

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
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Masterson's WORDS

By Colin Masterson

We always knew that the new owners of Jaguar had a plan when it came to reviving the fortunes of our beloved marque. After a few years watching Land Rover become the brand it now is the attention has shifted across to Jaguar. With sales well below 70,000 units a year, you would have been forgiven for thinking that the end was near for our once world beating marque. Recent years have seen Jaguar release a number of models, XF, XJ, XE, F-Type and F-Pace along with various bonkers versions of each model. Today the company have teased us with a new Jaguar, the E-Pace.

WHAT DO WE KNOW ABOUT THE NEW MODEL?

Well, not a lot at the moment. What we do know makes for good reading though. Starting price



£28,500, that is BMW X1 and Audi Q3 range. Engines will come from the new line of Ingenium engines that have been receiving high praise for their power and efficiency. The "Pace" designation further expands the SUV range of Jaguar, joining the F-Pace and I-Pace.

- Jaguar E-PACE combines sports car design and agility with everyday SUV practicality
- Joins World Car of the Year-winning F-PACE and Jaguar's all-electric I-PACE Concept SUVs
- World Premiere of Jaguar E-PACE 13 July 2017 when we will no more
- Indicative pricing from £28,500 in the UK

Colin Masterson

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

After the hectic months of April and May, with over seven shows, June and the beginning of July have been relatively quiet with just the Barry Festival of Transport, reported in June's magazine and the Caerphilly Motoring Festival at Llancaiach Fawr, see the article in this magazine.

Jaguar Land Rover's Special Vehicles Operation (SVO) division has revealed plans to develop a full-blown supercar. Reports have emerged that JLR's SVO is planning to develop a supercar that would rival the likes of the Porsche 911 and Mercedes-AMG GT.

The SVO division of the British marque has in the past brought out cars like the Project 7 and Project 8, which are both cars developed on an existing Jaguar Platform - F-Type and the XE respectively. But this would be the first time that SVO would be developing a supercar of their own.

The Managing Director of the SVO division, John Edwards was quoted as saying, "Deep down, we want to make our own model. Just look at the success of the AMG-GT." When the MD of JLR's SVO says something like this, we know there is something coming our way, that will mostly purr(Jaguar), growl(V8) and possibly even whine (Supercharged).



This is exactly the expertise of the SVO, as this is the very division which gave us the Jaguar F-Type SVR and the Range Rover Sport SVR. So they have the experience, they have a huge parts bin to rummage in, and they just might find the V8 SVR's platform and even mechanicals a good place to begin with.

It is not known yet, when the SVO supercar will come out, but given that the announcement has just come out, and that it's not exactly an

official 'start of development' announcement, it will probably be a long time in the making. Meanwhile, we will have the Range Rover Velar and the Jaguar F-Pace developed by SVO to play around with while waiting for the SVO supercar.

The Special Vehicles Operations Division of Jaguar Land Rover has given us some astonishingly beautiful vehicles in the past, and with this statement, we can say that there will be more coming our way.



Caerphilly Motoring Festival

This was held on the 2nd of July at the Llancaiach Fawr Manor. We did not have details of this event until quite late so only eight cars went to the show. Paul and myself in E Types, Scott and Derek in their Mk9, Leigh in his XKR, Neville in his MK5 and MK2, Howard in his XJS Cabriolet and Bob in his XK8. John and Howard also came along to enjoy the show.

The weather was great all day and we were given a prime position. The show organised by the Glamorgan Classic Car Club and Llancaiach Fawr Manor. Next year we will get notice of the event much earlier and I hope more of our members will attend.

See full article on page 23.



Our Next Shows Are:

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. It 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 "Road-show" 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 SNG 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. It 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.

You can enter on the internet if you would like to come along. 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.

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MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
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Three Cocks Steam & Vintage Rally

This is on Sunday the 13th of August and is organised by one of our old members Howard Harper. It is a great show with a lovely run to the showground. Please see me if you require an entry form.

Ponthir Music & Car Festival

This is being held on the 27th of August at the cricket ground at Ponthir near Caerleon. It is being organised by Andy Webber so please come along to support him. There is a very nice hog roast stand which also has a nice selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.

