

# JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*  
**MAGAZINE**

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[www.jecsouthwales.co.uk](http://www.jecsouthwales.co.uk)





# Masterson's WORDS

By Colin Masterson  
News Editor

## Ladies! Ladies! Ladies! We need your help.

Our club is in danger of moving the way of most Car clubs: As members get older and predominantly masculine (dare I say, populated by a load of old farts, present company excepted, of course) we need to broaden our base to include younger members but also have more representation of the fairer sex.

Now a few ladies are starting to attend the monthly meetings and have their own spot for a natter among themselves, a few more would be great. How about some articles for the magazine? There was an excellent article by a lady member, Lorraine Elliot, in the main JEC magazine published last year that was very entertaining. So good was it that she has now been given her own column "A bird's eye view" each month in. So there you are, an excellent example and if you haven't read it then do so - Now! Articles can be about anything although the odd allusion to vehicular transport would be welcome.

Ladies are very good at organising events. How about several getting together to organise a summer picnic, where we could drive down to, say, the beach one day?

Looking for inspiration I asked my beloved Netta what she thought would bring in more ladies to our meetings: "how about a male stripper" was



her reply. Err no, I don't think so either!

Next time we have a meeting perhaps the ladies would like to chew this over and come up with some ideas for both contributions to the club and also ways of attracting more of you to attend events.

Over to you.

Colin Masterson

*Colin Masterson*

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## IN THIS EDITION



## REGULARS

- 2** Masterson's Words
- 4** Regional News
- 6** Jaguar News
- 8** The Torbay Flyer
- 28** The History Of Jaguar
- 32** Humour & Anecdotes
- 35** Events Calendar
- 41** Monthly Meeting Info

## FEATURES

- 12** Coleford Festival Of Transport
- 15** XF Sportbrake To Debut In The Summer
- 17** The Most Beautiful Car In The World
- 19** South Wales Region Drive It Day 2017
- 22** The Royal Windsor Jaguar Festival
- 36** Nev's New Red Beast



# REGIONAL NEWS

By Colin Manconi  
*Regional Representative*

## Coleford Festival Of Transport

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday was on the 17th of April.

We met as usual in the car park at Monmouth at 8.00 am. I was expecting a good turnout of cars as 18 Jaguars had entered. Unfortunately Scott and Derek had a problem with their Mk9 on the way to Monmouth but soon had it fixed and met us at Coleford. We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as three years ago extremely cold. This year the forecast was showers but the day stayed mainly dry if cold.

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

A full report on this event is on page 12.

## Drive It Day 2017

April saw us take to the roads for 'Drive it Day' organised by our own members Colin Masterson and myself. We gathered at The Priory Hotel in Caerleon, 29 cars and over 50 members and their guests arrived, which must make it one of the largest gatherings we have had for some time.



We had a wide range of Jaguars including John's XK140, Mk X's, Mk II's, E types, XJS's, various XJ saloons, XK8's, XK's, right up to Mike's F Type convertible and a new members (also Mike) coupe, both in white. After Coffee and bacon sandwiches and a short briefing it was time to go.

The first half of the trip took us North through very pretty countryside up past Raglan Castle, through Usk and on towards Monmouth and then heading for Symonds Yat. We stopped at the Taurus Craft Centre to have coffee, tea and cakes. Then back passed Tintern Abbey and back to the Priory Hotel for a fabulous lunch.

I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also to Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful grass.

A full report on this event is on page 19.

## Royal Windsor Festival

This event was held on the 5-6 of May on the Long Walk in front of Windsor Castle and the Frogmore Cricket ground.

Twenty four of us travelled up at different times most staying in the Beaumont Estate Hotel in Windsor. Many of us decided to travel up early so as to miss the heavy traffic around London on a Friday afternoon.

Dave had a problem with his XK8 on the way; a small stone had lodged between the disc and the disc cover. You would not believe the horrible noise this generates, it sounds like the wheel is going to fall off! We soon had the wheel

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off, the stone out and the wheel back on and Dave was back on his way.

On the M4 just short of Windsor we met a convoy of Jaguars, Scott and Derek in their Mk9, Keith in his Mk4, John in his E-Type, Mike and Helen in their MK10 and Andy in his E-Type. What a great sight! We arrived at the entrance of the hotel and who should be in front of us but Neville and Stella with their Mk5 in their new trailer.

The Champagne Reception on Friday evening was fabulous and we met His Royal Highness Prince Edward. Afterwards we had a great buffet back at the Beaumont Hotel.

Saturday was out of this world. I don't think I have seen so many Jaguars together for a long time. They stretched from the top of the Long Walk in front of Windsor Castle for as far as the eye could see, over 930 cars. In the Frogmore Cricket Ground There were another 240 car in the Parade who drove up through Windsor town centre through the Castle quadrangle in front of the assembled dignitaries and back to the parade ground.

On Saturday evening the Royal Windsor Jaguar Festival was held in the Windsor Racecourse. Many of our members attended and had a great time. This was a truly remarkable event.

A full report on this event is on page 22.



We go every year but last year most of us missed it due to a JEC Event on the same day. We will have our own stand. Please let me know if you are coming so I can allocate space on the stand.

## Porthkerry Classic Show

We went to this show for the first time last year and even though it was small I am sure it will grow quite quickly. It is being held on Saturday the 27th of May. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ at 8.15am to leave at 8.30 am.

## Vale Of Glamorgan Show

This is held on the 29th of May at the Sully Sports and Leisure Club. We have attended this event for the last few years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show. Many of our members attended and really enjoyed the event. We have to arrive together to park as a club so we will meet at the same place as last year, the Sully Inn on Cog Road Sully CF64 5TD at 8.00 to leave at 8.15 am.

## Barry Festival Of Transport

This is the 5th year this event has been held at Barry Island. It is being held on Sunday the 11th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ at 8.00am to leave at 8.15 am.



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## Our Next Shows Are:

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### SWCCC Classic Car Show

This event is being held on the 21st of May at Cardiff City Football ground.

# NEWS

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



The Jaguar F-PACE is officially the best and most beautiful car in the world after double success at the 2017 World Car Awards, scooping the prestigious World Car of Year and World Car Design of the Year titles.

## F-PACE VOTED 2017 BEST AND MOST BEAUTIFUL CAR IN THE WORLD

The performance SUV is the fastest selling model Jaguar has produced and is only the second vehicle to claim the historic double in the 13-year history of the World Car Awards. To win the pair of trophies, the F-PACE saw off the competition in a vote of 75 influential motoring journalists from 24 countries.

The awards brace is the first overall success for Jaguar at the World Car Awards. The XE sports saloon was a finalist for the 2016 World Car Design of the Year title. The F-PACE triumphed over finalists the Audi Q5 and Volkswagen Tiguan to claim the

2017 World Car of the Year prize.

The World Car Awards jury comprises influential motoring journalists and to win the 2017 World Car Design of the Year prize the F-PACE saw off the Mercedes-Benz S-Class Cabriolet and Toyota C-HR in the final three.

Ian Callum said *"The F-PACE is our first ever SUV but it is clearly recognisable as a Jaguar and for it to win the 2017 World Car of the Year trophy vindicates our decision to bring our unique design principles and dynamic qualities to a new sector of the market."*



## ENGINE MANUFACTURING CENTRE CELEBRATES PRODUCTION OF ITS FIRST INGENIUM PETROL ENGINE

Jaguar Land Rover's £1bn Engine Manufacturing Centre (EMC) today celebrated production of its first Ingenium petrol engine, which will debut in vehicles later in the summer. The inaugural petrol engines mark the completion of the first phase of the EMC; a fully flexible, state-of-the-art manufacturing plant that now serves Jaguar Land Rover's three UK vehicle plants.

Hailed as the most significant new automotive manufacturing facility in the UK in the last decade. Production of the 2.0-litre, four-cylinder petrol Ingenium engine, adds to its line-up, which also includes the ultra-low emission 2.0-litre 150PS, 163PS and 240PS four-cylinder diesel engines.

The milestone follows an announcement last week that the EMC would manufacture the high-performance 2.0-litre 300PS Ingenium petrol engine – the most powerful four-cylinder engine Jaguar Land Rover has ever produced – for the 18MY Jaguar F-TYPE.

The start of petrol engine production reaffirms Jaguar Land Rover's strategic investment programme to build skills and capability in the UK. Of the 1,400 people recruited at the plant, more than 80 per cent live within 10 -miles of the Wolverhampton plant, bringing opportunity and prosperity to the region. More than 125,000 hours of training has been undertaken to create a world-class workforce, which includes a former bus driver, a nurse, a beauty therapist and a locksmith.

Georgia Rigby, an Integrated Manufacturing Specialist in the petrol assembly hall, joined the EMC in February 2016 from the catering industry.

The EMC has also welcomed more than 50 apprentices and graduates, all on a bespoke powertrain development programme designed to support the design, engineering and production of Jaguar Land Rover advanced engine range.

Since production of the Ingenium diesel engine began exactly two years ago, the EMC has built in excess of 400,000 engines. It has welcomed more than 40,000 visitors including three members of the Royal family, 20 Government officials, including prime ministers, British cabinet ministers and local MPs and more than 3,000 children through its Education Business Partnership Centre. More than 85,000 cups of tea and coffee have been consumed and 14,000 slices of the famous EMC flapjacks have been eaten. Trevor Leeks has taken 3.6 million steps in his role as Operations Director; the equivalent of travelling to the moon and back seven times, and employees have given more than 1,000 hours of volunteering to local good causes.

## JLR SHINES IN SHANGHAI

Two ground breaking Jaguar Land Rover vehicles – the Range Rover Velar and the Jaguar I-PACE Concept – have made their Chinese debuts at the Shanghai Motor Show. Both represent major innovations in their segments, sharing a compelling combination of iconic British design and creative engineering.

The launch of the new Range Rover Velar begins another new chapter in the Jaguar Land Rover story. It is true to the company's tradition of engineering integrity, establishing the trends of tomorrow in capability, quality and technology.

Velar will be built exclusively in the UK using Jaguar Land Rover's leading lightweight aluminium intensive architecture and powered by the latest ultra-clean UK-built Ingenium petrol and diesel engines. The new Velar is positioned between the Range Rover Evoque and Range Rover Sport.

The Jaguar I-PACE, Jaguar's first electric performance SUV Concept, has been engineered without compromise to deliver a brilliant package, long-distance range, fast charging times and exhilarating performance.

