any customer, ultimately customers conduct the transaction themselves online, either in store or remotely, with the help of Angels or without.

Jeremy Hicks, Managing Director of JLR UK said "As the Jaguar Land Rover family grows with great new models and new buyers, our approach needs to adapt with relevant, innovative ways of engaging a new type of customer. We have been looking at how we can offer our customers more choice and more flexibility over how they buy a Jaguar or Land Rover, and adding the Rockar model to our network adds an exciting way to do just that."



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings and Happy New Year from South Devon.

As the classic car season has not yet started we have TOWC club activities to keep us entertained. At the time of writing we are looking forward to the club annual dinner taking place at the Redcliffe Hotel, Paignton on Sunday afternoon 22nd January. This will be a celebration of the club's 25th anniversary and some older ex members have been contacted and invited to join in. A short club run is also planned for the morning.

Torbay Old Wheels Club Night - Thursday 15th December

This evening was eagerly awaited as Dave & Kath Doyle gave us another entertaining musical performance together with a buffet. This was held in our usual venue

at the Farmhouse Tavern on Newton Road, Torquay. The only difference was that we were upgraded into the newly redecorated lounge area. A brilliant evening with the singing & Dave's humour. We had a similar performance the previous Christmas. Some members came in fancy dress including Julian & Sue Smith and Roger Conway.

Colin Groom

When I drove the Daimler down to Torquay as part of our move from Cardiff I had problems with poor pick-up and acceleration etc. I searched for local classic car specialists & arranged to take the car to Colin Groom to identify the problem & sort it out. He found a sticking carburettor needle & sorted it out by centering the jet properly. Unfortunately Colin passed away in December.

I, and a few TOWC members, attended his funeral service on 4th January. As a mark of respect quite a number of attendees came in classic cars including me in the Daimler. The service was extremely well attended & I had problems in finding a space to park. I eventually parked on a grass verge alongside the graves! Colin's son & daughter are continuing the business with the existing staff. For more information on Colin's history (he trained with Austin Healey) on their services see their website www.colingroomclassiccars.co.uk.

A funny anecdote about Colin was narrated in the service. He suffered from painful shoulders & apparently his shoulder bones made crunching noises when he moved. He decided to use WD40 on his shoulders & it worked!!



Jaguar MK Viewing

At the time of writing I have agreed (as a so called "Jaguar Guru"!) to view a 1963 3.4 litre Jaguar Mk 2 automatic in Newton Abbot together with a fellow TOWC member. Phil already has a superb Morris 1000 & is presumably looking to upgrade to a proper car! More next month!

...and finally:

Today was not a good day. I decided to go horse riding, something I have wanted to do again for many years. It turned out to be a big mistake! I got on the horse and started out slowly, but then we went a little faster; before I knew it, we were going as fast as the horse could go. I couldn't take the pace and fell off, but caught my foot in the stirrup with the horse dragging me. It wouldn't stop.

Thank goodness the manager at Toys-R-Us came out and unplugged the machine. But he had the nerve to take the rest of my change so I wouldn't attempt to ride the Elephant!!





By Colin Masterson

Letter from America



Once we had the house straight: it always takes a week or two after returning from the UK to get out all of the garden furniture out, make good the ravages of the hot summer months, and sort out the Christmas decorations - this year we have added four projectors in the front garden that cast moving snow flakes on the darker parts of the house - it was time to get stuck into some of the activities around the club. As well as Tai Chi I have been going to QiGong classes and H2O mix and Hydra fit classes. I had no idea you could sweat so much in a swimming Pool. We have quite a "fit" in more ways than one (!) instructor which acts as an incentive - you won't know me when I return; at this rate I shall either be fit or physical wreck, not sure which yet! Manage to do one or the other most days and feel all the better for it. I haven't returned to Pickle Ball this time but might try Water

Volley Ball as that looks a bit of a laugh.

Last month I mentioned that the first show of this year's visit was the annual Turkey Rod Run, held over the long Thanksgiving weekend from Thursday to Sunday. Whilst Matthew, the category 4 Hurricane passed close by offshore from Daytona, which is on the Atlantic coast, did some minor damage, little was to show for it after a couple of months although sea water had damaged the ground floor of the Hilton, where we were staying, fortunately they had the foresight to put the main floor with reception and restaurants on the second floor. By the way, why do we have ground floor and first floor when in the USA they have first floor and second floor? - Their way seems more sensible to me, the ground floor is still a floor and logically the first!

Those of you who have

read these letters in previous years will remember what a great show this is. Indeed this is where I bought the Cadillac Eldorado some years ago. Out of around 6,000 cars on display there were around 190 Corvettes, a complete cross section from the mid 50's to the present day with mine sporting a new 'COLIN M' Licence plate.

There is a guy who creates new vehicles every year in time for the show. This year he brought a Chevy pickup with a body that looked like more of an old timber shack which towed another shack on wheels called the 'Thunder hole' which contained a two-seater loo, his and hers! Inside were all manner of delights including a banjo made from a bedpan and a roll of 20 grit John Wayne loo paper. There seems to be almost no control over what is allowed on the roads over here. Same goes for the drivers, it takes some skill to be on





the phone, drinking coffee as well as, in the case of the ladies, putting on their make up whilst still driving along the highway! Provisional licences are handed out at the age of 15.

There were several British cars including two E Types, both in British Racing Green, one converted to a US V8 and also an XJS also with a V8 and a massive Holley carburettor sticking through the bonnet.

