

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 273 | June 2017



"He created the concept for a go-anywhere
do-anything vehicle"
STEPHEN WILKS ABOUT THE JAGUAR MILITARY RANGE

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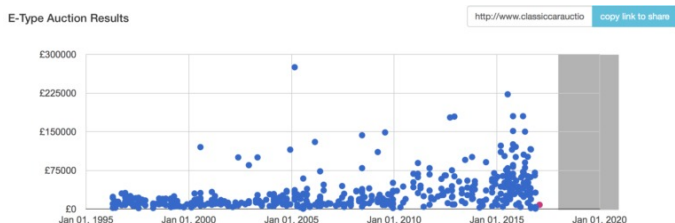
Masterson's WORDS

By Colin Masterson

Have Jaguar E Type prices gone to their heads?

While it would be easy to wax lyrical about the E-Type and what it did for fast cars of the time, prices are shooting up. It looks like we've got a break-away icon on our hands that might be about to go stratospheric. More 'accessible' classic cars are the ones that are soaring in price this year, and it appears the Jaguar E-Type is leading the charge. If you can call cars between £75,000 – £150,000 'accessible', that is.

So what are we looking at? This graph shows the prices of E-Types sold at UK auctions since 1995



and you don't need to be a mathematician to see what has happened recently.

Between '95 and 2010 E-type values were clustered shy of £50,000, however lightweight and low drag versions continued to trade highly. In the 2000's wealthy enthusiasts invested in valuable cars like the Ferrari 250's, 300SL's and Carrera RS' to name a few

but due to the large numbers produced no one viewed the E-Type as a valuable asset.

Fast forward to 2015, as the collectors snap up the 'higher tier' classics the focus shifts to what is the next desirable classic, and this is where our Jag fits the marque. Built in high numbers, removing it from the realms of super exclusivity, however iconic and highly regarded enough to have immense cultural value the Jaguar E-Type is leading the charge of the 'more affordable' classic motorcar.

So what is my take on these price rises? Well, I am sure we all enjoy the inner glow of higher prices but did we really buy our cars as investments? – no, I didn't think so! As far as I am concerned I own a couple of 'jags' for two reasons: The enjoyment of driving the cars and the camaraderie that belonging to a club like the JEC brings. Getting back to last month's editorial, higher prices just means that we are becoming a more exclusive club by the day and that it is becoming harder for new, and much needed younger members to join which is to the detriment of us all.

Colin Masterson

Colin Masterson

Publication Information

Andy Webber News Editor (*On sabbatical!!*)

Michael Manconi Magazine Editor

Colin Manconi Regional Representative

Colin Masterson News Editor/ Contributor

Harry Kuehling Contributor

Brian Pearson Contributor

Norman Alford Contributor

Neville Padfield Contributor

Terry Brown Contributor

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

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Please email all contributions including photographs, articles and reviews to:

editor@jecsouthwales.co.uk

Deadline for all articles, contributions and adverts for the next edition is **July 3rd**.



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REGIONAL NEWS

By Colin Manconi

We have had lots of shows in May starting off with the SWCCC event in Cardiff Football Ground then Porthkerry Classic Car Show, the Vale of Glamorgan Show at Sully and finally the Barry Festival of Transport at Barry Island. A short resume of the events follows with a full report further on in the magazine.

Did you read that Auto Trader, a website that lists about 450,000 new and used cars for sale, asked the drivers, all British, to rate their own car. The only rule was that they had to own a car that was less than three years old. The 10,000 drivers voted the Jaguar XF the best new car. Quite a coup for Jaguar!

Jaguars have also announced the new Sportsbrake. They are returning to the premium estate segment with a compelling combination of design, driving dynamics and advanced technologies that make it the standout performer.

Jaguar Land Rover have reported record revenues as a combination of surging demand for its fast-growing range of premium cars and foreign exchange movements move its finances into top gear.

Britain's biggest car manufacturer is set to post annual revenues of more than £23bn after vehicle sales accelerated by 16pc to 604,000 in the year to the end of March.

The rise puts it further down the road towards its goal of rivaling up market German manufacturers BMW and Mercedes. They each have global sales of more than 2m vehicles a year.

Some experts forecast JLR will achieve annual sales of almost 800,000 cars by the end of the decade, a huge reversal of fortune for the Coventry-based manufacturer, which produced about 200,000 cars annually when it was sold by Ford almost a decade ago.



JLR's recent strong performance is almost entirely down to the resurgence of Jaguar. Sales of the marque rose 83pc on the previous year to almost 173,000 cars – largely driven by demand for the new F-Pace, the first sports utility vehicle in the range.

The F-Pace is also more profitable than the saloons which until the SUV's introduction made up the vast bulk of Jaguar's sales, with customers willing to pay a premium for the fashionable vehicles which are the fastest selling in the company's 95-year history.

SWCC Show At Cardiff City Football Stadium

Paul and I arrived early at the show to make sure we could get an area which had some grass behind it so we could erect our club gazebo. We were given a large area with lots of grass at the rear and soon Scott, John and the rest of the boys arrived and we soon had the Gazebo erected. We had 12 cars on the stand with a great variety of models from Keith's Mk4, 4 E types, series 1,2 and 3, 2 XJS's a cabriolet and a convertible, a MK2, 2 XK8,s an XF and a X300. The weather was good. Paul soon had the bacon rolls ready for breakfast and later on the burgers for lunch. Thanks Paul for all your hard work at the shows. There were a wide variety of different makes and models at the event and we spent some time walking around admiring them all. It was soon time to pack up and head off home. Quite a good event with over 500 cars but I still think a Classic Car Show is better on grass!

See page 18 for a full report.



Pothkerry Park Classic Car Show

This was held on the 27th of May at the Pothkerry Leisure Park alongside Cardiff International Airport. We met as usual in the Colcot Arms car park and the travelled the short distance to the event. It is quite a new show but is growing in popularity. We had 8 cars on the stand. It is a good venue with the opportunity to extend the show. The weather was not great with occasional showers but we still enjoyed it.

See page 17 for a full report.

Vale Of Glamorgan Show

This is always a good event in a great setting. We were afraid that this year the show would have to be moved elsewhere as planning for houses had been applied for on the site but fortunately it had not yet been granted so the show went ahead. It may be different by next year. be moved to. We met as usual in the Sully Inn and ended up with over 15 cars on the stand including Keith's lovely Mercedes 300 SL Roadster. The weather was ok and we all enjoyed it.

See page 24 for a full report.



Barry Festival Of Transport

The event was held on Sunday the 11th of June. The show is becoming more popular each year with a wide variety of classic cars attending. It is held on the old Butlins site on the headland at Barry Island. This has now been converted by the council into car parks which is used to show the commercial vehicles and the numerous different buses. The classic cars now park along the grass areas on the



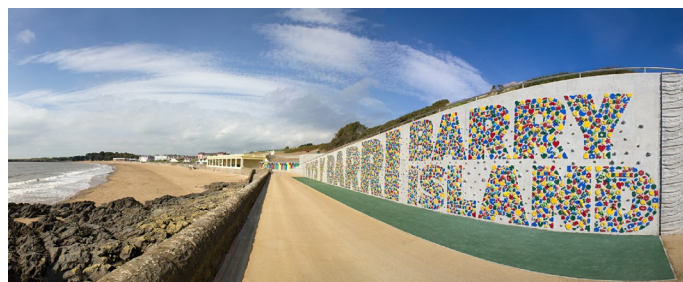
esplanade overlooking the beach and all along the promenade and in the shelters along the front.

We have to arrive early to get a good position so we met at the Calcot Arms at 8.00. Last year the Ford club beat us to the show and stole our position on the top of the headland. This year Howard who lives in Barry offered to get on site early and reserve our normal pitch. He picked up the gazebo from Scott and I gave him the club bunting. What I didn't realise was that he arrived at 5.00 am and by the time we got there he had erected the gazebo all by himself and the stand was ready for Paul to do his magic with the bacon rolls!

The weather was changeable all day but dry and our stand, even though it could have been bigger, looked very good. The organisers have realised that they have a problem with the amount of "modern cars" that are coming to the show. There were probably close to a hundred Ford's and Mini's there, some very good, the owners having spent a lot of money on them and worth looking at but a lot of them you could see in Tesco's car park. I think next year we may see a change back to a "Classic Car event".

We had excellent burgers for lunch, cooked as usual by Paul and Ruth's delicious chocolate cake in the afternoon. We packed up at around 4.00 and had a good run home.

See page 14 for a full report.





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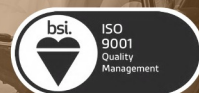
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Our Next Shows Are:

The Caerphilly Motoring Festival at Llancaiach Fawr

I have not been to this show before but it appears to have taken the place of the St Fagans show. It is on the 2nd of July.

Berkeley Castle Classic

This on the 16th of July. It is always a good show. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.00am to leave at 8.15am.