Jaguar Land Rover's joint venture with Chery Automobile Company Ltd continues to grow with plans to increase the capacity of its plant in Changshu by 70,000 vehicles, build a new trim & final shop and expand existing facilities such as the body shop.

The Range Rover Evoque, Land Rover Discovery and the Jaguar XF Long wheelbase are all built at its plant in Changshu. More than 100,000 vehicles have been manufactured since the plant opened in 2014 and it employs almost 5,000 people.

With almost 120,000 vehicles sold in 2016, China is Jaguar Land Rover's largest single market. Jaguar Land Rover established a presence in China just over a decade ago and has a long-term commitment to its Chinese customers. It has more than 200 operational retailers and additional activities include 10 apprentice training programmes and three training academies as well as a Land Rover Experience Centre.

# THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon – famous for cream teas etc! I'm pleased to report that we have been kept busy with a few classic car (and bike!) events to keep us amused. I'm pleased that you had a good time at the Royal Windsor Jaguar Festival.

## Buckfastleigh Show - 16th April

This was a small local show just north of Totnes held in the grounds of Buckfastleigh Station – home of the South Devon Railway preservation society (see [www.southdevonrailway.co.uk](http://www.southdevonrailway.co.uk)). Natali and I went along (not in our Daimler) just to spend a few hours looking at the exhibits, chatting with friends as well as looking at the steam railway trains and museum memorabilia. A few TOWC members had their cars on display.

We had been there a couple

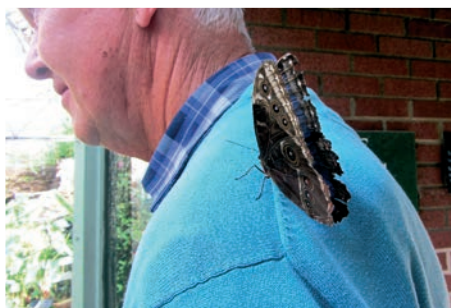
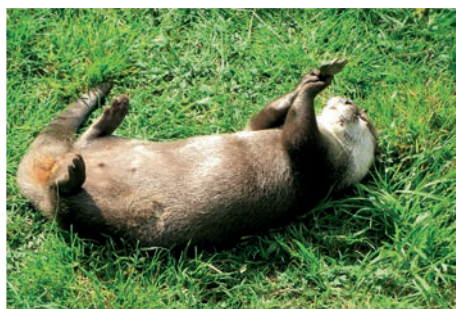
of times before but this was the first time we took the opportunity to go into the butterfly house and also to see the otters (see [www.ottersandbutterflies.co.uk](http://www.ottersandbutterflies.co.uk)). The butterfly house is similar to the one at Berkeley Castle. Some amazing specimens flying around and one even landed on me! The otters were fun to watch and are very playful creatures. Possibly more fun to watch than static classic cars!! Oops – did I say that!

## Drive It Day - 23rd April

This is an event that classic car owners look forward to all over the country and I have seen Facebook postings of the JEC South Wales Region outing. Very pleased you had a good day. Our outing was with the TOWC starting from Gallows Gate on the northern edge of Paignton. We had a very large turnout and set out in a staggered convoy to our

coffee stop at the "Route 5" American diner just off the A38 Exeter to Plymouth road. The diner is an amazing place to visit with all sorts of American style memorabilia as well as a Harley Davidson motorbike on display inside the diner!

We then made our way to Dawlish town centre to meet up with the Crash Box Club and display the cars along the central green. Slight hiccup as the Crash Box Club did not reserve sufficient spaces for us and some of our members (including us) had to park along the road. We later got onto the green when some of the earlier arrivals moved on. I parked our Daimler next to a very expensive Ferrari. The owner drove off a short while later – probably couldn't put up with being upstaged! Both Dave Doyle and Phil Haste did some baking and brought along some bread



pudding and peach & almond tart – absolutely delicious! Could give Ruth's chocolate cakes some competition!

Later on TOWC members/drivers left the Crash Box Club and made our own way to Cofton Holiday Camp, Dawlish Warren for well deserved cream teas. Julian Smith made his usual speech & a vote of thanks was given to Wayne Bendall for organising the run.

## BMAD - 29th April

This is a very large annual event held on Paignton Green over the weekend of 29th & 30th April. Beautiful sunny day on the Saturday but unfortunately rainy on the Sunday. BMAD = Bikers Make a Difference. It's worth looking at their website - [www.bmad.co.uk](http://www.bmad.co.uk) A super event with a lot of money raised for local charities. Lots to see and do during the day and evening. Some photos attached.

## Practical Classics Tour/Meet @ Haldon Forest Diner - 10th May

I only received notice of this very late on when one of the TOWC members (Terry Court) posted information on Facebook. Slight confusion over the venue with a number of enthusiasts (including me and Terry) going to the Haldon Hill "Grill on the Hill" café by



mistake. I was grateful there were a couple of MG owners still there who realised the mistake and led me to the correct venue just off the A38 next to Exeter Race Course. I used the Daimler for this outing & it was good to take it on mostly dual carriageways to get some speed up as I'm still in the process of running in the rebuilt engine.

The meeting was timed for 3.00pm to 4.00pm. In the event the Practical Classics convoy of four cars arrived late at approx. 4.30pm. Their Wartburg had broken down and the problem was traced to a kinked fuel pipe. A lot of enthusiasts had given up and gone home by then! A very pleasant, hot and sunny, afternoon spent chatting with fellow enthusiasts. I was surprised

to meet the owners of a familiar 1953 Sunbeam Talbot 90 (OOD147). Mr & Pauline Champion (SWCCC members - sorry I don't know his first name) had relocated from Bridgend to Chard & are now members of the Crash Box Club. I'll probably see them again at the large show at Powderham on 8/9th July organised by the Crash Box Club. I'm pleased to say the Daimler ran well if still a little smokey.

## Club Meeting - Thursday 30th March

The meeting commenced with our usual business, information on future events, club raffle etc. This also included some brief updates to the arrangements for our annual show on Paignton Green





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Photo: Stirling Moss Collection

"Mike Hawthorn and I remained good friends on and off the circuits throughout our careers. On this day in 1955, I had asked Mike if he would like to drive my Maserati at Crystal Palace in a formula one meeting. Our pre-race discussion must have been spot on because he won the race by nearly two seconds."

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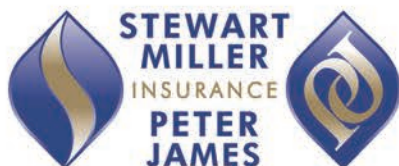
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which we are looking forward to. If anyone is interested in coming along and entering the show best to get your skates on as there are limited spaces available i.e. a maximum of 300 to 350 and, at the date of the meeting, there were 267 entries confirmed.

During the meeting I did note that the JEC Devon Region have their local show at Torre Abbey, Torquay on 4<sup>th</sup> June clashing with the Tavistock Steam Show which I have already booked! Grrr!

The main event for the evening was planned to be a "Beetle Drive". Just look it up on "Wikipedia". Unfortunately after all the announcements, show updates and raffle (Natali & I won a box of chocolates) we ran out of time!

...and finally:

# THESE ARE ACTUAL COMPLAINTS RECEIVED BY "THOMAS COOK VACATIONS" FROM DIS-SATISFIED CUSTOMERS:

1. "On my holiday to Goa in India, I was disgusted to find that almost every restaurant served curry. I don't like spicy food."

2. "They should not allow topless sunbathing on the beach. It was very distracting for my husband who just wanted to relax."

3. "We went on holiday to Spain and had a problem with the taxi drivers as they were all Spanish."

4. "We booked an excursion to a water park but no-one told us we had to bring our own swimsuits and towels. We assumed it would be included in the price."

5. "The beach was too sandy. We had to clean everything when we returned to our room."

6. "We found the sand was not like the sand in the brochure. Your brochure shows the sand as white but it was more yellow."

7. "It's lazy of the local shopkeepers in Puerto Vallartato close in the afternoons. I often needed to buy things during 'siesta' time -- this should be banned."



8. "No-one told us there would be fish in the water. The children were scared."

9. "Although the brochure said that there was a fully equipped kitchen, there was no egg-slicer in the drawers."

10. "I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts."

11. "The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun."

12. "It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home. This seems unfair."

13. "I compared the size of our one-bedroom suite to our friends' three-bedroom and ours was significantly smaller."

14. "The brochure stated: 'No hair-dressers at the resort.' We're trainee hairdressers and we think they knew and made us wait longer for service."

15. "When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."



16. "We had to line up outside to catch the boat and there was no air-conditioning."

17. "It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."

18. "I was bitten by a mosquito. The brochure did not mention mosquitoes."

19. "My fiancée and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be re-imbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked."

BE AWARE ...THEY WALK AMONG US and THEY BREED!





# Coleford Festival Of Transport

**Coleford is always a nice start to the show season Around a dozen members met at Monmouth car park.**

We motored on through the Forrest of Dean and parked all together in the main car park behind the town centre. Eventually 18 JEC cars attended.

Scott and his dad in their MkIX had broken down in a layby near Usk, just short of Monmouth, and several of us whizzed past with too little time for us to stop and help. It transpired that the oil hose to the oil pressure gauge had sprung a leak, spreading oil all over the engine area. By crimping off the pipe and adding some oil they managed to get going and joined us.

First priority on arriving was breakfast at Kaplins. We now seem to have three Colins in the club so lets just say Manconi managed to work his way

through 6 pieces of fried bread with his breakfast. I reckon he will soon grow out of his newly acquired Jaguar leather jacket so, Andy, maybe you will have a chance to get your hands on it after all, it will only be worth around a tenner second hand.

Talking about Andy he managed to come up trumps with a bag of freshly baked doughnuts and Ruth baked her usual smashing chocolate cake. With so much sugar I couldn't eat another thing for the rest of the day.

Coleford is a small market town in the west of the Forrest of Dean, two miles east of the Welsh border and close to the Wye Valley. During the English Civil War there were skirmishes that resulted in the old

market place being burnt down. It was rebuilt and a church also in the square was also rebuilt several times over the centuries but it was pulled down in around 1880 with only the bell tower remaining which houses the town clock and made for a good backdrop for photos.

The forecast weather was for some sunshine, the odd shower and light winds, not too bad for April. It turned out OK for most of the day although things went downhill later in the afternoon.