JEC Bristol Region BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". It is being held on the 10th of September. Would you please let me know if you intend to go as I have to notify the Bristol Region of the number going?

The Big Welsh Classic Car Show For Leukaemia Research

This is being held at Chepstow Racecourse on the 17th of September. It is a new venue to replace Margam Park. Tickets have to be ordered on line, type in "The Big Welsh Classic Car Show" for the Bloodwise website.

Ponthir Music & Car Festival 2017

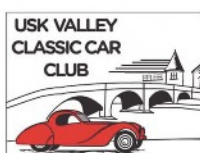
Sunday August 27th

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.

NEWS

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



An exhilarating drive, contemporary craftsmanship and everyday practicality are standard. So, which member of the E-PACE family will you choose?

Jaguar Presents The All New Eagerly Awaited E-Pace

The Jaguar E-PACE is a five-seat compact SUV that packs the design and performance of a Jaguar sports car into a spacious, practical and connected all-wheel-drive vehicle.

Trademark Jaguar driving dynamics and stirring design put the brand's sports car DNA in a practical design packed with advanced technologies. The E-PACE, the newest member of Jaguar's SUV family following the F-PACE, takes design inspiration from the F-TYPE sports car.

The exterior design is characterised by the distinctive Jaguar grille, muscular proportions, short

overhangs and powerful haunches while optional 21-inch alloy wheels give the E-PACE a bold and purposeful stance, instantly communicating dynamic agility. Jaguar sports car DNA is also evident in the fast sweep of the roofline and the distinctive side window graphic.

The compact SUV is 4,395mm long and seats five in absolute comfort while yielding generous rear legroom with a large luggage capacity of 577 litres.

With pricing starting at £28,500 when it goes on sale later this year, it is sure to be a hit.



JAGUAR XE WINS THIRD CONSECUTIVE AUTO EXPRESS AWARD AS I-PACE VOTED READERS' FAVOURITE

The Jaguar XE has picked up its 60th major global award, winning the prestigious Auto Express Compact Executive Car of the Year title for the third year running.

Before the XE's arrival, the last time a non-German manufacturer won Auto Express' Compact Executive title was more than a decade ago. Jaguar's disruptive all-electric I-PACE, arriving in 2018, also picked up the Design Award, voted for by Auto Express readers.

The XE uses Jaguar's advanced Lightweight Aluminium Architecture, and high-tech Ingenium engines, helping to make it one of the most efficient non-hybrid car in its class with fuel economy of up to 75mpg and CO2 emissions as low as 99g/km.

The all-electric Jaguar I-PACE Concept will go into production in 2018, where it will join the other members of the PACE family; the F-PACE and newly announced E-PACE, which will be fully revealed to the world on 13 July. Since its launch, the F-PACE quickly went on to become the fastest-selling Jaguar ever, and played a crucial role in an 83% sales increase for Jaguar worldwide last year.

The Jaguar XE is available to order now priced from £28,295 OTR, available to specify at www.jaguar.co.uk

JAGUAR XE SV PROJECT 8 WINS 'SHOWSTOPPER' AWARD AT 2017 GOODWOOD FESTIVAL OF SPEED

Making its global dynamic debut among the most powerful and extreme performance cars in the world at the Goodwood Festival of Speed, the new Jaguar XE SV Project 8 claimed the hotly-contested Michelin Supercar Paddock Showstopper Trophy – just four days after the car was officially unveiled.

As the only four-door car in the Michelin Supercar Run, the Jaguar faced formidable competition in the 50-car paddock, but voters in an online poll hosted by Michelin UK singled-out Project 8 as one of the six most popular cars of the weekend, qualifying it for the overall Showstopper final on Sunday afternoon.

This shortlist of six cars was judged live on stage by a panel of motoring experts, headed by Michelin Supercar Paddock presenter and former BTCC Champion, Tim Harvey. Joining him were British automotive journalist and broadcaster, Jon Quirk, American drift racer Vaughn Gittin Jr, Supercars of London channel star Paul Wallace, Seen Thru Glass channel star Sam Fane, and London-based custom car aficionado Jason Pelosi.