Castle Combe Action Festival

This is being held on Saturday July the 22nd. We attend this event every year. We will be meeting in usual place, the lay-by on the Chepstow turn off just before the old Seven Bridge at 8.00 am to leave at 8.15am.

JEC at Classic Nostalgia, Shelsley Walsh

This superb annual event, over two days, Sat 22nd and Sun 23rd July, attracts hundreds of classics to the oldest hill climb venue in the World and for 2017 JEC members are invited. Normally restricted to pre-1977 cars, for our members this has been waived and Jaguars of all ages are welcome on our stand. We will have our own dedicated parking area and, unique to the JEC, all ages of Jaguars & Daimlers can attend.

The hill climb is 1000 yards long with a 1:7 rise at its steepest point with drivers reaching speeds of up to 140 mph. Excellent viewing on all points of the hill bring you really close to the action.

Along with a full programme of championship climbs, there is a unique celebration of Group A World Rally Championship cars celebrating their 20th anniversary, celebrity interviews, a full stage programme of singing and dancing, food outlets



and 100's of classics. Not forgetting an air show!

It will also be the first outing for our new "Roadshow" featuring our Club van with its bright new graphics and large awning, allowing us to present the Club and its partners to Members and other Jaguar enthusiasts' at venues around the country.

We will also have the Club Raffle car on site raising money for our 2017 nominated charity, the Prince Philip Trust Fund, and be joined by SNC Barratt, offering specialist parts and advice to help keep your car on the road.

It is the first time the JEC have been invited so please attend if possible.

Silverstone Classic

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 10,000 classic cars attending and 24 classic races over the weekend with 1500 classic cars racing. This is three day event, Friday 28th, Saturday 29th and Sunday 30th of July. We have 13 members going for the three days. Tickets are still available and can be purchased for any day, but have to be purchases in advance from the Silverstone website using the JEC code17004SCC.

South Gloucester Show

This is a two day event on the 5th and 6th of August at the Windmill Fisheries Showground just passed Bristol. Some of us went up on the Sunday last year and had a really good time. I hope more members will attend this year to support the show as it is going from strength to strength. Please enter on line.

NEWS

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



With low ownership costs, due to predicted high residual values and low running costs, the Jaguar XF Sportbrake is available to order now, priced in the UK from £34,910 (2.0d 163ps Prestige manual).

Introducing the new Jaguar XF Sportbrake

The new XF Sportbrake returns Jaguar to the premium estate segment with a compelling combination of design, driving dynamics and advanced technologies that make it the standout performer.

The XF Sportbrake sets new standards for practicality and convenience with user-friendly features and technologies that make every trip safer, smarter and more relaxed. Its combination of space and efficiency make the Sportbrake the perfect companion for customers with active lifestyles.

With a design that retains the distinctive curves of the saloon

at the front, the new XF Sportbrake embodies Jaguar's key design DNA and incorporates an eye-catching roofline, which sets it apart from the competition. Its sleek silhouette projects a dynamic and purposeful profile that transforms the amount of space available inside.

The interior provides spacious accommodation flooded with natural light from the full length 1.6sq m panoramic roof. Rear occupants benefit from enhanced knee room and improved headroom, while the practical loadspace can accommodate 565 litres of luggage.



SVO UNLEASHES JAGUAR XE SV PROJECT 8: THE MOST EXTREME PERFORMANCE JAGUAR EVER

Jaguar Land Rover SVO Operations today announces the most powerful, agile and extreme performance Jaguar: the new XE SV Project 8. A prototype version of the 600PS Jaguar sports sedan offering supercar performance has now undertaken its debut test at the gruelling Nürburgring Nordschleife, adorned with an exclusive camouflage created by SVO Design.

With the most highly tuned version of Jaguar Land Rover's five-litre supercharged V8, Project 8 will become the second Collectors' Edition vehicle from SVO, following the successful launch of Jaguar F-TYPE Project 7 in 2014. No more than 300 cars, all hand-assembled at SVO's Technical Centre in Coventry, will be created for sale worldwide.

John Edwards, Managing Director of JLR SVO said: "The time is right for SVO to produce the most extreme performance road car in the history of Jaguar. The SVO team is possessed by the spirit of performance and committed to creating the most thrilling driving experience imaginable. Our clients worldwide were thrilled by the F-TYPE Project 7. The new XE SV Project 8 takes aerodynamics and performance engineering to another level – it is conceived for enthusiasts and the most discerning collectors. The price for such an extreme performance sports car available in strictly limited numbers will reflect that."

Full specification details for Jaguar XE SV Project 8 will be revealed at www.Jaguar.com on 28 June 2017, ahead of its world dynamic debut at Goodwood Festival of Speed in West Sussex in the UK on 30 June.

JAGUAR XF IS NAMES NEW CAR OF THE YEAR IN AUTO TRADER AWARDS

The online classified group interviewed 10,000 consumers in partnership with independent research agency Basis Research in April and May through an online survey. All respondents had to own either a brand new car or a car that was less than three years old. The car owners that powered the Awards were asked about the criteria that governs each of Auto Trader's editorial reviews, which covers car ownership and driving aspects such as: running costs, handling, reliability, practicality, performance, equipment, interior and safety.

Auto Trader cars editor, Andy Pringle, said: "Our New Car of the Year award winner, the Jaguar XF, deserves special recognition, as it came out on top scoring highly in categories such as comfort, safety, power, good features and accessories."

JLR TO RECRUIT 5000 NEW STAFF AFTER RECORD YEAR OF SALES

JLR has unveiled plans to recruit 5,000 new engineers over the next year in a boost for British industry as the Brexit talks begin. The carmaker has just enjoyed a record year of sales bolstered by demand for luxury cars in China and North America, and needs thousands of new recruits, predominantly in the UK, to help develop new models, including electric cars.

JLR is the country's biggest car manufacturer and has been held up by ministers as a poster child for British industry. It is also one of the UK's largest exporters, with about 80% of its £24bn annual revenues generated from cars sold abroad.

Its expansion plans will bolster hopes that the UK's export sector can help offset some of the domestic pressures on the economy in the years ahead as household budgets continue to be squeezed by weak pay growth and rising inflation on the back of the slide in sterling triggered by Brexit.

The pound's weakness since the referendum has made imports to the UK more expensive, but it has also been a boon to some exporters because it makes their goods more competitive in overseas markets. The exchange-rate effect has also flattered the earnings of those companies with big overseas earnings.

Analysis Jaguar Land Rover's electric car plans could prove game-changer for the industry.

Last year, Jaguar unveiled the I-Pace, its first battery-driven car, and it has a team competing in the Formula E electric racing series, a test bed for innovative technologies.

JLR has been at the forefront of Britain's automotive renaissance over the past five years and last month the company posted record revenues of £24.3bn, 9pc up on the previous year with global sales of 604,000 cars.

To find the staff it needs, the company is turning to digital technology, joining forces with the band Gorillaz and using their app to recruit tech-savvy staff.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from hot and sunny South Devon. Wow – the classic car scene has really taken off this month! Hardly a week went by without an event to go to including:

- Killerton House – 14th May
- TOWC Run – 21st May
- Pecorama Show – 28th May
- Collaton St Mary Show – 29th May
- Brixfest – 31st May
- Tavistock Steam Fair – 4th June

As well as the Torbay Air Show on 3rd & 4th June. Phew!

Killerton Classic Car Day - 14th May

This is a very large show at Killerton House a National Trust property. It must be at least 10 years ago I first went there with Peter Harris in my E Type! As it's just north of Exeter it is rather less distance to travel. Natali and I

went to the show in the Daimler V8 250 and joined up with about 20 TOWC members on the club stand. Lots to see and do quite apart from the classic cars etc. The gardens are worth a visit although it would have been better a couple of weeks earlier when the flowers were in full bloom. The house is not particularly large and even smaller on this occasion as the upper floor was closed off while the roof was being repaired. Great fun on the TOWC stand with a lot of banter going on! A couple of our club members (Colin & Joan Banks) won a prize for their Ford Mustang.

TOWC Club Run - 21st May

On this occasion, the run was organised by Chris & Julie Headon (the owners of a GT40 replica). Once again we assembled at

Gallows Gate on the northern outskirts of Torquay. We had very good weather which encouraged a large turnout. After travelling along some scenic countryside we had a coffee stop (with lots of cakes!) in the Claycutters Arms in Chudleigh Knighton. Our route then took us through Exeter towards Ottery St Mary. The navigation was a bit of a nightmare for poor Natali struggling with some of these strange English names. Welsh names are easier! Going through Exeter (with lots of traffic and traffic lights) we tried to keep up with a group of four TOWC cars. Unfortunately we lost them when the Midget in front of us jumped a couple of red lights also trying to keep up with the lead cars! We, and Ivan in the Morris 1000 van behind us, then navigated our own way through Exeter but missed one turning. We stopped to consult and look at



our maps. Ivan & his son thought they knew the way and led from there. They then missed another turning point! We eventually found our destination ahead of quite a number of cars! We were quicker as we had used the main A30 rather than the scenic route planned! Anyway it was pleasant to relax and enjoy the carvery in the Otter Inn, near Awliscombe. I'm pleased to say the Daimler didn't miss a beat & no problems with overheating in spite of the stops & starts in Exeter.