The show cars and various trade stalls were displayed in the square and all of the streets leading off the square as well as in the main car park, which was full. We had a nice spot, as there were grass banks to sit on. It was certainly worth arriving early to get the best spot in the car park but it did make for quite a long day and would have seemed even longer without the marquee to congregate in in the event of rain.

As well as being the first show of the season Coleford always has cars attending that you

don't see during the rest of the year. Turning a corner I was delighted to see a Triumph Renown with its "razor edge" styling reminiscent of a Rolls Royce of the period and this stirred memories of when I was 6 years old. I had gone to bed early as we were off on holiday to the Isle of White at crack of dawn (3am) as was our usual practice before the days on Motorways (remember that anyone?). The Triumph Renown was being delivered to our home and I looked out of our upstairs window and thought "Wow Dad's bought a Rolls Royce"! I wasn't disappointed next day when we headed off on holiday - a great family car. There were loads of other interesting cars like the two Citroen DSs, a 21 and a 23 Pallas, top of the range and full of technical innovation.

I'll certainly make sure I make it next year, it's already in the diary!





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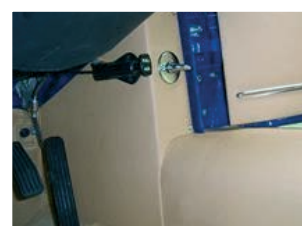
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We know about Jaguars!



# B|A|S International



Two years after the unveiling of the Jaguar XF sedan, its more practical Sportbrake wagon sibling will finally make its debut not too long from now, with the leaping cat brand teasing the load-lugging variant before the covers come off in the summer.

As is usual for a wagon version of an executive sedan model, the Sportbrake isn't expected to stray too far away from the XF's sleek lines, with the teardrop-shaped glasshouse being extended to fit the longer roofline. It should be noted, however, that Jaguar has ditched the XJ-style blacked-out C-pillar trim this time round, sticking with more conventional body-coloured pillars.

Just like the four-door, the Sportbrake will be built on Jaguar's aluminium-intensive modular architecture, making it stiffer and lighter than before – the sedan touted a weight saving of up to 190 kg compared to its predecessor. Engines should also be carried over, with the base models being powered by 2.0 litre Ingenium turbo charged petrol and diesel four-cylinder mills.

Higher up the range, there will be a 300 PS/700 Nm 3.0 litre biturbo diesel V6, as well as the F-Type's 3.0 litre supercharged petrol V6 in either 340 PS/450 Nm or 380 PS/450 Nm outputs. Fire-breathing R and SVR variants – the latter replacing the XFR-S – will likely follow later on, powered by a 5.0 litre supercharged V8.

## XF Sportbrake to debut in the summer





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## The most beautiful car is the world... NOT this one!

What do you get when you combine a wrecked 1968 Jaguar E-Type, the rear end from a 1974 Cadillac Eldorado, a Gasser-style front suspension setup from Speedway Motors, home-brew side rails and the headlights from a 2004 Ford Taurus? The correct answer should be absolutely nothing at all, but apparently one determined builder in Nevada wouldn't let all those disparate components stop him from creating... this thing.

Our money says this is by far the most bizarre E-Type in existence, and now his fever dreams can be your twisted reality for a bargain price of \$80,000. So the only question is, buy this or the new F-Type?

Just kidding. The real question is What the f\*ck is going on in these pictures?

Allow the wonderful all caps ad description to explain, and grab some coffee because we're going on a journey here. The man behind this madness is Peter Harris, a self-identified custom car

builder with decades of experience. The story begins 30 years ago, when Harris found himself in possession of a rollover-damaged 1968 Jaguar E-Type 2+2 coupe. So what was there to do except chop the top off, smooth out the wrinkled panels and throw a 302 Ford V8 under the hood?

That combo sounds all right, and Harris claims to have gotten some fun out of it until the unmodified transmission blew up thanks to all that power. Fast forward to 2009, where our hero discovered the joys of rear-engined conversions thanks to a 1971 Oldsmobile 442 with a 455 Pontiac V8 stuffed in the trunk. So he "drag [sic] the Jag into the shop and got started." (Cue the music.)

So again, if you can still see through the blood pooling in your eyes, what you're looking at is the body from the Jag, the headlights from a Ford Taurus, a rear axle from a FWD Cadillac, a Gasser-style tube axle up front, a custom wraparound spoiler with

integrated taillights, and seats from a Datsun 240Z. Originally this Frankenstein sported a monstrous 8.2-liter Cadillac V-8, but that engine "got to be to [sic] much" so Harris swapped it out for a Chevy 350 small-block that's "not even broke in yet" at 3,000 miles.

That claim plus the current Nevada tags on the rear seem to indicate the thing actually drives, and we'd probably pay to see this go around a track just for the hell of it.

Now, we're just having some fun here—subjective tastes aside, in actuality, everything seems decently constructed and all that sheet metal work (including the curved spoiler) definitely required a steady and talented hand. He's also rigged up an impressive cooling system with a front-mounted radiator doing its thing through rail-mounted water lines disguised as side pipes.

But of course, when you put a cherished project car on the internet for an eye-popping \$80,000, you have to expect both compliments and criticism. Current bidding is at \$2,550, with reserve not met and six days to go.



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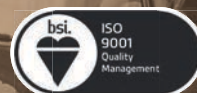
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# DRIVE IT DAY 2017

**You really want a dry, and preferably sunny day, for drive it day, the national day when old classics are brought out into the light for the first time in the year and are given a chance to blow the cobwebs off. We were not disappointed and were especially lucky as worse weather was forecast for later in the week.**

We gathered at The Priory Restaurant in Caerleon; 29 cars and over 50 members and their guests arrived, which must make it one of the largest gatherings we have had for some time. We had a wide range of Jaguars including oldies like John's XK140; Mk X; MkII; E type.; XJS; various XJ saloons; XK8; XK; right up to Mike's F Type convertible and a coupe, both in white (the new black). After Coffee and bacon butties and a short briefing it was time

to zero the trips on all of the cars before setting off.

The first half of the trip headed North through very pretty countryside up past Raglan Castle, through Usk and on towards Monmouth. Once there we headed North again for a few miles on the A40 over the Ganarew Hill, exiting at the Hereford turning and heading towards Symonds Yat. The direction sign had warnings to ignore Satnavs for HGVs. They weren't kidding! Single lanes

with the occasional passing places are OK for a few cars (as was the case on our trial runs) but try doing it with a queue of 29 cars. Still, at least the people waiting in the passing places were treated to a free car show!

Heading up past Symonds Yat we headed through some beautiful tree-lined roads in the Forest of Dean passing the Hopewell Colliery Museum and the Wye Valley Steam Railway, both of which are worth visiting in the future (there was not really enough time on the day) exiting the Forrest at Lydney on the banks of the Severn and drove to our main coffee stop, the Taurus Craft Centre some 40 miles from the start. The stop was particularly designed to please the ladies after all their navigation efforts. The





centre is full of, mainly female related, craft shops with hand-made clothes, jewelry, glassware, chocolates and so on, mainly made in the workshops there. Fortunately they have a huge car park so we were all able to park together before

heading off for a coffee.

We only had one breakdown the whole day and Uncle Neville gallantly stopped to give his assistance providing some well needed Automatic transmission fluid to the errant MkX which he “just happened to have

on him” – something to do with a previous car that had a habit of dumping quantities of power steering fluid wherever it went.

The return run was short-er and a little more straightforward as the priority for most was returning on time for a late



lunch. Tintern Abbey, also worth a visit for the future with a couple of nice places to eat nearby and a great bookshop just up the road. From Chepstow it was an easy run back along the A48.

When we arrived back at the Priory a number of customers, having enjoyed their lunch and were sitting outside on the patio were appalled to see the first cars back from the run drive through the daffodils before parking on the pristine lawn. Of course this was all pre-planned,; the Daffodils had long since flowered and we



were all parking on the lawn to produce a fitting display as the main car park to the hotel was, in any case pretty full of "ordinary" cars.

Having parked up with photos having been taken we were bang on time to go into

the restaurant to enjoy a much anticipated lunch. There were so many of us that we could not all fit into the room designated for the lunch but tables had been set aside adjacent to the room. Service was excellent and everyone seemed to enjoy

their meal. After a last drink and chat on the patio in the late afternoon sun it was time to leave for home. The day was a great time to catch up with people we hadn't seen for a while and was a mouth-watering start to the Car Show season.





# THE ROYAL WINDSOR JAGUAR FESTIVAL

on behalf of THE PRINCE PHILLIP TRUST FUND

This event was held on the 5-6 of May on the Long Walk in front of Windsor Castle and the Frogmore Cricket ground.

Twenty four of us travelled up at different times most staying in the Beaumont Estate Hotel in Windsor. Dave and Ruth very kindly offered to take our luggage up in their car. As most of you know the XJ220 does not have any luggage space! Many of us decided to travel up early so as to miss the heavy traffic around London on a Friday afternoon.

Dave and Ruth arrived at our house just after 9.30 but as he drove in there was a horrible grating noise from his nearside front wheel. He said it had just started. We quickly jacked the car up and removed the front wheel. I had a similar noise once before in my XJS and sure enough a small stone had lodged between the disc and the disc cover. You would not believe the horrible noise this generates, it

sounds like the wheel is going to fall off! We soon had the stone out and the wheel back on, a good start to the weekend.

Travelling along the M4 we had a clear run and then about 6 miles from junction 6, the Windsor turn, off we met a convoy of Jaguars, Scott and Derek in their Mk9, Keith in his Mk4, John in his E-Type, Mike and Helen in their MK10 and Andy in his E-Type. What a great sight! We arrived at the entrance of the hotel and who should be in front of us but Neville and Stella with their Mk5 in their new trailer.

Kieran from Scenic Car Tours was waiting to show us to our parking spots and we were soon parked up. The JEC had reserved the No1 and 2 car parks just for Jaguars with security on during the nights. As the rooms were not yet ready we decided

to have lunch in the dining room while we waited. Eventually the rooms were ready and we all booked in.

I took a walk around the car parks at about 5.00 pm. You could have held a car show in there. The German contingents were there as were the boys from Czechoslovakia and France. Some of us were lucky enough to be drawn out of the ballot to attend the Champagne Reception at St Georges Hall, Windsor Castle on Friday evening. Buses left the hotel at 5.30 pm and stopped right alongside the Castle. We had all been security checked at least a month before but still had to produce a passport to gain entry. (Jan is convinced that my passport photo makes me look like one of the Mafia Dons and was quite surprised they let me in, but there again who takes a good passport photo?) Neville and Stella, Andy and Heather, David and Kay and Jan and I attended. Unfortunately no cameras were allowed so we do not have any pictures, but St Georges Hall had been restored after a fire and looked magnificent. After a few glasses

of champagne were presented to his Royal Highness The Earl of Wessex, (Prince Edward), who asked us where we were from! Prince Edward then gave a speech and afterwards our JEC Chairman Peter Purdom responded. It was a fabulous start to the evening.