Americans love modifying their cars and probably less than half of the cars there were original. Typical of the things you see was a lowered 1940's Coupe with a mat black paint job with the wording painted on the drivers

door - "Is there a problem officer?"; an orange muscle car with small wheels out the back to stop it flipping over on acceleration; a massive International Truck which you would need a step ladder to climb up to; a helmet shaped bodied special with snakes (which had individual scales welded on) for exhaust pipes and looked like it came straight out of Mad Max and yes, of course, it was street legal. There is no vehicle tests over here specials, you just have to comply with a few rules, like the correct running lights and that's it, you're on the road!

There was a huge pick-up truck devoted to a huge

sound/video system with over sixty speakers, 6 video screens in the cab and a 50" screen in the tonneau cover. When it was turned on the ground shook! Rust seems the "in" thing with some preserved with lacquer and some just left to rot with floors replaced with pop-riveted old number plates or anything else that came to hand. I managed to sign one of these cars in chalk, as invited by a small notice.

Where else would you see a bitsa 1934 Barker bodied Rolls Royce. Apart from a ridiculous set of chrome alloys, this car looked, at first sight, to be pretty original but it had a '74 Chevy 468 cu in V8,

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'32 Chevy bumpers, an '87 Chevy transmission, a Honda Prelude sunroof. '35 Chrysler horns, Lexus SC400 front suspension, Ford rear end, Firebird steering column etc etc, the list goes on.

A couple of weeks later there was a show at Clermont historic Downtown, only a few miles away from where we live. This was open to pre-'95 classics but also MOPAR vehicles including the Corvette and around 200 cars attended this old brick paved town, whose centre mainly comprises a main street with a number of restaurants, antique and other family owned shops leading down to Lake Minneola where.

The Trilogy Christmas Golf Cart Parade took place on the Sunday before Christmas and included, for no obvious reason a turnout of Corvettes, which followed in a tour around every road in the community. All of the carts and cars were decorated and we were greeted by fellow residents, who came out of their homes to see us pass by.

I hope all of you who attended the Christmas "do" at the Customs House in Penarth had a great time and may I wish everyone in the South Wales Region of the JEC a Happy New Year





The *MorWebb* Winter Mile Muncher

Just like all the best celebrity couples with combined nicknames, our very own Scott Morgan and Andy Webber are known to the motoring world as 'MorWebb'... *or they are now!*

The 28th December was a glorious sunny day albeit slightly fresh (rephrase that, freezing!) which seemed another perfect opportunity to take Andy Webber on some roads I know he hasn't been on before and prove you don't need to travel hundreds of miles to Scotland to see some fantastic views and scenery which is more or less on your own doorstep.

So at around 11 o'clock after a quick cup of tea we set off from Pontypridd up the A470 and headed towards Brecon.

I led in my XK8 with Andy following in his XF as his XJS is very sensibly tucked up safely in his garage from the cold, damp and salt for the winter. In recent years I've had mixed feelings on taking my XK8 out in the depths of winter as on one hand I worry about damage that road salt can do, and accelerate effects of the

never ending battle of corrosion, and then the other side of the argument, I can't warrant keeping a car I'm rarely going to use. So needless to say I decided to give the XK8 a run although I must confess if it was an E-type, XK150, MK2 or even an XJS we were talking about, I certainly would not consider taking it out in these conditions!

First stop was at Abercynon on the A470 for some petrol, Andy felt it necessary to remind

me he didn't need any fuel as he had many, many miles left on his tank of diesel! We then proceeded up the A470 passing Merthyr, Cyfarthfa and on towards Brecon, where the wonderful scenery starts. We made a quick stop alongside Cantref Reservoir and Beacons Reservoir for a photo opportunity, then passing through the very busy Storey Arms, where some caution these days (especially holiday seasons) is needed with the volume of cars that park alongside both sides of the road for access to Pen Y Fan. Although apparently plans are now underway of building a larger car park to accommodate the sheer volume of visitors at a possible £5 parking fee! For those of you who have never walked up Pen Y Fan and who are able to, it really is worth



a visit as the views are spectacular looking across the beacons and down the valley.

Just before we reach Libanus we turned off left onto the A4215 and headed towards Senybridge where we then picked up the A40 and proceeded through Trecastle and eventually to Llandovery. From Llandovery we turned off the A40 onto New Road and then onto Cilycwm Road which runs along the River Towy and eventually to the small picturesque village of Cilycwm. It had been very easy to forget how cold it actually was outside with the sun shining brightly in the blue sky and especially in the comfort and warmth of the XK8 but along this road it was a reminder of how cold it really was with patches of frost and icy white fields that the sun had not yet thawed out.

By the time of reaching the beautiful village of Cilycwm we decided it was time for a spot of lunch and decided to stop at a very attractive country pub called the Neuadd Fawr Arms. If ever you find yourself in this area and needing refreshment it really is worth a visit being a friendly, family run Pub with excellent food and service (and with much to Mr Webber's delight are not shy with food quantities!).

So after a hearty meal we left and continued on up the same road which follows the

River Towy eventually passing another small friendly looking pub called the Towy Bridge Inn. At this small pub we turned right, crossing the river, across a small, narrow bridge. At this point I had started to notice that due to some of the roads obviously being permanently sheltered in winter by the surrounding mountains and never getting any sunlight, parts were starting to look rather icy! There was obviously no need to worry about the use of salt on these roads as I doubt the roads have ever seen a gritter in these parts!