I understand that Chris did confide in Julian (in a somewhat private venue - otherwise known as the Gents) that for some reason we had arrived at our lunch stop 30 minutes early. Julian suggested the answer was obvious: Chris did the timings in his GT40, not a 1930s Morris 10!

Pecorama Classic And Vintage Rally- 28th May

While a number of members went to the Devon County Show (rather like the Royal Welsh Show at Builth Wells) Natali and I went to the Pecorama near Beer in our Daimler. The Pecorama is well known for the miniature railway similar to the one on the Heath Park, Cardiff only larger. We especially looked forward to visiting Beer again as we had our first honeymoon stay in Beer in 2004. We had also stayed there whilst



attending the Branscombe Air & Classic shows now sadly defunct. We were amongst the first to arrive but the field soon filled up. We did spot two TOWC members & cars on the TSSC stand. Sue, the local organiser for the TSSC, had a very interesting hat! Natali and I then walked down the hill into the town and down to the beach reliving our enjoyable stays and holidays. Beer is a beautiful, characterful little town & well worth a visit. A bit of a climb back up to the cars! The Pecorama gardens are also very picturesque & well worth a visit. We didn't have a train ride this time!

Collaton St Mary, Paignton Show - 29th May

As this is a very small local show

we didn't actually enter it. Apart from the local church and flower show there isn't a great deal to see or do and Natali would have been bored! We went along in the afternoon (in the Mazda!) and spent about an hour looking at the cars, church interior (with the floral displays) and chatted with TOWC members. Most of the cars on display appeared to be from TOWC members! More comments about Phil's tiny table (Morris Minor size!) and were surprised at the small boot on Norman's Ford Mustang coupe. I'm going to be a bit controversial here - a bit like modern Jaguars - big cars with small spaces for humans!

Brixfest - 31st May

We looked forward to this annual

Continued >





event and were not disappointed. A beautiful, warm, sunny evening on Breakwater Beach, Brixham. This is a Wednesday evening event running from 6.00pm to approx. 8.30pm – or when exhibitors leave the pubs/restaurants! The car park was virtually full when we arrived in the Daimler just before 6.00pm but we managed to squeeze into a good spot. Natali's son, Artiom, also joined us for the evening. Very pleasant evening looking at the cars, chatting with people and walking along the pier & harbour side. Impossible to get a bite to eat as the restaurant was fully booked! One of the photos I took was of Phil's Morris 1000 with four people leaning forward admiring it. Comments were later made on Facebook along the lines of "Let us pray"! The car is in superb condition but Phil gets a lot of leg pulling about it!

Tavistock Steam Fair - 4th June

While most TOWC members went to a show at Dart's Farm near Exmouth we went in the opposite direction to the Tavistock Steam Fair. A good decision as it turned out as it rained most of the day at Darts Farm and they packed up at approx. 3.00pm! The Steam Fair is not very large but very interesting with a few steam traction engines, tractors, various displays as well as about 50 classic cars. We went in our Daimler on the scenic

route over Dartmoor via Ashburton. Quite steep climbs and descents in some places! The Daimler coped OK with no problems. We went home the easier route via Plymouth! Initially we had heavy rain and sat in the car for about an hour. It then cleared up and we had a tour of the exhibits and a walk around the picturesque town. Only one other TOWC car on display – a Morris 1000 Traveller. An interesting exhibit was a 1907 Stanley Steamer the owner of which took people on short trips around the town. We, of course, had to participate! A wonderful experience for me and Natali and we were quite surprised at the car's turn of speed. It can get up to 45 mph! I'd have trouble keeping ahead in the Daimler as I'm still running it in at 45-50mph after last year's engine rebuild! The experience brought back happy memories of doing the London to Brighton Centenary Veteran Car Run in the Jaguar Heritage 1904 Lanchester.

Torbay Air Show - 3rd & 4th June

Not a car show this time but an important local event which we had been eagerly anticipating. Last year I had viewed the show from Rock Walk in Torquay but found it was too far away from the main show over Paignton. This year Natali and I viewed the displays from a grassed area by Preston Beach, Paignton on the

Saturday. It turned out to be a great position – not too crowded and a short walk to the Victory Tea Rooms (which we use for our Nordic Walks) for take away chips! What a fantastic free show with lots of aerobatic displays during the afternoon. I particularly liked seeing the Catalina flying boat and took lots of photos of it. Of course, the star attraction was the "Red Arrows" and they certainly did not disappoint. Brilliant displays with very tight and precise formation flying as well as the "head on" displays. Towards the end the "Battle of Britain" Spitfire and Hurricane (minus the Lancaster) also gave us a show.

Club Meeting - Thursday 25th May

We began our evening with an illustrated talk by our guest speaker Roger Harding of the Stover Canal Trust. He told us how, why and by whom the canal was built, how it was used and later fell into disrepair. The Trust is gradually restoring sections of the canal and continuing to research its history with a view to eventually opening a visitor centre to tell the whole story to the public. This is very much work in progress, and new Trust supporters are always needed.

During the meeting Julian announced that we had received an enquiry from a non-club member who lives in Paignton, to give a 70th birthday treat to her husband who has always loved Morris Minors. Phil Haste kindly agreed to do a run. The couple were extremely grateful and offered to pay Phil. He declined but did accept a cheque for £50 for club funds. Julian read a message of thanks from the couple, which referred to Phil's lovely car. Some of us were puzzled by the reference to the lovely car! Many thanks go to Phil.

The meeting continued 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 which we are looking



for ward to. I reported last month that if anyone is interested in coming along and entering the show best to get your skates on as there are limited spaces available. The show entries are now full to capacity and there is currently a waiting list in case of cancellations.

During the meeting I did note that the JEC Devon Region have their local show at Torre

Abbey, Torquay on 18th June (not 4th June as noted last month!) clashing with the Morwellham Quay Show which I have already booked! Grrr! If the weather is poor I'll go to Torre Abbey which is just over a mile away! If not then Morwellham Quay it is.

...and finally:

FORGETFULL DOG!

As a butcher is shooing a dog from his shop, he sees £10 and a note in his mouth, reading: "10 lamb chops, please."

Amazed, he takes the money, puts a bag of chops in the dog's mouth, and quickly closes the shop.

He follows the dog and watches him wait for a green light, look both ways, then trot across the road to a bus-stop. The dog checks the timetable and sits on the bench. When a bus arrives, he walks around to the front and looks at the number,

then boards the bus.

The butcher follows, dumbstruck. As the bus travels out into the suburbs, the dog takes in the scenery. After a while he stands on his back paws to push the "stop" bell, and then the butcher follows him off.

The dog runs up to a house and drops his bag on the step and barks repeatedly. No answer.

He goes back down the path, takes a big run, and throws himself (Whap!) against the door. He does this again and again. No answer. So he jumps on a wall, walks around the garden, barks repeatedly at a window, jumps off, and waits at the front door. Eventually a small guy opens it and starts cursing and shouting at the dog.

The butcher runs up screams at the guy: "What the hell are you doing? This dog's a genius!"

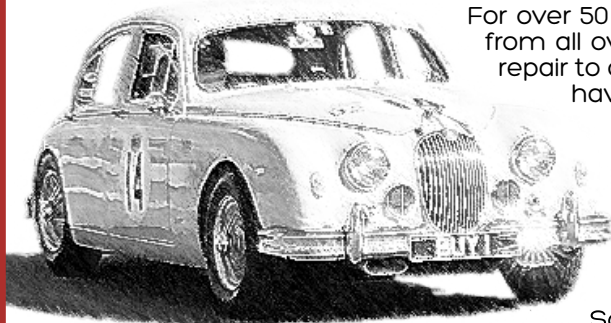
The owner responds, "Genius, my arse! That's the second time this week he's forgotten his key!"

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Barry Festival Of Transport

The Barry Festival of Transport organized by the Cardiff Transport Preservation Group (CTPG) was once again held on the seafront on Barry Island, a much better location than the old one near the retail park at the docks.

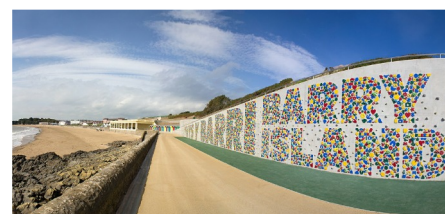
Our members met at a local pub car park so we could convoy into the show and park up together. Howard managed to “bag” our spot at the top of the grassy spot overlooking the beach by getting there, literally, at the crack of dawn, erecting our gazebo so by the time we arrived we just had to organize our display of cars and sit back while Paul organized the bacon butties.

We had a dozen cars but the space we had was a bit tight. We had five E Types on display including Neville’s “orange peril” which he had repainted in the colour it originally had, one of only two Porsche orange coloured cars to have left the factory. The front line of our display

was completed with Keith’s Mark IV and Howard’s extremely rare and desirable Silver Cloud III convertible with its “Chinese” headlights.