The buses then took us back to the hotel for a Welcome Buffet at the Beaumont Hotel where we met up with the rest of our members. Scott and Derek, Peter and Sian, Dave and Ruth, Mike and Gaynor and John, were on one table and we joined them. Mike and Helen, John and Janet, Bob and Pat were on separate tables. A few drinks at the bar afterwards and then up to bed for an early morning start.

Saturday morning was dry but cloudy with a cold wind.



My job for the day was to marshal the parade cars in the Frogmore Cricket Ground. The first cars had to be in by 7.00am so it meant an early start. I was up at 4.30, the first to breakfast at 5.30 and on my way to Frogmore by 6.30 with Neville following me.

We had organised it so the Parade cars would line up on the right side of the Long Walk with the cars parking on the Walk

on the left. I had suggested that all our members who were not in the parade should come in around 8.00 to get a good position at the top of the Long Walk near the castle. They did and had a great place close to the top.

Security was extremely tight for the Parade cars with security checks a month before and then passport and utility bills having to be shown to obtain a

wristband with a security tag on it. We were exposed to start checking the cars in from 7.00 am but unfortunately the police were not ready and it meant that we had quite a long queue of cars. Not a good start.

I was the first car to be checked at about 7.15 and had to drive to the end of the road stop the car and open the doors,

*Continued >*





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boot, bonnet and then the police checked the whole car and sent two different sniffer dogs around the car. With 240 cars to check this was going to take some time!

We had arranged to park the car in date order, 1929-1949, 1950's, 1960's, 1970's, 1980's, 1990's, 2000's, and 2010's. By 10.30 we had all the cars parked up.

The Parade was exposed to start at 10.50, but there was a delay, the police would not give permission for it to start. It turned out the Queen had ridden by on her horse and stopped to look at the cars.

At last the Parade was off with XJ13 leading the way along the Long Walk through Windsor Town Centre, (the roads had been closed), and into the castle quadrangle where Prince Edward, DR Ralf Speth, MD Jaguar LandRover, our chairman Peter Purdom and various dignitaries were seated. It then passed along the castle grounds back to Frogmore.

We had about 6 marshals helping and got the 1920 and 1950 away but when the 1960 started all the marshals had gone, they were all in their cars going on the parade, so I was left to marshal the last 200 cars out. Luckily Neville, John and some

of the marshals returned after they had done their run and managed to start parking up the cars coming back from the parade.

I was supposed to go in the 1990's, The XJ220 is 1994, but there was no chance, so I got the last modern cars away jumped in the 220 warmed it up quickly and went last.

The 220 is basically a race car and does not like going slow or getting stuck in traffic. It has a very fragile clutch. Unfortunately as we got to the top of the Long Walk the Parade cars had stopped and it was stop start all the way to the castle quadrangle, but it did not overheat. I think it came close and by the end I could smell the clutch but we went around the quadrangle waving to the dignitaries who all waved back and at last got back to Frogmore and parked up safely.

With all the cars back and parked up we walked up to meet the rest of the boys. With Dave and Ruth we went up to Windsor town centre and found a small pub and had a quick lunch. Then on the way back to Frogmore we looked from the Castle down the Long Walk, what a magnificent sight, Jaguars as far as you could see!

Jane and Spike were there with their XJ220 so we stopped and had a chat with

them. The amount of different Jaguars that were there was amazing. Unfortunately I had to get back to the Parade ground so I didn't see that many of them.

Prince Edward had arrived in the Frogmore Grounds and both he, DR Ralf Speth and Peter Purdom planted a tree to commemorate the event. Prince Edward then gave interviews to the BBC and ITV and then walked around to inspect the cars. He came over to talk to Jan and myself and had some interesting views on Jaguars. He said that most of the Jaguars have long bonnets with the driver sitting way back but he watched our car go passed at the quadrangle and noticed that it has a short bonnet and we sit much further forward. Of course the 220 is a mid engine car.

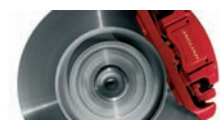
It was then time to get the cars out of Frogmore. The Police wanted to clear the ground in one go, out through the grounds of the Windsor Park. Rob, Letitia and I got commandeered by the Police; there were no other marshals about, to see the cars did not go the wrong way in the Park. We spent almost an hour directing traffic but everyone seemed happy, waving and beeping their horns as they passed.

*Continued >*

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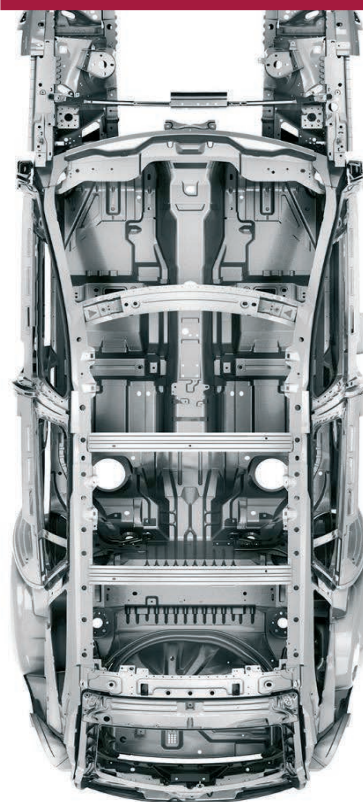
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| REAR BRAKE PADS INCLUDING SENSORS            | -                    | £169             | -                          | -                         | -          | -      |
| REAR BRAKE PADS AND DISCS                    | £295                 | £295             | £295                       | £295                      | £295       | £295   |
| REAR BRAKE PADS AND DISCS INCLUDING SENSORS  | -                    | £325             | -                          | -                         | -          | -      |
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When I got back to Frogmore mine was one of the last cars there and the Police wanted it moved so I followed the Police Range Rover out through the Park to the main road. As we reached the gate house a policeman with the biggest machine gun I have seen stepped out in front of us and indicated us to stop. I thought what I have done now! Speeding in the Royal Park? No I was following a Police Range Rover. I opened the window and he said his Chief Constable could not come today but wanted pictures of my car, would I pull over onto the grass and let him take some pictures. Well he had the machine gun so we parked up and let him take his pictures. The officer in the Range Rover who I had got to know shouted over "if he asks for

had a three course meal in the Riverside Marque. Most of us went for the Premium Package reasoning that if it rained it would be better inside. We had a nice meal and after an auction was held for charity and Andy just missed out on the Jaguar Tour and Track Experience something he had always wanted. Even Heather upped the bid on it but it was just not enough.

It was then back onto the buses and to the hotel. For most of us it was off to bed it had been a long day!

Sunday! For once it was not a rush to do anything. We had a leisurely breakfast with everyone saying what a fabulous event. Andy was concerned his car may be damaged in the car park so he put a few cones around it! Then a great drive



seemed to realise that security was paramount. Then the icing on the cake was having the Queen ride passed on her horse and look over at the cars.

The JEC Office and Events Committee organised 6 events and it has taken almost 3 years of planning.

- Two buffets for 550
- Champagne Reception for 450



the keys don't give them to him". Machine gun or no machine gun he wasn't getting the keys! We then drove back to the Hotel to get ready for the evening.

For the evening the JEC had booked the Windsor Racecourse for a Festival night. The options were the Standard Package with a meal voucher and outdoor entertainment or the Premium Package in which you

home along the M4.

What a weekend! I think this was probably a once in a lifetime event. I don't think any of us will see another like it. From the Champagne Reception to parking up over 1200 Jaguars everything ran reasonable smoothly. I was afraid we would have complaints from the parade cars due to the long queues to park them up but no, they all

- Car Parade for 240 cars and Security passes for nearly 800 people.
- Long Walk for 930 cars- at least 2500 people.
- Saturday night for 770 people.
- Coaches for nearly 500 people.

**That's 5,500 people in total.**

**A big thank you to all the people who made this possible.**



# THE HISTORY OF JAGUAR

**BY BROCHURE**  
Supplied by Colin Masterson

**No. 25**



## JAGUAR XJ6 SEDAN SPECIFICATIONS

### ENGINE:

• 6-cylinder in-line. Twin overhead camshaft engine with straight port-type cylinder head • 7-bearing crankshaft • Exhaust and evaporative emission control • Compression ratio: 7.5:1 • Bore: 3.625 in. • Stroke: 4.17 in. • Stroke/bore ratio: 1.15:1 • Displacement: 4235 c.c. (258 cu. in.) • Carburetion: Two Zenith-Stromberg 175CD2SE • Fuel Pumps: Two S.U. Electric • Fuel Tank Capacity: Left hand: 12 gallons. Right hand: 12 gallons • Sump Capacity: 8.75 quarts.

### TRANSMISSION:

• Borg Warner three-speed fully automatic with torque converter • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: Reverse 6.82:1, 1st 7.79:1, 2nd 4.8:1, Drive 3.31:1.

### STEERING:

• Rack and pinion, power assisted • Adjustable steering column • Turns—lock to lock: 3.33 • Turning Circle: 36 feet.

### SUSPENSION:

• Front: Independent with "anti-dive" geometry, incorporating coil springs and separate dampers and anti-roll bar • Rear: Fully independent with paired coil springs and damper units.

### BRAKES:

• Power-assisted 4-wheel disc brakes with independent circuits to front and rear incorporating a pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

### ROAD WHEELS:

• Ventilated chrome disc wheels, 15 in. diameter, fitted with Dunlop whitewall E70VR15 SP Sport radial-ply tubeless tires.

### ELECTRICAL:

• Negative ground, 12-volt system • Battery Rating: 68 amps at 20 hours • Alternator: 66 amps.

### INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Battery condition indicator, oil pressure, water temperature and fuel gauges • Clock • High pressure electrically operated windshield washer • Two speed wipers • Brake fluid/hand brake, oil pressure, heated rear window, main beam, direction indicator and emergency flasher, ignition, seat belt warning lights • Interior courtesy and map reading lights • Electrically heated rear window • Central door and window locking switch.