The roads were now beginning to become steeper and steeper as we climb on past Ystradffin and on up to the reservoir Llyn Brianne. We stopped off at the first parking area for another photo overlooking the spectacular views of Llyn Brianne and the dam. We then continued up the steep climb until we reached the highest point of the road and its spectacular view across the entire reservoir. Luckily we could stop anywhere along this narrow road as the amount of cars we passed you could count on one hand. Although at the time I did question the strange looks we seemed to have off these passing drivers. So after taking some more pics and marvelling at some of mid Wales most spectacular views we carried on along this road which twists and bends all



the way along this magnificent reservoir.

The roads now started to descend down what were obviously very shaded roads and had been sheltered by the mountain all day, looking very frosty or I should say ICY. It suddenly dawned on me the strange looks we had been getting from the drivers we passed earlier had all been driving 4x4s! I must admit I began to wonder if this route was the best route for a trip out at this time of year and maybe the bright sunny morning in Pontypridd had lulled me into false security thinking it was as warm as it looked! It had also occurred to me that this route was my choice and putting risk to Mr





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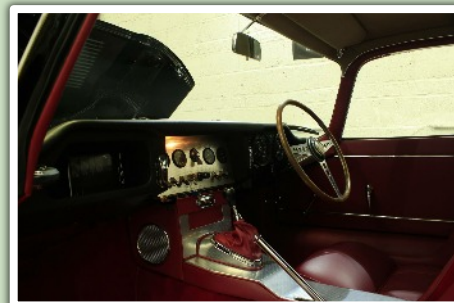
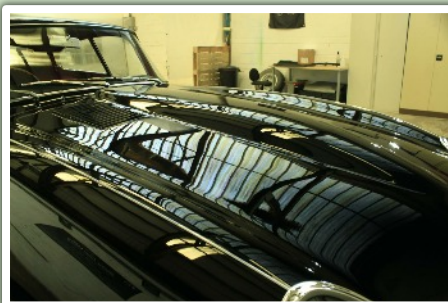
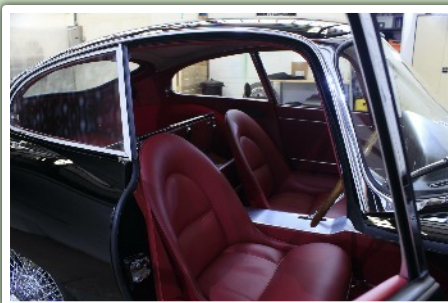
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Webber's very shiny XF could well be my responsibility too! So I took a deep breath, put the XK8 in low gear and proceeded carefully down the descent avoiding touching the brakes as much as possible, hoping and praying that I was not going to end up with a sliding XF in my boot piloted by a very angry JEC member!

Thankfully we got to the end of the frost and ice by what seemed a perfect line of sunlight on the road where the shade and ice ended. Back to safer roads! (that may not be the case as we soon found out!) So we continued along this spectacular road with breathtaking views, stopping here and there for many photo opportunities. We then entered some woodland where Andy stopped to make a point where a young conifer tree was growing. He assures me next year he will return to take this tree when grown as his christmas tree, although I am doubtful as I can't imagine Andy transporting this tree back in his convertible XJS! Im also pretty sure stealing trees from a national park could be crime.

We continued along this road where it climbed rapidly again and then came to yet another very, very steep descent looking slightly icy. I did wonder maybe it would be safer to turn around and continue on the road we started. Unfortunately I'm pretty sure those icy roads we drove down would be impossible



to drive up! So again we took a deep breath and continued down these steep declines as safely as possible. Thankfully we eventually reached what must be the bottom and continued along what must be one of the most spectacular roads running along the floor of a valley I have ever driven on. You could have mistaken it for the filming locations in Scotland for the James Bond film, Skyfall. Only thing missing was a DB5 and a beautiful girl. Unfortunately I had to make do with Andy! Sorry Mr Webber.

The light was now starting to fade and the temperature was starting to drop. The road we were following eventually branches off and turns back on itself where we then headed

down through Abergwesyn, passing Cwm Irfon and eventually through to Llanwyrtd Wells where we picked up the A483 again to Llandovery and headed back the way we came. We then carried on back to Sennybridge and then Libanus and back down the A470 through Merthyr and back home. Despite dubious driving conditions and dangerously steep mountain passes we both agreed there are some spectacular sights and views to be found around Mid Wales but we also both agreed some of these roads may not be that suitable for Jaguars and especially not in December! Nevertheless it was still an enjoyable, entertaining day out in our Jaguars (which was the most important thing!).





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Phil Sully Updates Us On His XF

The XF I now own is my second Jaguar. My first Jaguar was a 2000 S Type SE 3 litre petrol jaguar finished in burgundy with an ivory interior, with great classic looks, updated wheels and sound system, with CD changer and I fitted chrome light surrounds.

It was fast smooth and great looking. I owned it for seven years and covered 50,000 miles, a lovely car. The only mechanical faults I had with it were two ball joints, three window regulators and a heater valve. Not bad for a 17 year old car, it just got a bit tatty around the edges so I let it go.

I have had the XF for 13 months, it is a 59 plate, premium



luxury, finished in vapour grey with a champagne interior, 19" wheels and now showing 98,000 miles. Its a totally different beast with great sporty looks, and fantastic champagne with dark wood interior.

I have changed the sill plates to illuminated ones, changed all the interior bulbs to blue and fitted blue under dash lights and under seat lights to the rear. I have also changed the boot light and number plate lights to blue as well.