Full details of Project 8 are now online at www.jaguar.com

JAGUAR E-PACE ROLLS INTO THE RECORD BOOKS

The new Jaguar E-PACE has set an official GUINNESS WORLD RECORDS™ title during its world premiere. The compact performance SUV leapt into the record books with a 15.3 metre-long jump complete with a 270-degree corkscrew-like 'barrel roll'.

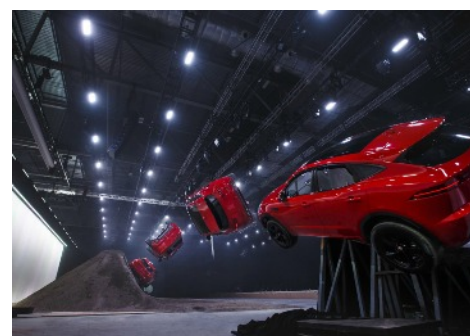
Demonstrating the agility, precision and performance of Jaguar's newest SUV, the feat was the final test for E-PACE after 25 grueling months of work across four continents to ensure extreme durability and that it lived up to Jaguar's Art of Performance philosophy.

The Jaguar E-PACE is a five-seat, compact SUV that packs the design and performance of a Jaguar sports car into a spacious, practical and connected all-wheel-drive vehicle.

Trademark Jaguar driving dynamics and design put the brand's sports car DNA in a practical design packed with advanced technologies to keep you connected.

The E-PACE is the newest member of Jaguar's SUV family, joining the ground-breaking all-electric I-PACE Concept and the 2017 World Car of the Year, the Jaguar F-PACE – itself launched with a spectacular GUINNESS WORLD RECORDS™ setting loop-the-loop in 2015.

The exterior design is inspired by the Jaguar F-TYPE sports car and characterised by the distinctive Jaguar grille, muscular proportions, short overhangs and powerful haunches that give the E-PACE a bold and purposeful stance, instantly communicating dynamic agility. Jaguar sports car DNA is also evident in the fast sweep of the roofline and the distinctive side window graphic.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a continuing hot and sunny South Devon. The local classic car scene continues unabated! Once again, hardly a week has gone by without an event to go to including:

- Morwellham Quay – 18th June
- Babbacombe Fayre – 21st June
- Ogwell Fete – 25th June
- Donkey Sanctuary Show – 2nd July
- Powderham Show – 8th & 9th July

MORWELLHAM QUAY CLASSIC CAR SHOW – 18th JUNE 2017

This is one of our favourite shows and we first went to this one two years ago. Quite a long trip to get to Morwellham Quay via Plymouth and Tavistock. We met up with some TOWC members at “China Blue” in Totnes and the Teignmouth contingent in Endsleigh Garden Centre near

Ivybridge. I had to warn them we were still running in the Daimler at a steady 45 to 50mph! We had a very good display of TOWC cars at the show. It was an extremely hot sunny day and a number of our members had thoughtfully brought large parasols for shade! Morwellham Quay is a very interesting place to visit. On this occasion a group of us went on the small train for a guided tour of one of the mines. Nice to cool off in the mine! Some unusual cars on show including a beautiful Alfa Romeo replica and a rare Rajo (look it up on “Google”). The JEC Devon Region were not at the show this year as they had their own event at Torre Abbey in Torquay – just over a mile from our home! Pity about the clash.

BABBACOMBE FAYRE – 21st JUNE 2017

As in previous years the TOWC

was invited to display cars at the Rotary Club’s Fayre on Babbacombe Downs on the Wednesday. A nice short drive of less than two miles this time! Another very hot sunny day! On this occasion Natali’s son Artiom accompanied me and took lots of photos of the area including many along the shore at Oddicombe Beach and round to the Cary Arms owned by the De Savary family. Once again poor Phil’s Morris 1000 was beaten into 2nd place, this time by Ivor & Chris’s Mercedes convertible, as the best car in the show. Phil was hoping for a better outcome as his rival (my close neighbour) Peter was away in France for the Le Mans 24 hours race with his XK150 Roadster!