### BODY:

• Four-door all-steel. Integral body/frame construction • Positive lock anti-burst door latches with child-proof safety catches on rear doors.

### HEATING AND VENTILATION:

• Factory-installed automatic temperature control for heating and air conditioning • Flow-through "posi-vent" ventilation system • Three-speed (high, low, automatic) flow fans • Adjustable defroster vents • Footwell ventilation.

### INTERIOR:

• Tinted glass • Electric power windows • Fully-reclining leather-faced front seats (with adjustable head restraints); rear seats leather-faced • Inertia-reel seat belts • Cigarette lighter with luminous socket • Console and lockable glove box • Deep pile carpet • Parcel shelf.

### OPTIONAL EQUIPMENT:

• Solid-state AM/FM multiplex radio.

### MAIN DIMENSIONS:

• Overall length: 194.8 in. • Overall height: 54.1 in. • Overall width: 69.75 in. • Wheelbase: 108.8 in. • Track at front: 58 in. • Track at rear: 58.6 in. • Ground clearance: 7 in. • Curb weight: 4005 lbs. • Trunk capacity: 17 cu. ft.

### BODY COLORS FOR ALL JAGUAR SEDANS:

BRITISH RACING GREEN • DARK BLUE • FERN GREY • GREENSAND  
OLD ENGLISH WHITE • PALE PRIMROSE • SABLE • SIGNAL RED  
SILVER GREY • REGENCY RED • TURQUOISE  
COLOR COORDINATED INTERIOR TRIM AVAILABLE.



## JAGUAR E-TYPE, V-12 SPECIFICATIONS

### ENGINE:

12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank) • 3-plane, 7-bearing crankshaft • Exhaust and evaporative emission control • Compression ratio: 7.8:1 • Bore: 3.54 in. • Stroke: 2.76 in. • Stroke/bore ratio: 0.78:1 • Displacement: 5343 c.c. (326 cu. in.) • Ignition: Opus Mark II Electronic System consisting of electronic distributor with timing rotor, amplifier unit, ballast resistance unit and special high performance coil • Carburetion: Four Zenith-Stromberg 175CD2SE carburetors • Fuel Pump: S.U. Electric • Fuel Tank Capacity: 21.7 gallons • Sump Capacity: 11.5 quarts.

### TRANSMISSION—Manual:

• Four-speed all synchromesh • Clutch: Diaphragm spring-type Borg & Beck 10.5 in. with hydraulic actuation • Limited slip differential • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 10.38:1, Second 6.74:1, Third 4.91:1, Fourth 3.54:1, Reverse 11.92:1.

### TRANSMISSION—Automatic (Optional):

• Borg Warner Model 12 three-speed fully automatic with torque converter • Limited slip differential • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: 1st 7.94:1, 2nd 4.8:1, Drive 3.31:1, Reverse 6.62:1.

### STEERING:

• Rack and pinion, power assisted. Adjustable steering column • Steering Ratio: 18:1 • Turns—lock to lock: 3.5 • Turning Circle: 36 feet.

### SUSPENSION:

• Front: Independent transverse wishbones with torsion bars, monotube hydraulic shock absorbers, and anti-roll bar. Incorporates "anti-dive" geometry • Rear: Wishbones with drive shaft forming upper link, radius arms, monotube hydraulic shock absorbers inside coil springs.

### BRAKES:

• Power-assisted 4-wheel disc brakes incorporating a pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: Inboard 10.38 in. diameter solid discs.

### ROAD WHEELS:

• Ventilated chrome disc wheels, 15 in. diameter, fitted with Dunlop E70VR15 SP Sport radial-ply whitewall tires.

### ELECTRICAL:

• Negative ground, 12-volt system • Battery rating: 68 amps at 20 hours • Alternator: 66 amps.

### INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Battery condition indicator, oil pressure, water temperature and fuel gauges • Clock • Manual choke • High pressure electrically operated windshield washer • Brake fluid/hand brake, oil pressure, direction indicator, emergency flasher, choke-control, ignition, fuel level, mainbeam and seat belt warning lights • Door-operated courtesy and map-reading lights. Heater/defroster with two-speed blower.

### BODY:

• All-steel monocoque construction with separate engine sub-frame • Convertible: 2 passenger. Quick-folding weatherproof top.

### INTERIOR:

• Semi-reclining bucket seats leather-faced with ambla panels on non-wearing surfaces • Inertia-reel seat belts • Cigarette lighter and ashtray • Console and lockable glove box • Ambla-trimmed interior • Wind screen demister • Fitted carpet.

### OPTIONAL EQUIPMENT:

• Automatic transmission • Factory-installed air conditioning • Solid-state AM/FM multiplex radio • Chrome wire wheels (requires tubed tires) • Tinted glass • Removable hardtop.

### MAIN DIMENSIONS:

• Overall length: 189.6 in. • Overall height: 48.4 in. • Overall width: 66.06 in. • Wheelbase: 105 in. • Track at front: 54.4 in. • Track at rear: 52.75 in. • Ground clearance (minimum): 5.38 in. • Curb weight: 3375 lbs. • Trunk capacity: 4.75 cu. ft.

### BODY COLORS:

AZURE BLUE • BRITISH RACING GREEN • DARK BLUE • FERN GREY  
GREENSAND • OLD ENGLISH WHITE • PALE PRIMROSE • SABLE  
SIGNAL RED • SILVER GREY • REGENCY RED • TURQUOISE  
COLOR COORDINATED INTERIOR TRIM AVAILABLE.



## JAGUAR XJ12C SEDAN SPECIFICATIONS

### ENGINE:

• 12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank) • 3-plane, 7-bearing crankshaft • Exhaust and evaporative emission control • Compression Ratio: 7.8:1 • Bore: 3.54 in. • Stroke: 2.76 in. • Stroke/bore ratio: 0.78:1 • Displacement: 5343 c.c. (326 cu. in.) • Ignition: Opus Mark II Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistance unit and high performance coil • Carburetion: Four Zenith-Stromberg 175CD2SE carburetors (2 per bank) • Fuel Pump: Two S.U. Electric (1 per tank) • Fuel Tank Capacity: Left hand—12 gal. Right hand—12 gal. • Sump Capacity: 10 quarts.

### TRANSMISSION:

• Borg Warner model 12 three-speed fully automatic with overriding manual control, torque converter • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 7.79:1, Second 4.8:1, Drive 3.31:1, Reverse 6.82:1.

### STEERING:

• Rack and pinion, power assisted • Adjustable steering column • Turns—lock to lock: 3.16 • Turning circle: 39 feet.

### SUSPENSION:

• Front: Independent with "anti-dive" geometry incorporating coil springs and monotube dampers and anti-roll bar • Rear: Independent with drive shafts forming upper link, and paired monotube dampers in coil springs.

### BRAKES:

• Servo-assisted 4-wheel disc brakes with independent circuits to front and rear incorporating a pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

### ROAD WHEELS:

• Ventilated chrome disc wheels, 15 in. diameter fitted with Dunlop whitewall 205/70 VR15 SP Sport steel-belted radial-ply tubeless tires.

### ELECTRICAL:

• Negative ground 12-volt system • Battery Rating: 68 amps at 20 hours • Alternator: 66 amps.

### INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Manual Choke • Battery condition indicator, oil pressure, water temperature and fuel gauges • Clock • High pressure electrically operated windshield washer with two speed wipers • Brake fluid/handbrake, oil pressure, direction indicator, ignition, seat belts, choke, heated rear window, main beam and emergency flasher warning lights • Interior courtesy lights operated by both doors • Map reading light • Luggage compartment light • Heated rear window • Central door and window locking switch.

### BODY:

• Two-door, all steel. Integral body/chassis construction • Positive lock anti-burst door catches • Vinyl covered roof.

### HEATING AND VENTILATION:

• Factory-installed automatic temperature control for heating and air conditioning • Face level and foot level air ducts coupled with "posi-vent" air extraction system provides rapid changes of air • Separate outlets and control for the rear compartment • Three speed (high, low, automatic) flow fans.

### INTERIOR:

• Tinted glass • Fully-reclining leather-faced front seats adjustable for reach and height (with adjustable head restraints); leather-faced rear bench seat • Inertia-reel seat belts, front—one handed operation • Parcel shelf • Console and lockable glove box • Deep pile carpet • Cigarette lighter • Electric power windows • Electrically heated rear window • Burl walnut facia.

### OPTIONAL EQUIPMENT:

• Solid-state AM/FM multiplex radio with four speakers.

### MAIN DIMENSIONS:

• Overall length: 194.8 in. • Overall height: 54.1 in. • Overall width: 69.75 in. • Wheelbase: 108.8 in. • Track at front: 58 in. • Track at rear: 58.6 in. • Ground clearance: 7 in. • Curb weight: 4150 lbs. • Trunk capacity: 17 cu. ft.



## JAGUAR XJ12L SEDAN SPECIFICATIONS

### ENGINE:

• 12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank) • 3-plane, 7-bearing crankshaft • Exhaust and evaporative emission control • Compression Ratio: 7.8:1 • Bore: 3.54 in. • Stroke: 2.76 in. • Stroke/bore ratio: 0.78:1 • Displacement: 5343 c.c. (326 cu. in.) • Ignition: Opus Mark II Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistance unit and high performance coil • Carburetion: Four Zenith-Stromberg 175CD2SE carburetors (2 per bank) • Fuel Pump: Two S.U. Electric (1 per tank) • Fuel Tank Capacity: Left hand—12 gal. Right hand—12 gal. • Sump Capacity: 10 quarts.

### TRANSMISSION:

• Borg Warner model 12 three-speed fully automatic with overriding manual control, torque converter • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 7.79:1, Second 4.8:1, Drive 3.31:1, Reverse 6.82:1.

### STEERING:

• Rack and pinion, power assisted • Adjustable steering column • Turns—lock to lock: 3.16 • Turning circle: 39 feet.

### SUSPENSION:

• Front: Independent with "anti-dive" geometry incorporating coil springs and monotube dampers and anti-roll bar • Rear: Independent with drive shafts forming upper link, and paired monotube dampers in coil springs.

### BRAKES:

• Servo-assisted 4-wheel disc brakes with independent circuits to front and rear incorporating a pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

### ROAD WHEELS:

• Ventilated chrome disc wheels, 15 in. diameter fitted with Dunlop whitewall 205/70 VR15 SP Sport steel-belted radial-ply tubeless tires.