On the exterior I have fitted chrome wing vents, a rear bumper protector and wind reflectors to the front doors. I have sprayed the wheels silver with a fleck and the inside of the wheels vapour grey with flecks. I have also fitted red growlers and valve caps and fitted black alligator rim protectors and had the brake



callipers painted black.

The only mechanical problems I have had in the 15 months of ownership is a boot loom (£20 from Eurojag), the offside window regulator and a washer bottle switch and a modified wiring loom, common faults as I believe.

The gearbox is smooth and for what it is, it has good fuel economy. The only bad thing about the XF is the suspension - it is not as smooth as a jaguar should be (although I know it is for a sportier ride) it distracts from a good driving experience. I have been thinking of getting a comfort pack from Spires but at just under a grand it is quite an expense. I wondered if any members had gone down the Spires route or any other route and what improvement they experienced before I decide to purchase? Any help would be greatly received.



What do continuation cars mean for the collector market?

Aston Martin and Jaguar have announced continuation production of some of their most famous cars, namely the DB4 GT and the XK-SS. This is great news to be sure, as it allows more people to buy versions of these near-mythic cars at, in theory, prices much less than the cost of a period-built example.

With that being said, just what is a continuation car?

First, a continuation car is not a kit car.

The idea for continuation cars of historic models is often attributed to Carroll Shelby with his continuation Cobra cars, each with an authentic CSX chassis number. But this trend actually was started by Aston Martin with its DB4 GT Zagato continuation cars, which were called Sanction 2 cars and were built in 1988.

The idea for these cars was a result of Aston Martin having unutilized chassis numbers left over from the original production in 1960 specially bodied DB4 GT Zagato cars and deciding to use them by sending the chassis to Zagato along with an

original DB4 GT Zagato to use as a template. Four such cars were built and sold for \$1 million each.

As it turned out, Zagato actually built two extra body shells and in 1992 Aston Martin decided to turn those into complete cars as well. These cars, called Sanction 3 cars, finally were built in 2000.

Each of the continuation DB4 GT Zagato cars carries a period-correct Aston Martin chassis number assigned by the factory.

In the late 1980s, Shelby Automotive got into the continuation car game, building cars to order using the original chassis designs. Some of these cars bodies were crafted in aluminum and others in fiberglass, but all carry a Shelby CSX chassis number.

In a nutshell, a continuation car is a car that is sanctioned by the factory that built the cars originally. The continuation cars are built by craftsmen at those factories and are considered continuation cars even though they were built years later, though continuing to be built by the original manufacturers.

Which brings us to the DB4 GT and XK-SS. Both are interesting, and in a number of ways.

With the DB4 GT, the factory always intended to build 100 cars, but only 75 were built in period. The company has decided to complete the production run with this new batch of continuation cars.

The Jaguar XK-SS story is slightly different. Jaguar had always intended to build 25 XK-SS cars, but the company suffered a fire at its factory in 1957. Nine cars were destroyed in the blaze. As a result, the company could deliver only 16 complete XK-SS cars. What Jaguar decided to do recently is finally build those remaining nine cars.

So what do continuation cars mean to the classic market for original period built cars and how should they be valued?

Well, the continuation cars we have seen in the past have held their value nicely. They tend to drop in price a few years after they are built, but then they bounce back and sell for at least as much as they cost when first

purchased. In addition, they seem to have had no adverse effect on the market for the original cars. In fact, the continuation cars seem at times to give a boost to the period-built cars' prices.

"These cars are great because they pay tribute to the heritage of these companies the models which marked a high point for them," said Don Rose, an RM Sotheby's car specialist and owner of a period-built DB4 GT.

He added that continuation cars "remind people just how potent and special these cars, and the companies that built them, are."

Rose said continuation cars are likely to hold their value – with one caveat: "as long as they build and sell all of the cars they planned on."

And here is the good news and bad news of this story. The entire lot of 25 continuation DB4 GTs is spoken for, and at a price of 1.5 million pounds (\$1.86 million) each. The nine Jaguar XK-SS continuation cars also have been pre-sold at a price of around 1 million pounds (\$1.2 million) per example.

If that's the good news, that the market for continuation cars is very strong, the bad news is you can't buy one because they're all gone.

On a happier note, you can still buy a continuation Shelby Cobra. These are really fantastic cars, with good build quality by Shelby Automotive. However,



unlike Aston Martin or Jaguar, there don't appear to be any production limits at Shelby.

Nonetheless, an extremely nice continuation Shelby Cobra sold at the Auctions America Hilton Head sale recently for only \$115,000, a figure affordable for many enthusiasts. If I were in the market for such a car, I'd order one with an aluminum body and try to enjoy it every day.

For a reference point, the Aston Martin Sanction 2 and 3 continuation cars that sold for \$1 million when new now change hands for around \$2 million.

Might these latest continuation cars accelerate that trend? I feel that depends on what happens with the market for the period-built examples. If they continue to increase in price, the continuation cars will do so as well, though at a slower rate.

Regardless, I have to hand it to Aston Martin, Jaguar and Shelby for building continuation cars because it allows more of us to see and possibly own cars that otherwise have become all but unobtainable.

To those lucky people who bought the new DB4 GT and XK-SS continuation cars, all I can say is – congratulations.