OGWELL FETE – 24th JUNE 2017

We only heard about this event whilst chatting with a member -



Nigel who has a Triumph Spitfire. As it was a very small local village (near Newton Abbot) fete Natali and I went along in the Mazda just to have a quick look. There were just nine classic cars in the show! The main event seemed to be a dog show which we watched for a while before disappearing off for a visit & lunch in Bovey Tracey.

TOWC CLUB RUN & PICNIC, FERNWORTHY RESERVOIR - 25th JUNE 2017

We didn't participate in this run and picnic as we felt it's quite a long way to go just to sit in a field overlooking a reservoir! However, I think we missed out as those that did go had a very enjoyable social outing with cream teas provided by Terry & Lisa. Perhaps next time!

DONKEY SANCTUARY CLASSIC CAR SHOW - 2nd JULY 2017

A fascinating venue and apparently run by one of the richest charities in the country. On this occasion we met up with the TOWC members at Exeter Services before travelling in convoy to the Donkey Sanctuary just north east of Sidmouth. Yet again a very hot sunny day! After looking around at the cars Natali and I explored the sanctuary grounds. They have approximately 500



rescued donkeys on the large site extending over several fields. There are also many buildings where the donkeys are stabled as well as gardens, a maze, restaurants & gift shops. It was interesting reading about some of the donkey characters like the clever ones that worked out how to open gates to get at food! Well worth a visit if you are in the area.

POWDERHAM CASTLE CLASSIC CAR SHOW - 8th & 9th JULY 2017

This is a very large local classic car show - even larger than the old Leukaemia Research Shows at Tredegar Park. The show is organised by the Crash Box and Classic Car Club (see <https://crashboxclub.co.uk>) and



took place over two days. Apart from the classic car club displays there are individual classic car entries, auto jumble, colourful gypsy caravans, steam traction engines (full size as well as smaller miniatures), musical performances, trade stands etc. Natali & I went to the show on the Saturday (in the Audi) just for a few hours to have a look around and meet up with TOWC members. On our way home we stopped off at the Anchor Inn, Cockwood, just south of Starcross, for a pleasant lunch.

Later that day Chris Juniper from Cardiff arrived and stayed the night - after a few bevies in the local Kents pub! The three of us went to the show on Sunday. Natali and I in the Daimler, with Chris parking his "classic"

Continued >





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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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Ford Focus in the public car park ready for his return journey later on. The Daimler was parked with the other TOWC cars on the large club stand with approx. 30 cars. Our display included the Volvo P1800 as used by Roger Moore in the first series of "The Saint" as well as a Ford GT40 replica, both of which generated a lot of interest.

A "cake party" was organised by our members for the early afternoon. All participants brought along various cakes, some bought and some home baked. Delicious! Reminded me of Ruth's chocolate cakes but on a much larger scale! We also had a special celebration of Val's 84th birthday! After tidying up, seven of our members cars lined up to go into the arena for a presentation to the public. The seven included a concours Morris 1000, Ford Capri, Triumph 2500S, Humber Sceptre, Saab 96, Volvo P1800 and Ford GT40 replica. Julian (our chairman) also took the opportunity to plug our show on Paignton Green on 23rd July.

Whilst walking around I spotted a certain Daimler Century registered "3WP" with a SWC-CC sticker on the windscreen. It was later that evening when I finally twigged it belonged to Bill Picton from Barry! Unfortunately I didn't spot him on the day.

A brilliant day, and between us, Natali and I took 490

photos! A lot of the photos are on our Facebook pages if anyone cares to look. I would certainly recommend this show to anyone wishing to come along next year - better and cheaper than the Sherborne Castle event!!

CLUB MEETING - THURSDAY 29th JUNE 2017

The meeting briefly covered our usual business, information on future events, club raffle etc. Most of the meeting dealt with details of the arrangements for our annual show on Paignton Green which we are looking forward to. I have been allocated two jobs - photographer and marshal on the TOWC section. I hope I can control them!! As noted last month, the show entries are now full to capacity and there is currently a waiting list in case of cancellations. If anyone is in the area on that weekend please come along and say hello.