Soon the various classic car clubs began to arrive and even the esplanade was full of more modern Minis and Fords but the bulk of the “real” classics were on the grass bank near our cars, although I could not think for the life of my why a whole bunch of new Range Rovers should take part in a classic car show! There was plenty of time to wander round the front looking at the cars and to wonder at the huge amount of money that the council must have spent on the new facilities there.

After lunch which consisted of Paul’s usual delicious burgers (did I ever mention before how good they are?!) it was time for some of us to take advantage of a trip in one of the old buses organized by the CTPG. This bus was interesting as it was made specially low to get under local bridges by have a dropped walkway on the top deck, which enabled them to have a much lower roof than normal. It was made by Bristol and it had the disadvantage of having all four seats together with the walkway at the side, which made it difficult for passengers to get on and off. They were running shuttles to and from the old bus garage in town where some of their buses are stored and they have permanent exhibits which are of interest. They were also doing other trips around the neighbourhood in both open topped and closed buses.



Incidentally, the CTPG also have another huge garage on Atlantic Road in Barry Docks where I store my cars in the winter. It is a huge barn of a place but has electricity for battery chargers and is dry. Also it is very secure being within the docks security controlled gates, there are locked gates to get in the garage compound and the garage itself is locked. The charge is only £35 per month, a fraction of charges elsewhere. Contact me if you are interested.

Returning from our bus trip I went with Andy to the War Museum that is in the railway station on the island and, although very small, it is well worth a visit, particularly to read the stories of individuals from Barry who fought in the Second World War.

As we were leaving the organisers told us that we can have more space next year including the bandstand which will enable us to create an impressive display.





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Porthkerry Classic Car Show & Family Fun Day

This is the second time we have been to this show and it is getting better every year. It is held at the Porthkerry Leisure Park alongside Cardiff International Airport.

Paul and I met up in Castleton and had good run to Barry to meet the rest of the club at the Calcot Arms car park.

It is not far from the Calcot Arms to the venue and being early we drove straight into the field and the helpful marshals directed us to a spot where we could put up our gazebo with the cars each side of it.

We had 8 cars on the stand. Pauls and Johns E Types, Dave and Ruth's and Leigh's XK8, Howards XJS cabriolet, Keith's XK150 and my XJS.

The weather was cloudy with the occasional showers but we retired to the gazebo and let the rain pass over. About 300 cars attended the event. They would have had more but I think the weather restricted the numbers. Paul soon had the bacon rolls ready and after breakfast we walked around and looked at the auto jumble. There were a wide

variety of cars from the modern Ford's to veteran vehicles.

Beef burgers were on the menu for lunch and then in the afternoon Ruth produced one of her magnificent chocolate cakes. A classic car show wouldn't be the same without an ice-cream and despite the weather we walked over to the ice cream van to purchase 6 ice creams. The van driver was very happy to see us as he had not sold many ice creams due to the weather!

It is a good setting for a car show and is getting more popular each year. It was a bit unfortunate that the weather was not better but it dried up later on and it was soon time to pack up the gazebo and head off home.





Once again the South Wales Classic Car Club held its annual Classics in Cardiff at the Football Club's car park and Colin Manconi was there at the crack of dawn to claim the best area for the club, a grass area on the edge of the car park where we could erect our gazebo and taped off an area for club members.

This was the first time I had attended this event and had visions of sitting in the middle of the car park – you can go to Tesco's if that is your bag, so was pleasantly surprised. Mind you, you can understand why the organisers made the change from Pencoed where three shows were written off over the years due to poor weather creating a quagmire of the show field.

Cars rolled in in dribs and drabs with a good turnout of over a dozen members turning up from oldies like Keith Ryall's gorgeous cream MkV and John James XK140 through E Types (series I, II and III represented), MK2, XJS, XK8, XJ saloons to the latest XF

Many of you who have read my ramblings before will know that as well as having a passion for all things Jaguar I also love to see older cars, both pre-war (I'm talking 2nd World War Andy!) and also cars from when I was a youngster, in the 50's. I have great admiration for the people who keep these cars going for us to enjoy, particularly as many of them are (and were in their day) dogs!

So, what did I spy that

South Wales Classic Car Club Show





caught my eye? Well one in particular struck chord and that was a rusty old 425cc Citroen 2 CV, whose mechanics had been maintained but whose body work was showing signs of the dreaded tin worm. This was a car that was ubiquitous in France, when I used to go for family holidays with my parents. The quality of the engineering is quite high, for example, the cylinder head and block are machined so accurately that no gasket is required between them. It had so many incredibly practical features for what was a very cheap peoples car: It has a suspension that was so soft that you could cross a ploughed field (with an apocryphal bowl full of eggs that remain unbroken); the indicator flasher switch was clock-work so you twisted it the way you wished to turn and it unwound like a kitchen timer and cancelled the indicator; the wipers were

driven by the same cable as the speedo so the faster you go the faster the wipers go, so much better that the system used on such cars as Fords of the day, where the wipers were driven by vacuum for the inlet manifold so when you increase power, say, going uphill the wipers stopped(!); the seats were simply removable, great for a quick roadside picnic – farmers used to remove the backseat to take their pigs to market; the roof is canvas and rolls right back to make a convertible.

Our friend from Barry who, each year, rebuilds a different type of micro, car came up with something new. His whole family drives his collection that comprises a Fiat 500, Fiat Multipla, Messerschmitt and BMW Isetta bubble cars. This year he brought his latest car, a Zundapp Janus 250 microcar and, no, I had never heard of it either. Getting parts for

restorations of such rare cars is a real labour of love and he had to go to great lengths to get them. He found that were some in Denmark but the seller was not prepared to post them so he had to go to Denmark to pick them up. Many other parts, like light fittings, door handles and mirrors he has had to have made. The original car was so underpowered that they had to remove the side glass and replace it with Perspex to improve its performance.

What has all this got to do with Jaguar I hear you ask – well, nothing. but it is another interesting aspect of our hobby and part of the fun of attending car shows is to look at what others have “brung”.

After packing up the gazebo we had to wait around 30 minutes before we could leave as there was a bottle-neck on exiting the car park but this did nothing to spoil an excellent day out.



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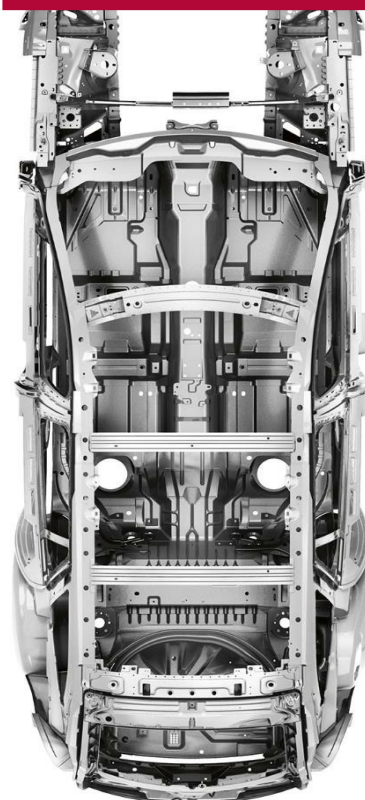
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JLR CLASSIC **The Dream Factory**

Welcome to Jaguar Land Rover Classic's new headquarters in the UK - a Willy Wonka-style factory for car enthusiasts.

This is where iconic models, such as the Le Mans winning Jaguar D-Types from the late 1960s, XJ220 supercars from the 1990s, and Series 1 Land Rovers from almost 70 years ago, will be restored and serviced by highly skilled technicians.

It's also where a crack team of vintage-car builders will create small batches of reborn models like the XKSS and E-Type.

The new site in Coventry - which cost £7 million to create - is officially the world's largest

classic car sales, manufacturing and restoration facility of its kind, the British manufacturer said.

Doors to the new site swung open for the first time today - come with us on a tour of the building where millions of pounds worth of iconic cars are being stored, restored, serviced and built.

Jaguar Land Rover CEO Dr. Ralf Speth and Special Operations Managing Director John Edwards unveiled the new premises - named Classic Works

on Wednesday afternoon. It's one of two new locations being opened, the second being a new facility in Essen, Germany. The new sites are confirmation of the brand's rapid global expansion over the last 12 months.

The Jaguar Land Rover Classic department was only created as a subsidiary to the car-making business in March 2016, but the unveiling of reborn models like the XKSS and E-Type Jaguar, as well as first-generation Land Rover Series 1 models and three-door Series 1 Range Rovers have seen it receive coverage around the world.

The new 14,000 square metre site has a dedicated showroom area with displays of millions of pounds worth of cars through the ages and 54





separate workshop bays for mechanics to restore and service model that have been out of production for at least a decade.

The workshop also has dedicated strip-down, remanufacturing and assembly zones for the Land Rover Series I, Range Rover Classic and Jaguar E-type Reborn restoration programmes, as well as an engine shop and production line for the recreated XKSS line consisting of nine cars worth over £1million each.