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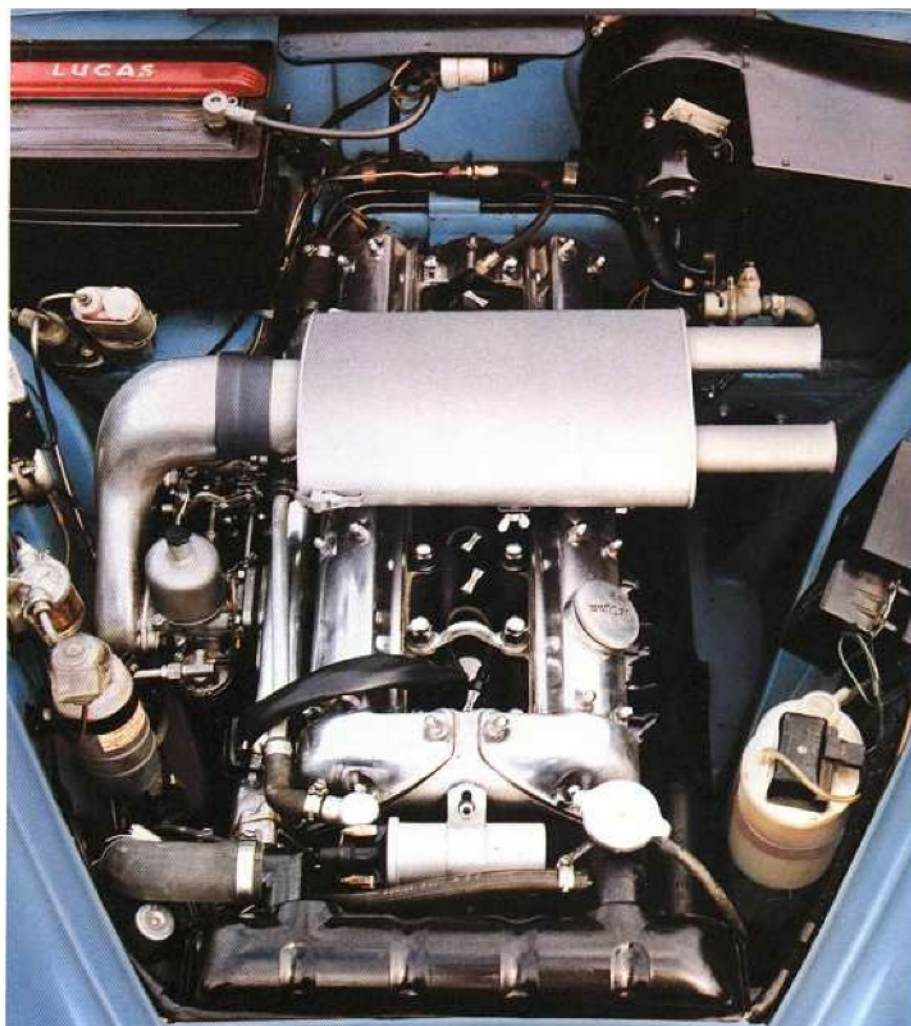
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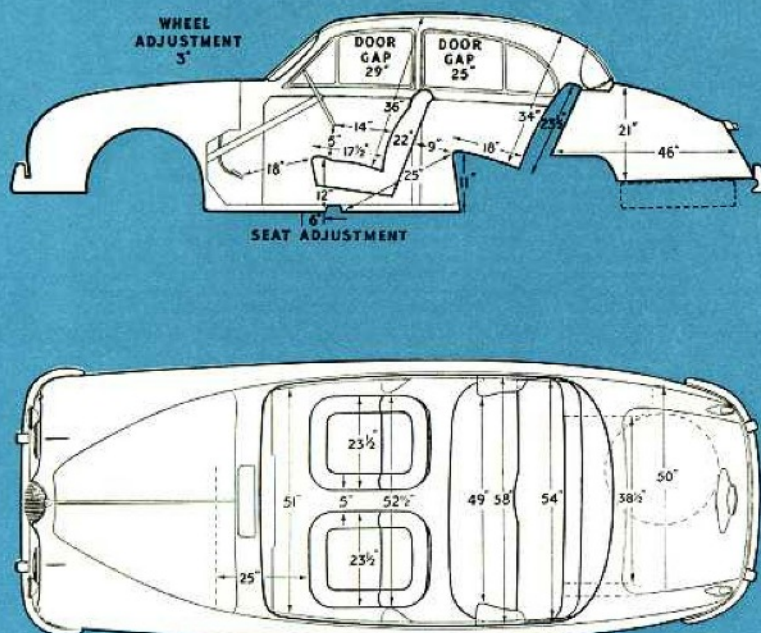
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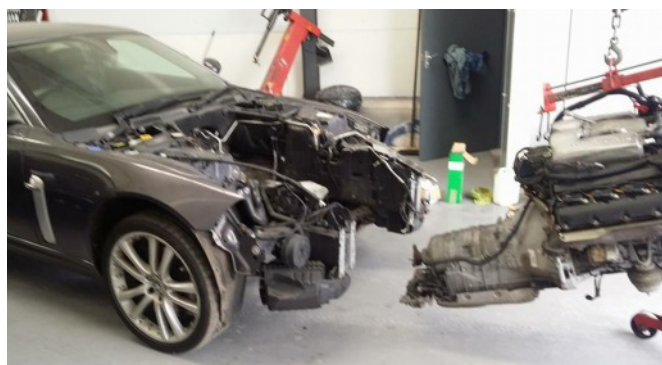
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- Electrical equipment includes reversing lamp, map reading lamp, panel lighting with two position dimmer switch, two-speed twin-blade windscreen wipers, twin windscreen washers, cigar lighter.
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- Choice of all synchromesh four-speed gearbox, with or without overdrive, or fully automatic transmission with dual drive range.
- Servo-assisted disc brakes on all four wheels.
- Jaguar design of independent front suspension and semi cantilever rear suspension.
- Recirculating ball type steering for utmost precision. Power assisted steering available on 340 model at extra cost.
- Seat belt anchorage points incorporated in body structure.
- Comprehensive tool kit supplied in a fitted and lined container.