OUR DAIMLER V8 250 - ALX442H

I'm pleased to say that the Daimler is continuing to run well and, to date, we have covered some 1,400 miles in it. Although the engine is still a little smokey (according to following members as I can't see anything via the mirrors) it is running very well and freeing up nicely. The car is getting much nicer to drive & I've gained a lot more confidence in it. Long may it continue.

...and finally a couple of "Blonde" jokes:

A plane is on its way to Toronto, when a blonde in economy class gets up and moves to the first class section and sits down.

The flight attendant watches her do this and asks to see her ticket. She then tells the blonde that she paid for economy class and that she will have to sit in the back.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here."

The flight attendant goes into the cockpit and tells the pilot and the co-pilot that there is a blonde bimbo sitting in first class, that belongs in economy and won't move back to her seat.

The co-pilot goes back to the blonde and tries to explain that because she only paid for economy she will have to leave and return to her seat.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here."

The co-pilot tells the pilot that he probably should have the police waiting when they land to arrest this blonde woman who won't listen to reason.

The pilot says, "You say she is a blonde? I'll handle this, I'm married to a blonde. I speak blonde."

He goes back to the blonde and whispers in her ear, and she says, "Oh, I'm sorry," and gets up and goes back to her seat in economy.

The flight attendant and co-pilot are amazed and asked him what he said to make her move without any fuss.

"I told her, 'first class isn't going to Toronto.'"



An XK Excursion

by Letitia Mace of Xclusively Jaguar

When Philip Porter asked me if I was willing to navigate for him on the Berwick to Beverley stage of XK RBCD which took place on Sunday 25th June 2017, I couldn't believe my luck!

I regarded myself as highly privileged to be taking part in this event, but later, the responsibility of what I had taken on kicked in and I felt quite nervous about letting Philip down.

Philip had intended to be very brave and drive an XK120 with aero screens for the 18 day event which would cover over 3600 miles around the coast of mainland Britain, but at the very last minute became conscious of the reality of spending what could potentially have been almost 3 weeks of driving in cold, wet clothes for around 8 hours a day.

The sensible decision was to take a fixed head coupe instead!

I must say, I was quite relieved about this, as my sense of adventure falls short of sitting

shotgun in a bath of cold water, while being battered by icy wind and rain - and you never know on the north east coast what the weather might bring!

As it transpired, the weather was truly generous and at point, as we drove along with both windows right down, Philip commented that he should have brought the convertible!

I am not keen on the looks of the XK120 fhc, but from a practical perspective, I found it an amazing car, and I am now genuinely in love with the XK120! I have always liked the look of the dhc, and every now and again I wish I had one, but I dismiss them as being out of my price range and take comfort in my XJ40 and X300. From now on, though, it is going to be a little harder to find that comfort!

I was very impressed with the refinement and ride comfort, as compared to our TR6 which is 20 years younger. I would imagine that Jaguar really had the edge on everyone in those days, whereas now, perhaps they have caught up?

We set off from Marshall Meadows, just north of Berwick-upon-Tweed at 9.30am and when we arrived at Tickton Grange, Beverley at 5.50pm we were still speaking to each other, despite the occasional blip in my navigations!

Philip sets out a basic route for participants to follow but it does not have to be strictly adhered to, as he stresses it is meant to be for fun - there are no penalties or prizes, just the satisfaction of achievement and the joy of exploring our wonderful coastline in exquisite cars!



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Because it is a Coastal Drive and Philip is the host, he prefers to stick to the route and stay as close to the coast as public roads will allow, hence the need for a co-driver. We had great fun following the coastline, driving along mile after mile of promenades, and through lanes which ran parallel to rugged coves and inlets.

Normally, in the interest of speed, I would head straight down the A1 and A19 to travel as far south as Beverley, in Yorkshire, so it was wonderful to discover all the places along the coast which I have heard of but never visited, and never thought I would. Places such as Whitley Bay, Whitby, Robin Hood's Bay and Scarborough. Not to mention the myriad of small coastal villages and resorts that I was formerly completely unaware of!

My sincere thanks to Philip for inviting me to join him on an amazing and unforgettable adventure.