### ELECTRICAL:

• Negative ground 12-volt system • Battery Rating: 68 amps at 20 hours • Alternator: 66 amps.

### INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Manual Choke • Battery condition indicator, oil pressure, water temperature and fuel gauges • Clock • High pressure electrically operated windshield washer with two speed wipers • Brake fluid/handbrake, oil pressure, direction indicator, ignition, seat belts, choke, heated rear window, main beam and emergency flasher warning lights • Interior courtesy lights operated by all 4 doors • Map reading light • Luggage compartment light • Heated rear window • Central door and window locking switch.

### BODY:

• Four-door, all steel. Integral body/chassis construction • Positive lock anti-burst door catches with child proof safety catches on rear doors.

### HEATING AND VENTILATION:

• Factory-installed automatic temperature control for heating and air conditioning • Face level and foot level air ducts coupled with "posi-vent" air extraction system provides rapid changes of air • Separate outlets and control for the rear compartment • Three speed (high, low, automatic) flow fans.

### INTERIOR:

• Tinted glass • Fully-reclining leather-faced front seats adjustable for reach and height (with adjustable head restraints); leather-faced rear bench seat • Inertia-reel seat belts, front—one handed operation • Parcel shelf • Console and lockable glove box • Deep pile carpet • Cigarette lighter • Electric power windows • Electrically heated rear window.

### OPTIONAL EQUIPMENT:

• Solid-state AM/FM multiplex radio with four speakers.

### MAIN DIMENSIONS:

• Overall length: 198.8 in. • Overall height: 54.1 in. • Overall width: 69.75 in. • Wheelbase: 112.8 in. • Track at front: 58 in. • Track at rear: 58.6 in. • Ground clearance: 7 in. • Curb weight: 4208 lbs. • Trunk capacity: 17 cu. ft.

**With over 30 years of experience, club insurance partner Footman James has compiled a number of common Q&As that aim to give members a greater understanding of how their insurance works.**

### **Can I drive my classic abroad?**

A: Yes, with an FJ policy you are covered to drive your classic in any country that is a member of the EU (also includes Norway, Iceland, Switzerland and Lichtenstein). Cover is provided for trips of up to 35 days at a time and there is no limit on the number of trips you make as long as each trip does not exceed the 35 days limit. You can however extend the 35 days up to 90 days with the FJ+ option 'European Motoring 90'.

### **Do you offer European breakdown cover?**

A: Yes. With FJ+ you can add breakdown cover to your policy. Choose from the following four options; UK breakdown, UK breakdown with home start, UK & European breakdown or UK & European breakdown with home start.

### **Do you cover modified cars?**

A: Yes. FJ cover over 150 modifications on vehicles if the enthusiast is taking up a quote over the phone and around 100 modifications are accepted online. FJ advise enthusiasts with any modifications to obtain a quote through our call centre to avoid disappointment, as our experienced insurance advisors can tell you there and then whether your modifications are accepted on an FJ policy.

### **Can I insure my many spare parts in the garage?**

A: Yes. All FJ policies include a standard £100 spare parts cover. With FJ+ you can increase your spare parts cover to either £2k, £5k or £10k.

### **What happens if I lose my car keys?**

A: Your policy allows you to add 'Lost Keys' as an additional benefit by choice from the 'FJ+' cover options. For just £10 key cover can be added; this will allow an engineer to call on site, repair/replace your locks or provide onward transport as appropriate.

### **Can you cover my modern car?**

A: Yes†. Due to FJ and Jaguar Enthusiast Club having a strong relationship, FJ can guarantee to beat your current modern car renewal premium if you have your classic vehicle insured through us too.

### **Can I get track day cover?**

A: Yes. Cover can be arranged from the FJ+ range of options. From £60 per annum, you can add this cover option to your existing policy with FJ+. You



have the option of Track Day 1 that allows for one track day, or Track Day 3 that allows for three track days in the policy year. To qualify you will need to be over 30 years old with previous track day experience or have training from a qualified instructor. However, all track days must be organised at a UK track and by a club or track day organiser.

### **Do you provide cover for specialist sports cars?**

A: Yes, in addition to the FJ policies, Footman James has a separate product line that caters for specialist sport cars. The specialist sports car policy is designed for those who take their sports car on the track, cover is available on certain marques and includes 5 UK and/or European track days in the policy year (to qualify you will need to be over 25 years old). Cover is provided when participating in a non-competitive track day at an approved track that has its own Public Liability insurance.

### **Do you provide cover for support vehicles?**

A: Yes, Footman James has a separate product line that caters for support vehicles. We can arrange insurance for support vehicles if they are in connection with your classic vehicle or motorsport. These include vehicles such as; vans, rally support vehicles, race transporters, management cars, recce cars, towing vehicles, motor homes and articulated vehicles. Commercial vehicles, however, are only acceptable if a business is working within motorsport. Vehicles that are unacceptable include motorcycles, three wheelers and recover/rescue units. Separate cover for theft and damage to your trailer is also available as an extension (subject to the value being £5000 and under).

### **I renew my insurance each year, is there any 'best practice' in doing this?**

A: Renewing or buying insurance need not be a chore, your car is a valuable and cherished asset so the best cover that fits your needs and at a price you are comfortable with is important. There are a number of things to consider to make the purchase easier:

1. What cover do you need or want? Road or laid up, breakdown for UK or EU, additional drivers etc.
2. Have your car V5 etc and any old policy documents to hand when you either go online or call an insurer.
3. How many miles do you realistically need to cover; you might be surprised to realise you do less than you are currently insured for.
4. All insurance is not the same, always read your quotation or documentation in detail, or list any questions you might have and ask the team at the time of purchase. Our dedicated and knowledgeable staff are here should you have any additional queries.

Call our friendly UK team for a quote.

**0333 207 6185**

Or visit [footmanjames.co.uk](http://footmanjames.co.uk)

\*All cover is subject to insurers terms and conditions, which is available upon request. † Terms and Conditions: 1. Must hold an existing classic vehicle policy with Footman James. 2. Quote will be on a like for like basis only. 3. Must be a member of the Jaguar Enthusiast Club. 4. Copy of renewal notice required before cover can be arranged (electronic copy accepted). 5. No more than one of the following conviction types across all driver's SP, TS, CU, MS, PC. All other convictions are unacceptable. 6. No convictions resulting in a driving ban are accepted. 7. No more than one fault accident or loss across all drivers is accepted. 8. New business customers only (modern car). 9. This offer may be withdrawn at any time. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at [footmanjames.co.uk](http://footmanjames.co.uk) to receive updates on all the latest news, events, offers and competitions. FP ADCE674.9.16



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At FJ we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options\* including **breakdown**, **agreed value**, **salvage retention** and **track day**.

Call our friendly UK team for a quote.

**0333 207 6185**

or visit: [footmanjames.co.uk](http://footmanjames.co.uk)

#### Jaguar Enthusiasts' Club Scheme\*

- Jaguars may be covered from new (driver age and mileage restrictions apply)
- Up to 10,000 miles available for Jaguars over 10 years old
- Classic policies for young enthusiasts (18+) doing low mileage



**Footman  
James**

Part of the Towergate Group



\*All cover is subject to insurer's terms and conditions, which are available upon request.

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## Give Me A Push

A man and his wife were awakened at 3:00 am by a loud pounding on the door.

The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!"

He slams the door and returns to bed.

"Who was that?" asked his wife.

"Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks.

"No, I did not, it's 3am in the morning and it's bloomin' well pouring with rain out there!"

"Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us?"

I think you should help him, and you should be ashamed of yourself!

"God loves drunk people too you know."

The man does as he is told, gets dressed, and goes out into the pounding rain.

He calls out into the dark, "Hello, are you still there?"

"Yes," comes back the answer.

"Do you still need a push?" calls out the husband.

"Yes, please!" comes the reply from the dark.

"Where are you?" asks the husband.

"Over here on the swing," replied the drunk.

## Sheer Nightgown

A husband walks into David Jones to purchase a sheer negligee for his wife. He is shown several possibilities that range from \$250 to \$500 in price - the more sheer, the higher the price. Naturally, he opts for the most sheer item, pays the \$500, and takes it home. He presents it to his wife and asks her to go

# humour

## Members jokes & anecdotes

upstairs, put it on, and model it for him.

Upstairs the wife thinks (she's no dummy), 'I have an idea. It's so sheer that it might as well be nothing. I won't put it on, but I'll do the modeling naked, return it tomorrow, and keep the \$500 refund for myself.'

She appears naked on the balcony and strikes a pose.

The husband says, 'Good Grief! You'd think for \$500, they'd at least iron it!'

He never heard the shot. Funeral on Thursday at Noon. Closed coffin.

## Snow Ploughing

On a bitterly cold winter morning a husband and wife in Dublin were listening to the radio during breakfast. They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the Snow ploughs can get through.

"So the good wife went out and moved her car.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snow ploughs can get through. "The good wife went out and moved her car again.

The next week they are again having breakfast, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park...." Then the electric power went out.

The good wife was very upset, and with a worried look on her face she said, "I don't

know what to do. Which side of the street do I need to park on so the snow ploughs can get through?"

Then with the love and understanding in his voice that all men who are married to blondes exhibit, the husband replied.

"Why don't you just leave the bloody car in the garage this time!"

## No Underwear

The Swede's wife steps up to the tee and, as she bends over to place her ball, a gust of wind blows her skirt up and reveals her lack of underwear.

'Good God, woman! Why aren't you wearing any skivvies?', Ole demanded.

'Well' she said, 'you don't give me enough housekeeping money to afford any.'

The Swede immediately reaches into his pocket and says, 'For the sake of decency, here's a 50. Go and buy yourself some underwear..'

Next, the Irishman's wife bends over to set her ball on the tee. Her skirt also blows up to show that she, too, is wearing no undies. 'Blessed Virgin Mary woman!

You've no knickers. Why not?' She replies, 'I can't afford any on the money you give me.'

Patrick reaches into his pocket and says, 'For the sake of decency, here's a 20. Go and buy yourself some underwear!'

Lastly, the Scotsman's wife bends over. The wind also takes her skirt over her head to reveal that she, too, is naked under it.

'Sweet mudder of Jaysus, Aggie! Where ta frigginn hell are yer drawers?' She too explains,

'You dinna give me enough money ta be able ta affard any.'

The Scotsman reaches into his pocket and says, 'Well, fer the love 'o decency, here's a comb. Tidy yerself up a bit.'