At any given time, the new facility will hold more than 500 'Classic Collection' vehicles retained by the brand.

That makes it a dream-land for classic car fans, especially those whose idea of heaven is an pristine old Jaguar or period-correct Series 1 Land Rover.

Jaguar Land Rover Classic referred to it as a 'living assembly of British motoring history, which is an invaluable reference for restoration.

That collection consists of models ranging from the 1955 Mk1 Jaguar though to the C-X75 hypercar used in the James Bond Spectre film in 2015 and the latest F-Type Project 7. All the vehicles in the collection are available for loan to car clubs and museums, and for the manufacturer and its partners to showcase their heritage at events.

Speaking at the grand opening, Edwards said: 'Classic Works is hugely important to Jaguar Land Rover. It's much more than a building – it's the heart, and soul, of Jaguar Land

Rover Classic for our clients worldwide. 'Being able to support owners and enthusiasts of our two great brands with a full suite of services for classic vehicles is a fantastic opportunity.'

The British manufacturer - which is owned by Indian firm Tata - said it now has more than 80 highly skilled staff employed at the Classic Works centre, though it expects this to grow to more than 120 specialists by the end of the year.

Technicians will not only use authentic manufacturing methods but will also have access to the manufacturer's cutting-edge technology, such as 3D scanning and Computer Aided Design, which allows the re-tooling and reintroduction of parts such as Jaguar E-type and Range



Rover Classic panels. These are parts that would otherwise be prohibitively expensive to re-manufacture.

Jaguar Land Rover Classic Director, Tim Hannig, said: 'Our people, their knowledge and their skills are the heart of Jaguar Land Rover Classic. 'There are more than 1.5 million classic Jaguar and Land Rover vehicles in existence worldwide, and we are investing in traditional manufacturing and restoration skills to ensure enthusiasts are able to give cars with a glorious past, a glorious future.'

Guided tours of the new facility will be available from September, giving the public the chance to see these historic cars in the flesh and highly skilled mechanics working on invaluable motors.

Some of the cars being built at the premises will be available to purchase, too - though you'll need a bumper bank balance to afford them - and owners of models that have been out of production for 10 years or longer can have their vehicle serviced by the specialist department.

And even if you can't



afford one of the legendary vehicles on display, there will be the opportunity to drive them with a 'Classic Drives' experience held at the MIRA vehicle development facility near Nuneaton in Warwickshire and Eastnor Castle near Worcester where Land Rover already has an experience centre.

To celebrate this weekend's Le Mans 24 Hour race - the 85th instalment of the endurance event and one that's been won by Jaguar on seven occasions over five decades - the Classic Works opening featured

victorious C-Type, D-Type and XJR-9 models taken from the British Motor Museum in Gaydon.

Later this summer, five D-types - including a number of the 1957 Le Mans cars and the 1956 example displayed at Classic Works - will travel in convoy from the new £7million facility and will visit the Concours of Elegance at Hampton Court Palace on 1 to 3 September and will stop off at Silverstone and the home facility of the Panasonic Jaguar Racing Formula E team.





The Vale Of Glamorgan Classic Car Show

This is the 4th Car Show organised by the Rotary Club of Dinas Powis. It was set in the grounds of the Sully Sports and Leisure Club. We thought we may have to move to another venue this year as planning permission to build houses on the site had been received but luckily it has not been passed yet.

We met as usual in the car park of the Sully Inn so we could all park together at the

show. We had E types from Paul, John and myself, Neville's Mk2, Scott, Leigh, Dave and Ruth's XK8, Peters XKRS, Howards XJS Cabriolet and Andy's XJS Convertible, Keith's Mk4, XK150 and Mercedes SL300 and a X300 who I did not get the name of the owner. That gave us fourteen cars in total.

We had our usual discussion with the marshals about where we could put our stand

with the gazebo. The year before last we ended up with the club stand in one place and the gazebo in another place! I asked the marshal if we could go to the end of the field where there was lots of room and put the stand and gazebo up there and was given permission. No sooner had we gone to move there than another marshal ran up and told us we had to go back to the front of the field! Exactly what happened last year. Never mind we ended up with a nice stand which included the gazebo. I have been told that next year we should be able to have a separate stand.



The annoying thing is that we always arrive early to get a good position but entrants who arrived after 10.00 just parked where they liked!

We soon had the gazebo erected, we seem to be good at putting it up now, they say "practise makes perfect". I prefer "many hands make gazebo go up quickly". Paul had brought lots of bacon for the bacon rolls and soon the delicious smell of bacon cooking in the early morning air was wafting around the stand. A cup of tea or coffee and we were ready for whatever the day would bring?

It was then time to walk around the show. There are always a huge variety of different makes, models and ages of the vehicles. The point has been



made that some of the modern cars are taking over these shows. I have no problem with some of the modern "Fast Fords, Subaru" etc. some of these people spend a fortune on their cars and cherish them as much as we do with our cars and a lot of the younger people want to see these vehicles, just as when we were young we wanted to see E types etc, but I think we have to be careful

when we have run of the mill modern cars included with them?

Lunch was as usual burgers cooked by Paul with Ruth's delicious chocolate cake with tea or coffee in the afternoon. It was then time to pack away the gazebo and make our way home. The event is getting bigger each year and I am sure we will attend next year wherever it is held.





XJ220 Royalty To Join Silver Jubilee Celebrations

Special plans to celebrate the 25th anniversary of the remarkable Jaguar XJ220 at this summer's Silverstone Classic (28-30 July) have moved up a gear with confirmation that two of the key inspirational figures behind the sensational

As Engineering Director at Jaguar, Randle was the mastermind behind what is still the fastest, most exciting and most expensive road-going Jaguar ever created. Helfet was Jaguar's senior sports car designer and the brains behind the XJ220's stunning – and astonishingly ageless – styling.

The two leading lights were recently reunited at Don Law Racing in Staffordshire, the world-renowned family-run organisation that has assumed global responsibility for the XJ220 having taken over the business from JaguarSport. Amazingly, it was the first time either Randle or Helfet had visited Don Law's thriving enterprise, so it was an emotional experience for all parties. More so, as there were no

fewer than 22 XJ220s in situ undergoing various renovations, some amazingly with just delivery mileage on their odometers.

"It's absolutely extraordinary what Don and his team are doing," enthused Randle. "To have so many cars here is incredible. They are clearly doing a lovely job."

Helfet echoed those sentiments: "What Don is doing is fantastic," he said after casting his eyes around the DLR workshop. "If anything or anybody is maintaining the legacy and the reputation of the 220, it's him. This is an eye-opener and really heart-warming for me."

Law, who will be curating the record display and parade at Silverstone in July, was every bit as thrilled to have such XJ220

royalty on his premises.

"It was an absolute privilege and honour to have Jim and Keith visit us," he confirmed. "The XJ220 is very much their brain-child, and that the car is still so admired today, is a true tribute to their incredible vision. I know all the XJ220 owners and enthusiasts coming to the Classic will really treasure their presence at the event. The car has an incredible story to tell and, who better to tell it than the two men who made this incredible project possible."

Indeed, the story behind the most extraordinary car ever to bear the Jaguar name is well worth sharing. Believing Jaguar needed something very iconic to rebuild its tarnished image, Randle set out to create a Group B supercar to take on the combined might of Ferrari and Porsche. However, with limited resources at his disposal, he was forced to seek a team of a dozen unpaid volunteers willing to work after hours and at weekends.

Famously known as the 'Saturday Club', this small team

created the sensational XJ220 concept car which was unveiled to rapturous applause at the NEC Motor Show in October 1988. Jaguar was inundated with blank cheques as more than 1,500 enthusiasts and speculators clamoured to get their hands on one of these gorgeous V12-propelled show-stoppers. A response that forced Jaguar to grant approval for a limited production run of 350 road cars.

A dedicated JaguarSport joint venture was set up with the company's then competition partner, Tom Walkinshaw Racing, and soon afterwards the fairytale continued with HRH The Princess of Wales opening a brand new XJ220 factory in Bloxham near Banbury.

When customer sales started in June 1992 (hence this year's 25th birthday celebrations) the dramatically-styled, mid-engined, two-seater supercar – priced at a not inconsiderable £400,000 plus VAT – was not only Jaguar's fastest ever production car but also the fastest production car on earth, officially clocked at a then peerless 212.3mph.

At this point, though, the story took a turn for the worse. The world was heading into economic recession and many of

those bowled over by the original prototype weren't quite so excited by the downgraded specification of the eventual production car.

Although originally conceived to feature a V12 engine plus four-wheel-drive, the customer version came with a 3.5-litre twin-turbocharged V6 – albeit developing a sizable 542bhp – delivered to just the rear transaxle.

In the end, when production ceased in 1994 with just 281 cars built, Jaguar was left with 150 unwanted XJ220s many of which were eventually sold off for less than half of their list price.