School Teacher

After retiring from the army, a former Artillery Sergeant took a job as a high school teacher. Just before the school year started, he injured his back. He was required to wear a light plaster cast around the upper part of his body. Fortunately, the cast fitted snugly under his shirt and wasn't noticeable when he wore his suit jacket

On the first day of class, he found himself assigned to the toughest students in the school. The smart-ass punks, having already heard the new teacher was a former soldier, were leery of him and he knew they would be testing his discipline in the classroom.

Walking confidently into the rowdy classroom, the new teacher opened the window wide and sat down at his desk. A strong breeze through the window made his tie flap. He picked up a stapler and stapled the tie to his chest... Dead Silence.

The rest of the year went smoothly!

The Fisherman

The Canada Department of Employment believed a boat owner wasn't paying proper wages to his help. An agent was sent to the fishing village of Burin to investigate the boat owner.

GOVT AGENT: "I need a list of your employees and how much you pay them".

Boat Owner: "Well, there's Clarence, my hired hand. He's been with me for 3 years. I pay him \$200 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of the work around here. He makes about \$10 per week, and pays his own room and board. I buy him a bottle of Lamb's rum and a dozen Labatt Lite every Saturday night so he can cope with life. Also, he gets to sleep with my wife occasionally".

GOVT AGENT: "That's the

humour

Members jokes & anecdotes

guy I want to talk to - the mentally challenged one".

Boat Owner: "That'll be me. What'd you want to know?"

Golf Is Blind

Ed and Carolyn met while on a singles cruise and Ed fell head over heels for her.

When they discovered they lived in the same city only a few miles apart Ed was ecstatic. He immediately started asking her out when they got home. Within a couple of weeks, Ed had taken Carolyn to dance clubs, restaurants, concerts, movies, and museums. Ed became convinced that Carolyn was indeed his soul mate and true love. Every date seemed better than the last.

On the one-month anniversary of their first dinner on the cruise ship, Ed took Carolyn to a fine restaurant. While having cocktails and waiting for their salad, Ed said, "I guess you can tell I'm very much in love with you. I'd like a little serious talk before our relationship continues to the next stage. So, before I get a box out of my jacket and ask you a life changing question, it's only fair to warn you, I'm a total golf nut. I play golf, I read about golf, I watch golf on TV. In short, I eat, sleep, and breathe golf. If that's going to be a problem for us, you'd better say so now!"

Carolyn took a deep breath and responded, "Ed, that certainly won't be a problem. I love you as you are and I love golf too; but, since we're being totally honest with each other, you need to know that for the last five years I've been a hooker." Ed said, "I bet it's because you're not keeping your wrists straight when you hit the ball.

The Proper Way To Call Someone A B*stard

A guy was getting ready to tee off on the first hole at the local golf course when a second golfer approached and asked if he could join him. The first said that he usually played alone, but agreed to the twosome.

They were even after the first few holes. The second guy said, "We're about evenly matched, how about playing for five bucks a hole?" The first guy said that he wasn't much for betting, but agreed to the terms.

The second guy won the remaining sixteen holes with ease. As they were walking off number eighteen, the second guy was busy counting his \$80.00. He confessed that he was the pro at a neighbouring course and liked to pick on suckers. The first fellow revealed that he was the Parish Priest.

The pro was flustered and apologetic, offering to return the money. The Priest said, "You won fair and square and I was foolish to bet with you. You keep your winnings."

The pro said, "Is there anything I can do to make it up to you?"

The Priest said, "Well, you could come to Mass on Sunday and make a donation. And, if you want to bring your mother and father along, I'll marry them."

Opportunity Knocks

Many members will remember an old program on TV called 'Opportunity knocks', a bit like X-Factor in the seventies. The difference was that the act was

introduced by a sponsor. This is how the show went...

Hughie Green: 'Well hello old son, sit down and before you introduce the act tell us a little about yourself'

Sponsor: 'Vell Hughie, I am Polish and in ze vaw I Vas in the RAF fighting the Germans'

Hughie Green: 'OK, old son, that's interesting. Tell us some more'

Sponsor: 'Vel Hughie, one day I vas taking off in my Spitfire and in the sky I saw 6 German Fockers! ' I remember thinking... I have never seen so many fockers in the sky before'

Hughie Green: 'That's amazing tell us more'

Sponsor: Vel Hughie, I turned to the left Ack, Ack Ack! I shot one of the Fockers down. Then turning to the right I saw another, Ack, Ack, Ack Ha! I shot another Focker down ...

Hughie Green: 'Well old son I am going to stop you there and tell the viewers that a 'Focker' is a 'Focker Wolf German fighter plane, isn't that so?'

Sponsor: 'Yah Yah! That is so but these Fockers were Mechershmitts'!!!

The Golfing Nun

A nun walks into Mother Superior's office and plunks own into a chair. She lets out a sigh heavy with frustration.

"What troubles you, Sister?" asks the Mother Superior. "I thought This was the day you spent with your family."

"It was," sighed the Sister. "And I went to play golf with my brother. We try to play golf as often as we can. You know I was quite a talented golfer before I devoted my life to Christ."