## Skinny Little Guy

Skinny little guy gets into an elevator, looks up and sees this HUGE guy standing next to him.

The big guy sees the little Irishman staring at him. He looks down at the skinny little guy and says:

"7 ft tall, 350 pounds, 20 inch penis, 3 pounds of testicles, Turner Brown"

The skinny little guy faints dead away and falls to the floor. The big guy kneels down and brings him to, shaking him. The big guy says,

"What's wrong with you?" In a weak voice the skinny little guy says, "What EXACTLY did you just say to me?"

The big dude says, "Well, I saw your curious look and I figured I'd just give you the answers to the questions everyone always asks me... I'm 7 ft tall, I weigh 350 pounds, I have a 20 inch penis, my testicles weigh 3 pounds each and my name is Turner Brown"

The skinny little guy says: "Turner Brown?!... Sweet Jesus... I thought you said, "Turn around!"

## The Doctor

An Israeli doctor said, "In Israel, medicine is so advanced that we cut off a man's testicles, put them on another man, and in 6 weeks, he is looking for work."

The German doctor said, "That's nothing, in Germany we take part of a brain, put it in another man and in 4 weeks he is looking for work."

The Russian doctor said, "Gentlemen, we take half a heart from a man, put it in another man's chest and in 2 weeks he is looking for work."

The Scottish doctor just laughed and commented, "You

are all way behind us. Thirteen months ago, we took a woman with no brains, no heart, and no balls and made her first minister of Scotland. Now, the whole of Scotland is looking for work!"

## Little Johnny

Teacher asks the kids in class: "What do you want to be when you grow Up?"

Little Johnny: "I wanna be a billionaire, going to the most expensive clubs, take the best bitch, give her a Ferrari worth over a million bucks, an apartment in Copacabana, a mansion in Paris, a jet to travel through Europe, an infinite Visa card and to make love to her three times a day."

The teacher, shocked, and not knowing what to do with the bad behaviour of the child, decides not to give importance to what he said and then continues the lesson... "And you, Tanya?"

"I wanna be Little Johnny's bitch!"

## Getting A Pet

A single guy decided life would be more fun if he had a pet. So he went to the pet store and told the owner that he wanted to buy an unusual pet.

After some discussion, he finally bought a talking centipede (100-legged bug), which came in a little white box to use for his house.

He took the box back home, found a good spot for the box and decided he would start off by taking his new pet to church with him.

So he asked the centipede in the box "Would you like to go to church with me today? We will have a good time."

But there was no answer from his new pet.

This bothered him a bit but he waited a few minutes and then asked again,

"How about going to church with me and receive blessings?"

But again, there was no

answer from his new friend and pet. So he waited a few minutes more, thinking about the situation. The guy decided to invite the centipede one last time. This time he put his face up against the centipede's house and shouted... Hey, in there! Would you like to go to Church with me and learn about God?"

*YOU ARE GOING TO LOVE THIS.....*

This time a little voice came out of the box

"I heard you the first time! I'm putting my shoes on!"

## Politicians In Hell

Nicola Sturgeon, Donald Trump, and Vladimir Putin all die and go to hell.

While there, they spy a red phone and ask what the phone is for. The Devil tells them it is for calling back to Earth.

Putin calls Russia and talks for 5 minutes. When he was finished the devil informs him that the cost is a million dollars, so Putin writes him a cheque.

Next Donald Trump calls the U.S. and talks for 30 minutes.

When he's finished the devil informs him that the cost is 6 million dollars, so Trump writes him a cheque.

Finally Nicola Sturgeon gets her turn and calls Scotland for 4 hours.

When she's finished, the devil informed her that there would be no charge and she should feel free to call Scotland anytime.

Putin and Trump go ballistic and ask the devil why Nicola Sturgeon got to call Scotland for free. The devil replied, "Since Nicola Sturgeon became First Minister of Scotland, the Country has gone to hell, so it's a local call."

### WE NEED YOUR JOKES!

Please email all your jokes and funnies to:  
[editor@jecsouthwales.co.uk](mailto:editor@jecsouthwales.co.uk)

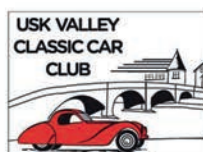
# Ponthir Music & Car Festival 2017

**Sunday August 27<sup>th</sup>**

In its 3rd year the car show is supported by the Usk Valley Classic Car Club, Aston Martin Owners Club, & Jaguar Enthusiasts Club and aiming to grow massively in 2017!



Live Music  
from 2pm onwards  
Hog Roast  
Licensed Bar  
Pizza Oven  
Raffle  
Classic & Sports Car Show



All monies raised help this club to keep supporting the local community for another year!

All cars to arrive between 1.30 – 2.30pm, no charge for cars or passengers, club flags/tents welcome. There will be signs if coming from the Cwmbran direction through Llanfrechfa - just after entering Ponthir, turn right at The Star Inn, pub. If coming from Newport, drive through Caerleon, following signs to Ponthir and take a left at The Star Inn pub - Postcode NP18 1GA.

Contact Andy on 07771 852703 with any queries.

## The E1A Anniversary Run



This year is the 60th anniversary of the building of E1A and we will be re-running its famous journey from Brecon to Carmarthen to recreate the original drive by Christopher Jennings, then editor of Motor, with a convoy of XK 120, XK150, C-Types, and E-Types. The run will end at Christopher's old house at Celli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire. Edwin Atkinson is Christopher Jennings's relative and now lives at the house.

The date of the event is fixed at **15th July 2017** and will be starting from the Castle Hotel, Brecon on the Saturday morning. The entry is fixed at 24 Jaguars with nearly all places already booked.

This event is Jaguar history in the making and is going to be something you will be proud to say you attended.

To enter or more information please contact Jeff: [Jeff.wales@ntlworld.com](mailto:Jeff.wales@ntlworld.com)

# CALENDAR

## WHAT'S ON IN 2017

### MAY

- |    |                                    |
|----|------------------------------------|
| 21 | SWCCC Annual Classic Car Show      |
| 27 | Porthkerry Classic Car Show        |
| 29 | Vale of Glamorgan Classic Car Show |

### JUNE

- |       |                             |
|-------|-----------------------------|
| 11    | Barry Festival of Transport |
| 17-18 | Le Mans 24 HEURES DU MANS   |
| 29-2  | Goodwood Festival of Speed  |



### JULY

- |       |                                                  |
|-------|--------------------------------------------------|
| 2     | Caerphilly Motoring Festival At Llancaiach Fawr. |
| 15-16 | Sherborne Castle Classic Car Show                |
| 16    | Berkely Castle Car Show                          |
| 22-23 | JEC at Classic Nostalgia Shelsley Walsh          |
| 28-30 | Silverstone Classic                              |

### AUGUST

- |     |                                   |
|-----|-----------------------------------|
| 5-6 | South Gloucester Show             |
| 13  | Three Cocks Steam & Vintage Rally |
| 27  | Ponthir Music & Car Festival      |

### SEPTEMBER

- |      |                                                      |
|------|------------------------------------------------------|
| 2    | Beaulieu International Autojumble                    |
| 8-10 | Goodwood Revival                                     |
| 17   | The Big Welsh Classic Car Show, Chepstow Race Course |

### OCTOBER

- |     |                                            |
|-----|--------------------------------------------|
| TBA | Castle Combe Classic Action Day            |
| 8   | Malvern Classic Car Show                   |
| 8   | 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](http://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](http://www.classicshowsuk.co.uk)

## THE BIG WELSH CAR SHOW

**17**  
SEPTEMBER

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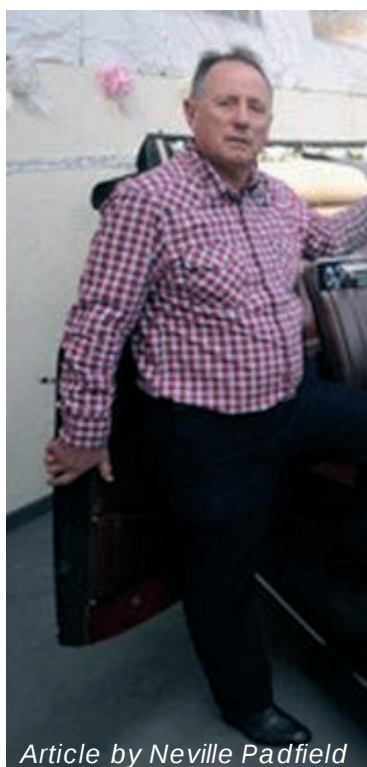
[www.bloodwise.org.uk/content/big-welsh-car-show-2017](http://www.bloodwise.org.uk/content/big-welsh-car-show-2017)

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Article by Neville Padfield



## The First experience's and Virgin run's in my newly acquired "Red Beast"

*continued from last months edition.*

The following day, firing up my XJS, (as Stel had no intention of wasting her time coming with me), I journeyed down to Porthcawl, after putting £40 of fuel in, as I knew these machines were designed for the likes of Filling Station proprietors, such as Mr. Manconi, or bank manager's as our Andy. I was armed with phone camera, hoping to bump into one of the dreaded yellow banded hat wearers, to give them a piece of my mind!

Lo and behold, travelling down I believe, "Newton Notage Road?", at a little over 30mph, (34 I noted"), the darned flashing lights were going off on the yellow speed Camera! Hell!!!, or some other unprintable word or expletive I remember saying, but drove on to the car park hoping there was no film in the camera.

No yellow banded hat wearers there today, I simply took photograph's of the two right angled kerbs I had parked alongside, hoping to prove my

point. One kerb had about a 3 ft drop, the other to my right side, around 5/6 ft. No way was I blocking wheel chair or invalid carriage access. Both access points could have been used. (In my opinion anyway).

A quick trip home, (under 30mph on that dreaded road), and off to put my Cabriolet away in my unit, listening to Neil Diamond to calm my nerves, as rain was imminent. Once inside, I placed the far too heavy, exterior cover on to the Jag, as my lightweight one was sadly elsewhere. Went to close the roller door behind the car, thought it was too close, picked the cover off the front section to move the car forward a foot, turned ignition, forgot the radio was still switched on, up came the electric aerial, through the T.W.R. boot spoiler, into the heavy duty cover, leaving my lovely aerial shaped like a letter S, snapping at its lowest point. A few more expletives !!!!!!!