However, now 25 years on, the XJ220 is starting to be respected by motoring aficionados and serious collectors alike. Prices are rising fast and, with no little thanks to those custodians at Don Law Racing, the ultimate Jaguar is starting, rightly, to be acclaimed as one of the world's significant supercars.

"It does seem the world is rediscovering the 220," confirmed Helfet. "I believe the special anniversary parade at the Classic will not only be a very memorable occasion but also a major turning point in the 220's turbulent history. There's still so much interest and goodwill in



the car. Looking back, it was the craziest, the most heroic and even the silliest of projects. However, 25 years on, I'm still very proud of it."

Randle remains a firm believer that the V12 route would have produced a better result, but he is pleased that Helfet and other members of his small volunteer team are getting the recognition they deserved. He's delighted, too, that the surviving members of the Saturday Club are being invited to share in the celebrations.

"It's incredible how fast 25 years have passed," he reflected. "My memories are mostly quite happy, as much for the people involved as anything else. It was for them a life experience and I'm sure they'd all be very happy to know that 25 years on the car is still putting smiles on people's faces."





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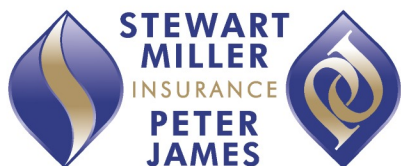
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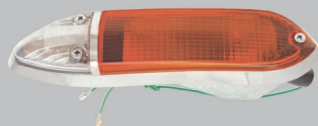
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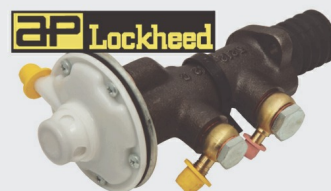


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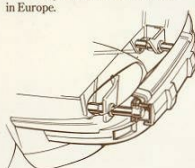
1. Low-speed impact bumper.
2. Cibie biode quartz-halogen headlamps.
3. Air dam and undershield.
4. Exclusively styled light alloy wheels with low-profile, wide tread, water expellent tyres.
5. Jaguar's 5.3 litre V12 engine with electronic fuel injection.
6. Power assisted rack and pinion steering with energy absorbing column.

And so efficient is the fuel injection that you can expect economy approaching 18 mpg from 97 octane (4 star) petrol.

However, at 150 mph you may care to reflect that safety is a dominating feature of the taut XJS design.

The solid foundation of this safety is a steel Monocoque body shell which exceeds all current and anticipated safety regulations. Intrusion barriers are built into the very wide doors. These and other safety features are paramount.

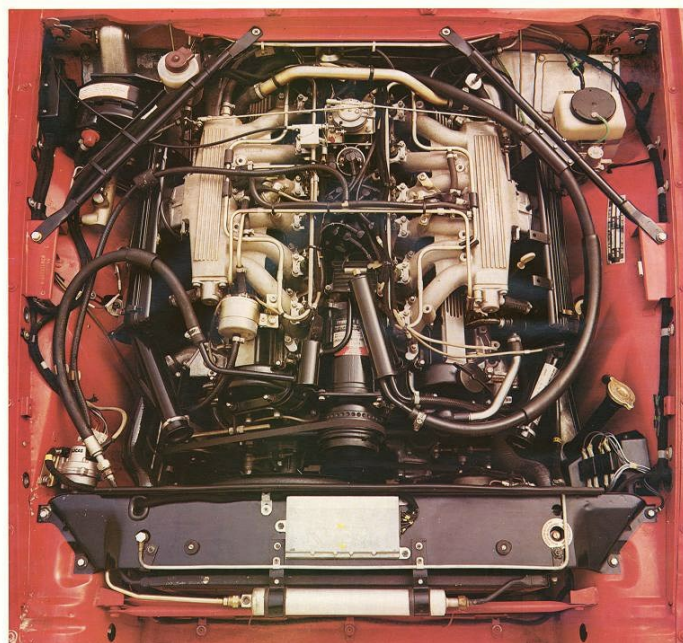
7. Wide doors with built-in side intrusion barriers.
8. Individual bucket seats front and rear.
9. All-steel monocoque body with forward opening bonnet.
10. Fuel tank located between rear seat and boot for maximum possible protection.
11. Deep and wide boot of 0.43m³ (15 cu. ft.) capacity.
12. Wrap-around rear bumper incorporating low-speed impact hydraulic struts.



The boot is large, even by Jaguar standards. It is designed to meet rear impact requirements and accommodates as much luggage as XJ saloons.

The bumpers both front and rear are mounted on Menasco hydraulic struts, which absorb impacts of up to 5 mph without flinching.

They are the first of their kind in Europe.



PASSENGER CAR FUEL CONSUMPTION ORDER 1977—FUEL CONSUMPTION TESTS

The results of the officially approved tests for these models in miles per gallon and litres per 100 kilometers are as follows:

Model	Urban Driving		Constant Speed		Constant Speed	
	m.p.g.	l/100 km	m.p.g.	l/100 km	m.p.g.	l/100 km
XJS Automatic	11.4	24.8	19.8	14.3	17.2	16.4
XJS Manual	10.8	26.2	21.4	13.2	18.2	15.5

Important Note:
The results given here do not express or imply any guarantee of the fuel consumption of any particular car. Tests are not made on each car and there are inevitable differences between individual cars of the same model. Furthermore fuel consumption will be affected by particular modifications, by the driver's style and road and traffic conditions and by the extent to which a particular car has been driven and its standard of maintenance.

Information as to the result of officially approved tests on all cars tested is available for inspection by customers on any premises where these cars are displayed.





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for classics and more.

Our History

Founded in 1983, Footman James is one of the leading specialist vehicle insurance brokers. Over these thirty plus years, FJ has built a proud heritage based on successful relationships with enthusiasts and clubs providing insurance solutions for the owner, collector, trader and competitor.

For the Owner

FJ offers cover for those with one or more classic vehicle (car, bike and kit cars). With FJ+ you can build your policy from a range of cover options to suit your individual needs allowing you to make the most of your classic motoring. Policy options include; breakdown, agreed value, salvage retention and spare parts just to name a few. If you own 3 or more vehicles (majority classic) then you may be eligible for a Multi Vehicle policy.



For the Collector

The FJ collectors team specialise in insurance solutions for classic and prestigious vehicle collections.

Our knowledge and experience has allowed us to negotiate exclusive access to a specialist vehicle collectors product underwritten by Chubb (one of the world's largest leading specialist insurers of affluent individuals).

At FJ we appreciate the importance of one to one relationships, therefore each collectors policy holder is assigned a dedicated Account Handler.

For the Trader

Insurance solutions for businesses with a particular emphasis on the motor industry – classic motor dealers, traders, restorers, repairers, specialist vehicle clubs, exhibition organisers and exhibitors. Each policy holder is assigned a dedicated Account Handler.



For the Competitor

For those who like to live life in the fast lane, FJ offer specialist motorsport insurance for individual competitors and sports car owners.

Cover available includes Specialist Sports Car (with Track Days), Rally Car/Competition Vehicles (with Road Section Cover) and Support Vehicles including: vans, rally support vehicles, race transporters, management cars, recce cars, towing vehicles, motor homes and articulated vehicles.



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COMPETITION CAR • SUPPORT VEHICLE



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**.

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or visit: 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



Part of the Towergate Group



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

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The Cowboy

Cowboy sitting in a saloon one Saturday night recognized an elderly man standing at the bar who, in his day, had the reputation of being the fastest gun in the West.

The young cowboy took a place next to the old-timer, bought him a drink and told him the story of his great ambition. 'Do you think you could give me some tips?' he asked.

The old man looked him up and down and said, 'Well, for one thing, you're wearing your gun too high, tie the holster a little lower down on your leg.'

'Will that make me a better gunfighter?' asked the young man.

'Sure will,' replied the old-timer.

The young man did as he was told, stood up, whipped out his 44 and shot the bow tie off the piano player.

'That's terrific!' said the hot shot. 'Got any more tips for me?'

'Yep,' said the old man. 'Cut a notch out of your holster where the hammer hits it, that'll give you a smoother draw.'

'Will that make me a better gunfighter?' asked the younger man.

'You bet it will,' said the old-timer.

The young man took out his knife, cut the notch, stood up, drew his gun in a blur, and then shot a cufflink off the piano player.

'Wow!' exclaimed the cowboy 'I'm learnin' somethin' here. Got any more tips?'

The old man pointed to a large can in a corner of the saloon. 'See that axle grease over there? Coat your gun with it.'

The young man went over to the can and smeared some of the grease on the barrel of his gun.

'No,' said the old-timer, 'I mean smear it all over the gun, handle and all.'

'Will that make me a better gunfighter?' asked the young man.

humour

Members jokes & anecdotes

'No,' said the old-timer, 'but when Wyatt Earp gets done playing the piano, he's gonna shove that gun up your ass, and it won't hurt as much.'

The Hotel Guest

A hotel guest calls the front desk and the clerk answers, "May I help you sir?"