"I seem to recall that," the Mother Superior agreed. "So I take it your day of recreation was not relaxing?"

"Far from it," snorted the Sister. "In fact, I even took the Lord's name in vain today!"

"Goodness, Sister!" gasped the Mother Superior, astonished. "You must tell me all about it!"

"Well, we were on the fifth tee...and this hole is a monster, Mother ~ 540 yard Par 5, with a nasty dogleg left and a hidden green and I hit the drive of my life. I creamed it. The sweetest swing I ever made. And it's flying straight and true, right along the line I wanted and it hits a bird in mid-flight not 100 yards off the tee!"

"Oh my!" commiserated the Mother. "How unfortunate! But surely that didn't make you blaspheme, Sister!"

"No, that wasn't it," admitted Sister. "While I was still trying to fathom what had happened, this squirrel runs out of the woods, grabs my ball and runs off down the fairway!"

"Oh, that would have made me blaspheme!" sympathized Mother.

"But I didn't, Mother Superior!" sobbed the Sister. "And I was so proud of myself! And while I was pondering whether this was a sign from God, this hawk swoops out of the sky and grabs the squirrel and flies off, with my ball still clutched in his paws!"

"So that's when you cursed," said the Mother with a knowing smile.

"Nope, that wasn't it either," cried the Sister, anguished, "because as the hawk started to fly out of sight, the squirrel started struggling, and the hawk dropped him right there on the green, and the ball popped out of his paws and rolled to about 18 inches from the cup!"

Mother Superior sat back in her chair, folded her arms across her chest, fixed the Sister with a baleful stare and said... "You missed the bloody putt, didn't you?"

Financial Panning

Dan was a single guy living at home with his widower father and working in the family business.

When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife

with whom to share his fortune.

One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away.

"I may look like just an ordinary guy," he said to her, "but in just a few years, my father will die and I will inherit £200 million."

Impressed, the woman asked for his business card and three days later, she became his stepmother.

Women are so much better at financial planning than men.

Moose Hunting

Paddy and Mick get a pilot to fly them to Canada to hunt moose. They bag six.

As Paddy and Mick start loading the plane for the return trip, the pilot says, "The plane can only take four of those."

The two lads object strongly. "Last year we shot six, and the pilot let us put them all on board; he had the same plane as yours."

Reluctantly, the pilot gives in and all six are loaded.

However, even with full power, the little plane can't handle the load and down it goes and crashes in the middle of nowhere. A few moments later, climbing out of the wreckage, Paddy asks Mick,

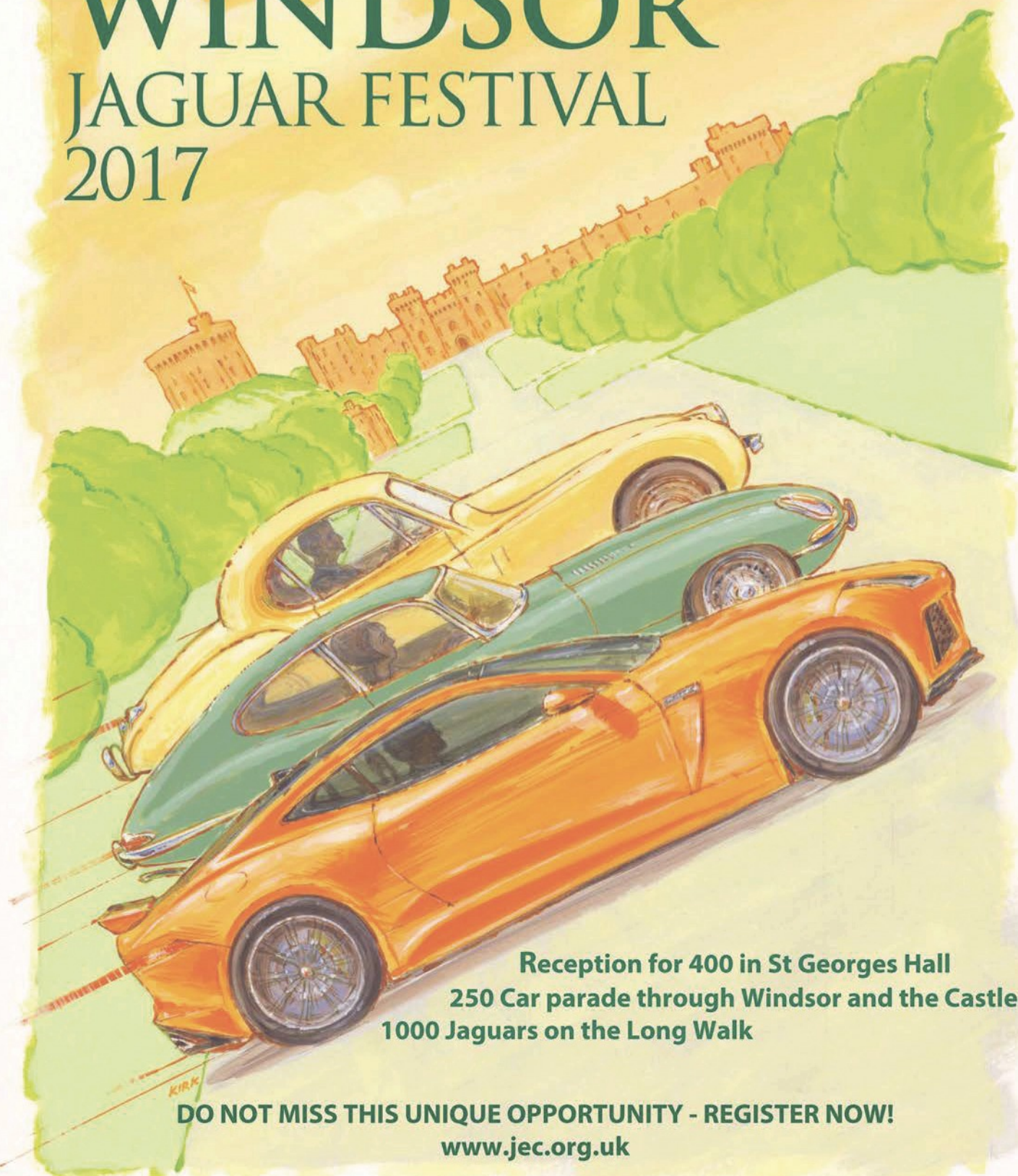
"Any idea where we are?" "I think we're pretty close to where we crashed last year," says Mick.