Home to my lovely wife,

afraid to mention the speeding, as I was not sure if my other points had disappeared yet! Rang North Wales, failed to convince them of my innocence, sadly paid the £35 fine, and awaited my Postal speeding conviction, (If there was any film in the Camera)

Surprise Surprise, the ever so efficient, nice South Wales Police Force had remembered to put film in, and my criminal offence arrived on the mat.

Fair play, the nice police offered me a deal of attending a speed awareness course, at the cost of £85.00 with the possibility of no more points being added. Thank God I say! I could not believe it. My old points had expired!

Actually I found the course to be extremely worthwhile, it is a long time since I read up on my Highway Code, maybe we should all attend similar courses on an annual or bi-annual basis.

The instructors were very efficient, possibly they would be worth considering for a future JEC Meeting? You never know what you may learn?

So, as a recap of the special day I was so kind to my wife to take her out, I think it came to

*Continued >*

£35.00 plus £40.00 plus £85.00 plus £???? For the new arial, Plus fuel and time off for the course. Could have taken her away for a weekend Bargain Break!

This is not my first XJS I should add. Although I have had a few XJS models over the past few years, ( a mint 20,000 miler 3.6 Coupe, a B.R.G. 4ltr Celebration Convertible, which passed to our friend Bill at Barry, plus a tatty old 5.3 ltr convertible which I left outside to rot at my old depot for over 2 years. You should have seen it when I sold to a car dealer on the South Coast for renovation. He bought over the phone, (Cheap-Cheap), sending a transport contractor to collect, ringing me two days later to ask if there were any extra charges for the fish he reckoned were swimming around in there. At least it proved

Lord above, he must have seen me coming through the door, a Green Young Valley-Boy Entrepeneur, with a few pounds in my pocket! Took it out for a test drive, (He drove!), I loved it and bought it right there and then. He even agreed to deliver free to my Rhondda Transport Depot. In time I realised why free delivery was arranged. Following day I rang him up to complain about the steering being all over the road, he said they were all the same. I think the rack and pinion steering was made out of Cardiff Knicker Elastic, plus it left more oil outside my house than a leaking Curran Oils Tanker. (Any Cardiff Guys remember them?) My first wife hated it, called me a flash git, preferring her 1977 Austin Allegro Estate. (She never liked me anyway, not even at

limit on the way! Managed to get him home, and back in a local pub for a pint each, then home to another rollocking as to where I had been! My driver was white knuckled and shaking when I dropped him off. Best fun I had ever had in a Jag! Couldn't take the risk now I may add!

Another incident or breakdown I remember with this XJ-S, was on a Saturday morning, when I had promised to be home early to take wifey No 1 out shopping and to meet some of her posh friends.

I had a call from a company in Bridgend, who used to build new 36ft, 2000cu.ft Luton vans for me, when I was carrying furniture for Christie Tyler. One of the brand new Ford "D" series chassis cabs, they were building a body on for me, had a flat battery, and



there were no holes in the floor, totally watertight. They have never really been a magnet to me. I often walk past the boring ones at car shows, preferring to nose at other Jaguar Models, (So sorry Andy).

In fact my first XJS was during 1983/4? A 1977/8 Regency Burgundy 5.3 ltr Coupe, which I sadly purchased from one of the infamous crooked car salesmen, of City Road Cardiff. (I had better not mention his name, he may have a relative amongst us). My transport business was beginning to make a profit, so I thought I would treat myself to this shiny, sporty, example, little did I know it would use more fuel than two of my lorries combined, each and every month I kept it.

school, so still not sure why she married me).Thank God Wifey no2 is different. (So Far!!) I ended up disliking the car so much, I would use it as a high speed breakdown service van, up and down the country, for my small fleet of around 10 trucks, often throwing commercial tyres in the boot, having to tie the boot open owing to the size of the tyres. I also remember having a distress call around 7 O'clock one Xmas Eve, from a driver stuck in Birmingham, unable to get home to his family for Xmas.

Dived out of the house hoping not to be seen or heard, shot up to Birmingham to pick up one of my better Drivers, (Otherwise I would probably have left him there!), breaking every speed

was blocking up their production line. I removed a battery from one of the other Ford's in my Treaw Depot, threw it into the passenger side footwell of the Jag, then hammered down to Bridgend Trading Estate. Not sure how far I drove before the inevitable happened, the Battery tipped over, owing to my excessive speed and cornering. Acid everywhere!

Changed the batteries over, rang her indoors from the Bridgend factory, (No mobile then!) Tipped watering cans over the carpet to try and get rid of the acid, mopping the footwell out, with as many cloth's I could find, then rushed back home. I refused to go back out to Cardiff in her Allegro, told her just to be careful



# GLAMORGAN CLASSIC CARS

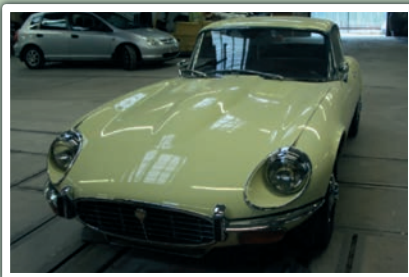
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[www.vbra.co.uk](http://www.vbra.co.uk)

Retail Motor Industry Federation (RMIF)  
[www.rmif.co.uk](http://www.rmif.co.uk)



of the wet carpet, saying I had tipped a watering can.

After much arguing, by the time I had changed, (as I am sure you will understand, the appearance of a Haulage Contractor is not the best after a Saturday in the Depot, not Nev anyway). I believe we were off to meet up with some of her posh friends, travelling in total silence all the way. You could hear a pin drop! Right up until the moment my wife said her right leg was itching, then her left foot. We arrived at our destination, she looked down to notice a toe missing in one of her stockings, I was trying to keep a straight face, said she must have laddered it when putting that leg on in a temper, trying to hide my smurk! (Cannot remember if they were stockings or tights!). Next thing she looked at her other leg,

anyone to attend. Had not been down there for years, plus having heard of their refurbishment, thought it would be a good long, trial run-out for the old Cabriolet.

I gave it a thorough wash and polish on the Friday, using my latest "Autoglym" polish, as replacement for the other polishes I have always used these past few years. I thought it a little strange to be honest, the polish seems to take a long time to dry, but when completely dry and buffed off, it did leave a deep shine to the bright red paintwork. I was really proud of it, when parked alongside my other Cats. (Showed them up as not having been polished for months on end.)

Sadly, by the end of the day, the heavens had opened, (AGAIN!), wanted to take the car home for an early start but too

my trailer having collected it from Sussex, around early January. Also, I was off to a Jag venue, on the day of the Welsh/French International, (No Wanna Really Talk About That Match), plus not even knowing anyone else who would be there. My last £40 had disappeared on the dreaded Porthcawl parking ticket run, plus taking 11 yr old Grandson Elys to a previous Sat morning Football match.

I know we all love our grandchildren to bits, but it's a hell of a feeling when you collect them at the end of an extremely wet and muddy game, when they get in to one of your Pride & Joy with boots, socks shirt and shorts plastered in the brown muddy stuff! They won the game anyway, that was the main thing, he was happy, so was his Bamp's.

Thought about how much



only to see there was no nylon stocking left on her foot at all! EATEN AWAY! Bloody Hell, I suddenly remembered the battery Acid! But I obviously never told her, even to the day she put me on the permanent Transfer List.

Boy, was I in trouble! Traded that old XJ to a dealer up North, took calls for ages as to why the carpets and underfelt were eaten away! I wonder if it survived?

Right let's get back down to my next ride in this Present XJ-S.

After reading a small article in our National JEC magazine, reference the XJS Forum Page, I noted they were organising a run down to the Haynes Motor Museum site, Saturday March 18th, at Sparkford, Somerset, inviting

late to put my water-proof cover on outside our house, as TWR was drowning, and home garage was stuffed full. (Boy, do you need a garage extension Nev).

Again, it would be too long and possibly uncomfortable a run for our Stella, with a few other friends also unable to attend, so at 07.30 am on the Cold & Wet Sat morning, I set off from home at Llantrisant, first stop via Junction 34, to Cardiff West Services, to put some Jungle Juice in the Tank. At that moment, I did actually think I was mad to still want to go, as I didn't really know anything about the old Cabriolet, not sure if even the wipers would hold up to the torrential rain, hadn't even checked it for oil/water etc since it came out of

fuel should be invested in, as the price today is a little more than my 1980's High Speed Runs, plus I have never been the lucky owner of a few filling Stations as Uncle Colin, so the gauge showed under a quarter tank, and a decision to fill it up was hastily made. Gauge must be out, as I believe she only took £55 to fill. Guy parked alongside me commented, "You need to take out a Mortgage to fill that tank Matey", my grandfather used to own one, he loved his Scimitar's. I ignored him, bloody Scimitar!!!!

Why didn't his Grandfather buy him a book on British Car Makes for Christmas!

*To be continued next month!*



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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 21st June  
Wednesday 19th July  
Wednesday 16th August  
Wednesday 20th September  
Wednesday 18th October  
Wednesday 15th November

Wednesday 21st December  
Wednesday 17th January 2018  
Wednesday 21st February 2018  
Wednesday 21st March 2018  
Wednesday 18th April 2018  
Wednesday 16th May 2018

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

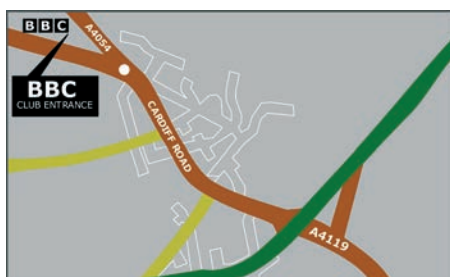
### HOW TO FIND OUR MEETINGS:

**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.



## Committee Members

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

**Tel: 02920 540800**

Fax: 02920 541313

Web: [www.cardiffjag.co.uk](http://www.cardiffjag.co.uk)

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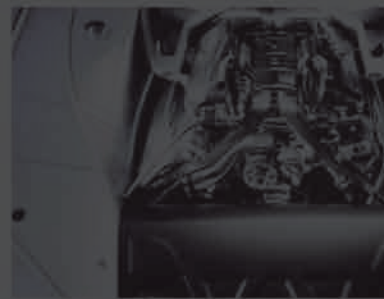
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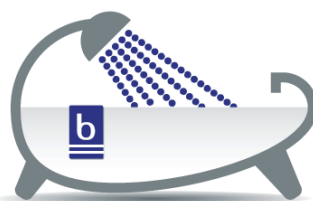
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