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

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

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

Alien Landing

Two aliens landed in the Arizona desert near a gas station that was closed for the night. They approached one of the gas pumps and the younger alien addressed it saying, "Greetings, Earthling. We come in peace. Take us to your leader."

The gas pump, of course, didn't respond.

The younger alien became angry at the lack of response. The older alien said, 'I'd calm down if I were you.' The younger alien ignored the warning and repeated his greeting. Again, there was no response. Pissed at the pump's haughty attitude, he drew his ray gun and said gruffly, "Greetings, Earthling. We come in peace. Take us to your leader or I will fire!"

The older alien again

warned his comrade saying, 'You probably don't want to do that! I really think that will make him mad.'

'Rubbish,' replied the cocky, young alien. He aimed his weapon and opened fire.

There was a huge explosion. A massive fireball roared towards him and blew the younger alien off his feet and threw him about 200 feet into a cactus patch leaving him singed and injured.

Half an hour passed. When he finally regained consciousness, he refocused his three eyes, straightened his bent antenna, and looked dazedly at the older, wiser alien who was standing over him shaking his big, green head.

'What a ferocious creature!' exclaimed the young, fried alien. 'He damn near killed me! How did you know he was so dangerous?'

The older alien leaned over, placed a friendly feeler on his crispy friend and replied, 'If there's one thing I've learned during my intergalactic travels, you never mess with a guy who can loop his penis over his shoulder, then stick it in his ear.'

Be Warned!

Please BE WARNED! Over the last month I have become a victim of a clever 'Eastern European' scam whilst out shopping. Simply dropping into Sainsbury's supermarket for a bit of shopping turned out to be quite an experience. Don't be naive enough to think it couldn't happen to you or your friends! Here's how the scam works: Two very good-looking 20-21 year-old girls of eastern European origin come over to

your car as you are packing your shopping into the boot.

They both start cleaning your windscreen, their breasts almost falling out of their skimpy T-shirts. When you thank them and offer them a tip, they'll say 'No' and instead they ask you for a lift to another supermarket, in my case, Tesco. You agree and they both get in the back seat.

On the way there, they start undressing, until both are completely naked. Then, when you pull over to remonstrate, one of them climbs over into the front seat and starts crawling all over your lap, kissing you, touching you intimately and thrusting herself against you, while the other one steals your wallet!

I had my wallet stolen on May 4th, 9th, 10th, twice on the 15th, 17th, 20th, 24th and 29th. Also on June 1st, 4th, 6th, 9th and 10th and twice yesterday. So please warn all the older men you know to be on the lookout for this scam. The best times seem to be just before lunch and about 4:30 in the afternoon.

P.S. Aldi have cheap wallets on sale for £1.99 each but Lidl wallets are £1.75 and look better!! Happy Shopping!

Grandparents

At one point during a game, the coach called one of his 9-year-old baseball players aside and asked, 'Do you understand what cooperation is? What a team is?'

The little boy nodded in the affirmative.

'Do you understand that what matters is whether we win or lose together as a team?'

The little boy nodded 'yes'.

'So,' the coach continued, 'I'm sure you know, when an out is called, you shouldn't argue, curse, attack the umpire, or call him a pecker-head, dickhead or asshole. Do you understand all that?'

The little boy nodded 'yes' again.

He continued, 'And when I take you out of the game so another boy gets a chance to

play too, it's not good sportsmanship to call your coach "a dumb ass or shithead" is it?'

The little boy shook his head 'NO'.

'GOOD', said the coach... Now go over there and explain all that to your grandmother!'

Mail Order

Two Irishmen looking through a mail order catalogue. Paddy says: Look at these gorgeous women! The prices are reasonable too."

Mick agrees: "I'm ordering one right now"

3 weeks later Paddy says to Mick: "Has your woman turned up yet?"

"No" said Mick: "But it shouldn't be long now though. Her clothes arrived yesterday!"

Shopping

A rather 'frustrated' woman went to the supermarket to try to take her mind off her overly erotic thoughts. As she moved through the aisles she saw bananas and apples and so many things that made her recall rather than forget her erotic mood. She ended up buying far more than she needed.

When she arrived at the checkout there was a young man packing bags. As he packed her bags his muscles gleamed under the fluorescent lights and she could make out the contours of his body she could hardly control herself.

After she paid she asked the young man if he could help her to her car with her many heavy bags of groceries. The young man willingly obliged.

As they walked through the carpark the lady finally lost control. She placed her hand on the young man's bum and said "I have an itchy pussy". To which the young man replied "You'll have to show me where it is 'cause all these Japanese cars look the same to me".

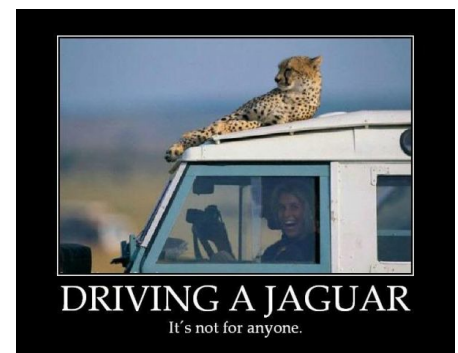
The Best Quote

"The Budget should be balanced,

the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed, lest Rome will become bankrupt. People must again learn to work instead of living on public assistance."

- Cicero, 55 BC

So, evidently we've learned bugger all over the past 2,069 years!



HE WROTE TO THE HOTEL ASKING IF HIS DOG COULD STAY WITH HIM IN HIS ROOM. THE HOTEL'S REPLY IS HYSTERICAL.



A man wrote a letter to a small hotel in a town he planned to visit on his holiday. He wrote: I would very much like to bring my dog with me. He is well-groomed and very well behaved.

Would you be willing to permit me to keep him in my room with me at night?"

An immediate reply came from the hotel owner, who wrote:

SIR: "I've been operating this hotel for many years. In all that time, I've never had a dog steal towels, bedclothes, silverware or pictures off the walls.

I've never had to evict a dog in the middle of the night for being drunk and disorderly. And I've never had a dog run out on a hotel bill. Yes, indeed, your dog is welcome at my hotel.

And, if your dog will vouch for you, you're welcome to stay here, too."

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:



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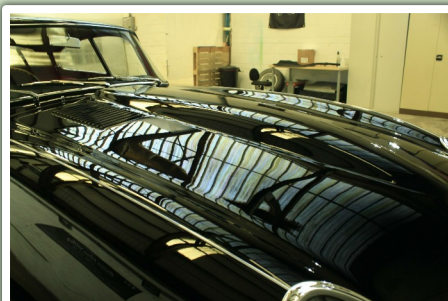
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring ANDREW for a club members discount or to discuss winter vehicle storage.



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



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or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



CALENDAR

WHAT'S ON IN 2017

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 | Castle Combe Summer Action Festival |
| 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 |



If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

Also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. Also see the web site - www.classicshowsuk.co.uk

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 |
|-----|---------------------------|

THE BIG WELSH CAR SHOW



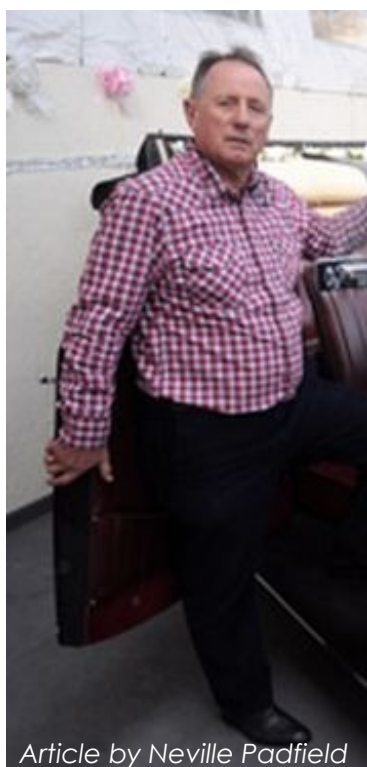
BOOK YOUR SPACE DIRECT AT:

www.bloodwise.org.uk/content/big-welsh-car-show-2017

WHEN IT ASKS YOU IF YOU ARE A MEMBER OF A CAR CLUB SELECT **YES** AND **JAGUAR ENTHUSIASTS CLUB** FROM THE DROP DOWN LIST. IF YOU DON'T THEY WILL NOT ALLOCATE US ENOUGH SPACE.

17
SEPTEMBER

Chepstow Racecourse | Chepstow | Monmouthshire | NP16 6BE



Article by Neville Padfield



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

continued from last months edition.

Anyhow, off I went, immediately noticing the fuel gauge still only read just over three quarters of a tank, not to worry, lots more garages on my way, so have to keep an eye on the gauge in between. Rain still trying to force me back, but no such luck Mr Weatherman, I am a determined and faithful Classic Car Enthusiast. (Plus, I may have had to put the cleaner around and wash the floors if I was stuck at home!!) (Hope Stel Never reads this mag, and I know her faithful/close friend Gaynor would never mention that paragraph. Once over the Bridge, reminding me to check if I had brought my Disabled Badge for the return, as the trip around would be a fortune with 12 cylinders sucking all the money out of my bank account. The rain was getting lighter, and I was really enjoying being behind the wheel.