WE NEED YOUR JOKES!

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

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CALENDAR

WHAT'S ON IN 2017

FEBRUARY

23-26 London Classic Car Show

MARCH

26 Jaguar International Spares Day Stoneleigh

31-2 Practical Classics Restoration Show

APRIL

17 Coleford Carnival of Transport

23 South Wales Region Annual Drive it Day

28-30 Donington Historic Festival

MAY

TBA Monmouth Steam & Vintage Show

5-6 Royal Windsor Jaguar Festival

21 SWCCC Annual Classic Car Show

29 Vale of Glamorgan Classic Car Show

JUNE

TBA Barry Festival of Transport

TBA Berkely Castle Car Show

17-18 Le Mans 24 HEURES DU MANS

29-2 Goodwood Festival of Speed

JULY

15-16 Sherborne Castle Classic Car Show

16 St Fagans Classic Car Show

28-30 Silverstone Classic

AUGUST

5-6 South Gloucester Show

TBA Three Cocks Steam & Vintage Rally



SEPTEMBER

2 Beaulieu International Autojumble

8-10 Goodwood Revival

17 The Big Welsh Classic Car Show Margam Park

OCTOBER

TBA Castle Combe Classic Action Day

9 Malvern Classic Car Show

9 Jaguar International Spares Day Stoneleigh

NOVEMBER

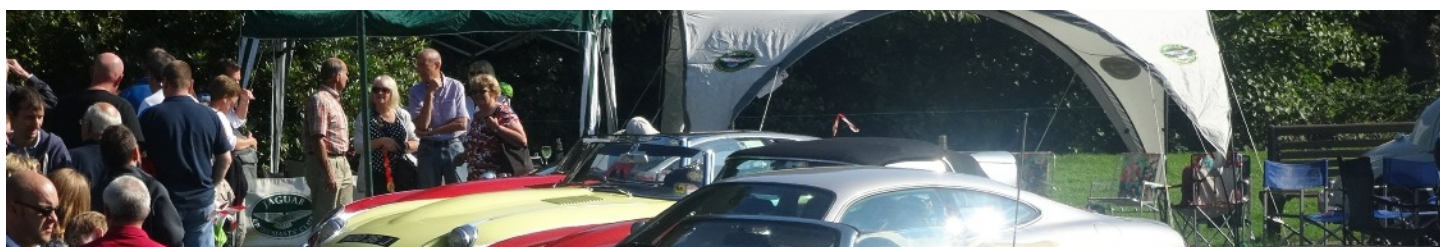
TBA Jaguar Enthusiasts' Club National AGM

10-12 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas Dinner

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected. Also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. Also see the web site - www.classicshowsuk.co.uk



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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!

2017/ 2018 Dates

Wednesday 15th February
Wednesday 15th March
Wednesday 19th April
Wednesday 17th May
Wednesday 21st June
Wednesday 19th July

Wednesday 16th August
Wednesday 20th September
Wednesday 18th October
Wednesday 15th November
Wednesday 21st December
Wednesday 17th January 2018

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 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



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

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Fax: 02920 541313

Web: www.cardiffjag.co.uk

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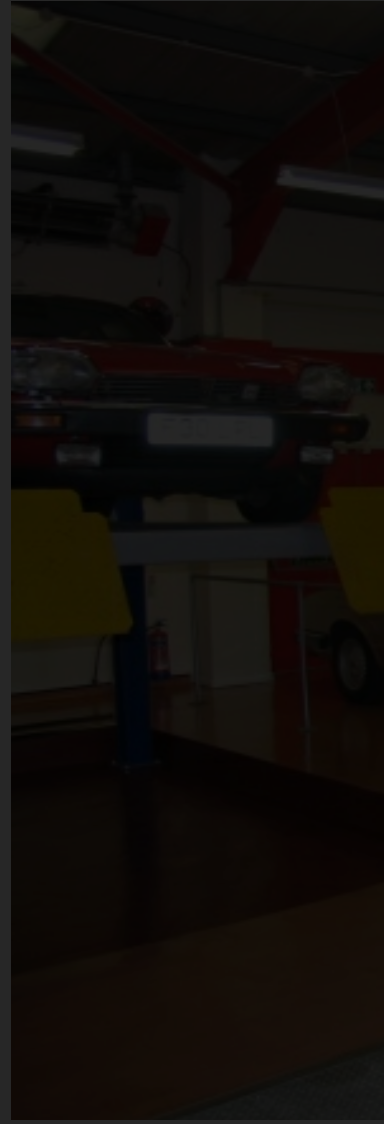


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