It was then, that I started to realise why Jaguar Designed these long legged, mile-eating

GT style Super-Cars of the 70's/80's, they must have been a dream on Autobahn's and Big American Highways of the period. Within around 2 hours, desperately ensuring I stuck to every Motorway and rural country road on route, (Speed Awareness Course still thronging in my mind!), I was pulling in to the Haynes Motor Museum.

Just prior to it, I passed the turning for The Fleet Air Arm Museum, one of my visit's last year with the Vauxhall Cresta Club.

That was also a worthwhile experience again, a change to simple car shows.

Boy's maybe these venue's are worth considering for a daily run out for our club in the future, as I am sure they would make a change to sitting around in fields all day. (Plenty of seats inside in the warm for our better halves to sit and natter, I may add).

Arrival in the car park

see's about half a dozen XJ-S, a few XK8's, a Mk 2, plus one or two more modern Jags spread about. At the end of the line was an F type in white, so parked next but one to him, a good colour & model mix I thought. Would have been a lot more dramatic if they could have coned off a special area for Jaguars though, have to remember that if we ever venture there.

Through the doors, you are met with a very large and light, welcoming Foyer, with a few Golden Oldies such as Austin 7's and Morris's displayed, plus one or two American Muscle Cars. Beyond this was a big step down restaurant/ canteen area, an ideal meeting place for club's etc. Paid my discounted ticket, (obviously the XJ-S Forum organiser, Dave Randall had booked this, reduced to £10.95), where the young lady stated I could return anytime within 12 months for Free? Great Value I thought.

A few hello's to a bunch of guys drinking coffee and coming to the end of their breakfast's, (they seemed to look like us lot, Fuddy Duddy Jaguar Enthusiasts! that's how I recognised them, but thankfully just as friendly!) Met Dave the organiser.

We were greeted by a volunteer guide, which the club had arranged a free tour at 10.45pm, so off we trundled. If I had any complaints at all about the Tour, (Other guys agreed), it would be the Museum should have given us a guide who sadly didn't have a few hearing aids fitted around him. Lovely pleasant guy, quite knowledgeable, but no one could hear him unless you stood right next to him!

Once inside the main building you are shown through several areas, now split into separate room's, such as...."Veteran/Vintage", "Red Rooms", (Every car is Red, Very Red), "Racing Car Rooms", "Custom & Bespoke", "British Marques" "Supercar Rooms" plus a few others. The XJ220 was away from its stand, having the

to the guide. (What the Heck is Stella moaning about my few tiddlers boys?) Lady Port Talbot, that is enough! Stop bending Mikes ear, we can't help it.

They also have a comprehensive Motorbike display upstairs, but not personally as interesting to myself, as the cars to be honest. You are allowed to wander anywhere after the tour, which I duly did, finding it equally as rewarding. The Museum also caters for Weddings, Funeral's, Birthday or Anniversary Celebrations. I actually walked into one of the private function rooms, following a guy with a lovely glass of either Champers or white wine in his hand, almost joined his queue for a top up, but thought twice about it. Free alcohol and a nice Classic Car in the Car Park, do not go together.

Drophead.

Whilst desperately trying to keep within speed Limit's, (Speed Awareness still on my mind), plus wondering how the Welsh Team had got along, one of the Area Representative's, (Not sure of his name), hammered past me waving, in his lovely White XJR-S 6.0 ltr Coupe. Too afraid to give him a run for his money, I stayed at 70mph, relaxed & satisfied that the day was well worth-while.

A free trip over the dreaded Severn Bridge is always a bonus, (Worth having a Pacemaker fitted Guys, even if I was only 28 years old at the time!), and off into good old South Wales on the M4.

Stopped after Junction 34 to ring our Stel, no hand's free today! (See what I mean! Those



fuel tank replaced in their own workshops, as I am sure our Colin know's all about. (Strangely enough our Colin just rang & disturbed my writing, but soon ordered me back to the Computer, once I told him what I was up to!). Only one or two Commercial's in attendance, which again as a Commercial Vehicle Collector, I thought strange, as Commercial's formed the backbone of our Pioneering Motoring History, similar to our Cars.

Any-how, who am I to comment? You have to envy and take your hat off to Mr John H. Haynes OBE senior, what a private collection! 277 exhibits in the building, with at least a 100 stored around the area according

The guide stated Mr Haynes, now around 83, calls in almost every lunch time, for his Free Lunch! Cannot Blame him Boys & Girls, I would be the same for a Free Nosh Up, if I had a Museum. (Not a Hint Stel, Honest, I am definitely going to cut back on my collection this year).

At the end of a very rewarding day, time to thank Dave and the others, to head back up the Rural route to the old M5, then off we jolly well go Northward's to M4. Still enjoying this new toy of mine, with far more confidence under my belt, noting it is a completely different animal to drive, as compared to my Mk 2, and certainly a mile apart from the old Mk 5

warning courses work). Lovely to speak to her, but better to hear that Stella's wonderful sister has been down our house cleaning & polishing all day. Whoopee! Stel gets rid of me from phone quickly, match still playing, so I decided to catch the end of it in the pub with the boys.

Wow, what a Finale! As I am sure you will all remember. A quick glass in a depressed atmosphere soon saw me driving home, checking the fuel gauge which had only dropped back to just under a quarter.

Think it was just over 210 miles in total? Forgot to check, but a good first long trip in "MY NEWLY ACQUIRED RED BEAST".



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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 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
Wednesday 20th June 2018

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

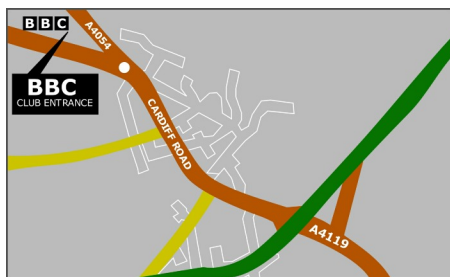
HOW TO FIND OUR MEETINGS:

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

REGIONAL REPRESENTATIVE

Colin Manconi
email:
colin.manconi@jecsouthwales.co.uk
Mobile: 07977 474637

SECRETARY

Mike Jones
email:
mike.jones@jecsouthwales.co.uk

TREASURER

Colin Manconi
email:
colin.manconi@jecsouthwales.co.uk
Mobile: 07977 474637

PRESIDENT FOR LIFE

Harry Kuehling
email:
harry.kuehling@jecsouthwales.co.uk
Telephone: 07931 538434

COMMITTEE MEMBERS

Paul Cogdon
email:
paul.cogdon@jecsouthwales.co.uk
Tel: 01600 860969

Andy Webber
email:
andy.webber@jecsouthwales.co.uk
Telephone: 07771 852703

Colin Masterson
email:
colin.masterson@jecsouthwales.co.uk

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

Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

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SERVICING

MOT TESTING

MECHANICAL WORKS

ENGINE & GEARBOX REBUILDS

AIR CONDITIONING

ELECTRICAL

DIAGNOSTICS

PARTS

FULL & PART RESTORATIONS

BODYWORK & PAINT REPAIR

ACCIDENT REPAIR

RE-TRIMMING

PROFESSIONAL VALETING

INSURANCE

FREE COURTESY CARS AVAILABLE (SUBJECT TO AVAILABILITY AND REQUEST)



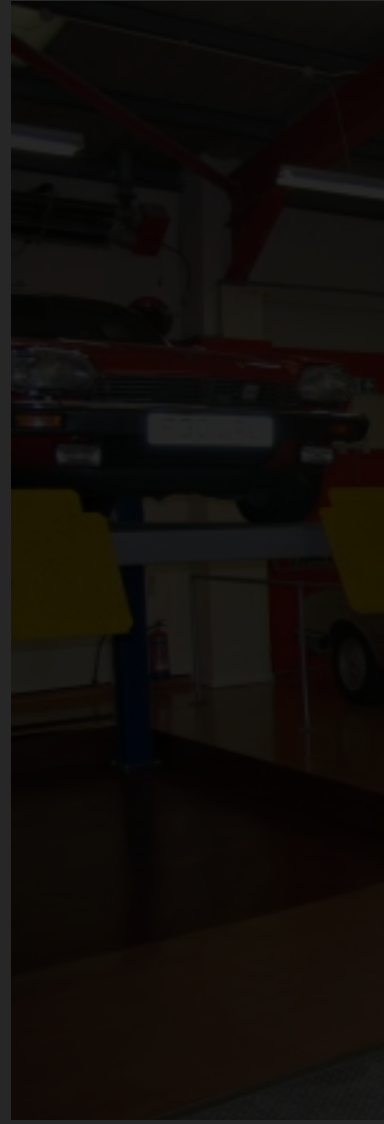
a local specialist for all your classic & modern jaguar needs...

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



comprehensive range of services...

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



not just jaguars...

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

time served craftsmen...

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



welcoming environment...

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

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

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