Due to its great success, Philip intends to make the Round Britain Coastal Drive, which is in aid of Prostate Cancer

UK an annual event, and next it is the turn of the E-types again, so if you are interested in joining in, please email: louisegibbs25@gmail.com

A report on the entire XK Round Britain Coastal Drive, along with lots more pictures of coastal views, as well as XK's, can be seen on the Xclusively Jaguar website at www.xclusivelyjaguar.co.uk

The Round Britain Coastal Drive has already raised £34,221 in aid of Prostate Cancer UK





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A Little Girls Dream Car

When Deb Bellingham was a child her dad was shopping for a new car and decided to take her along during his test drive of a 1951 Jaguar Mark V. He didn't buy a Jaguar that day, but years later, little Deb did.

The test drive with her dad in the shiny new car with the "big old googly headlights and a cat on the hood" was the start of a long journey that would lead Deb Bellingham to her dream car - and eventually her husband.

As a little girl Bellingham knew she would one day own that Jaguar. "Once I saw that car, I thought that's the car I want," she said. The thought stayed in the back of her mind for many years.

Then about 10 years ago, Bellingham, who had put a little money aside, decided it was time to find the car she had ridden in with her dad years ago. The problem was she didn't even know what kind of car it was. She just knew it had "big old googly headlights and a cat on the hood."

From her home in Houston she began researching old Jaguars. After going through stacks of old car photos, she determined it was a 1951 Jaguar Mark V hard top.

"I began searching for the car and I found one in Seattle," Bellingham says. She paid for an inspection of the vehicle, and then flew to Seattle to finally lay eyes on her childhood dream car.

"I bought it and I was going to drive it all the way back to Texas," she remembers.

Bellingham named the car "Mathilda" after her grandmother. The trip home to Houston was to be a three-day journey, but it would wind up taking more than a month.

"The car broke down in Sacramento," Bellingham said. The only place she could find to repair the car was in Monterey, and the mechanic said it would take four weeks to get the parts and complete the repairs. Things could have been worse, though. Bellingham's daughter lived in Monterey, so she spent a month with her while waiting for Mathilda to become roadworthy again.

When she finally arrived back in Houston, Bellingham got more bad news. While a faulty fuel pump was the initial problem in California, this time it was much worse: the engine needed a complete overhaul and the electrical system had to be replaced. It turns out the car inspection she paid for in Seattle wasn't worth the paper it was printed on.

Mathilda's future looked bleak, and Bellingham thought about ditching the car that had quickly turned into a money pit. But she just couldn't let her dream car go.

During the trip home from Seattle, "I just fell in love with the car," Bellingham said. "Many times during this journey I could have had her scrapped. She was worth more in parts. But I couldn't walk away from a car that needs to be preserved."

Jaguar made only 10,466 Mark V cars like Mathilda during the production run, which lasted from the car's launch at the 1948 London Motor Show until 1951. The Jaguar, which has rear-hinged "suicide doors" in front, has a 3.5-liter straight six-engine that produces about 126 horsepower. The transmission is a four-speed manual.

During its lifetime, this Jaguar had apparently been neglected mechanically, Bellingham said. "She had never been properly taken care of before me."

Now, though, Mathilda gets the best of care. She has a rebuilt engine, a new electrical system and overhauled brakes. "I keep her clean," Bellingham said. "She stays in the garage. I don't drive her very often," for fear of damage from the road or other cars.

The Mark V is 187.5 inches long, 69.5 inches wide and 62.5 inches tall, and Bellingham loves every inch of the car. A part-time welder, artist and jewelry maker, Bellingham has even done some of the restoration work herself. The next step in "Mathilda's Saga" will be a new paint job.

"She's actually a part of my life," said Bellingham, now a Realtor in south Louisiana. Mathilda, indirectly at least, was responsible for Bellingham and her husband's first meeting: a chance encounter at a red light in Houston.

He was driving a Camaro and she was in Mathilda. They were admiring each other's cars and then made eye contact before the light turned green. A short time later, they officially met in church and laughed about the red light encounter. The rest, they say, is history.



Article by Jeff Davies



Everyone has different ambitions but mine have always been very simple, a great car and a wonderful road to drive it on.

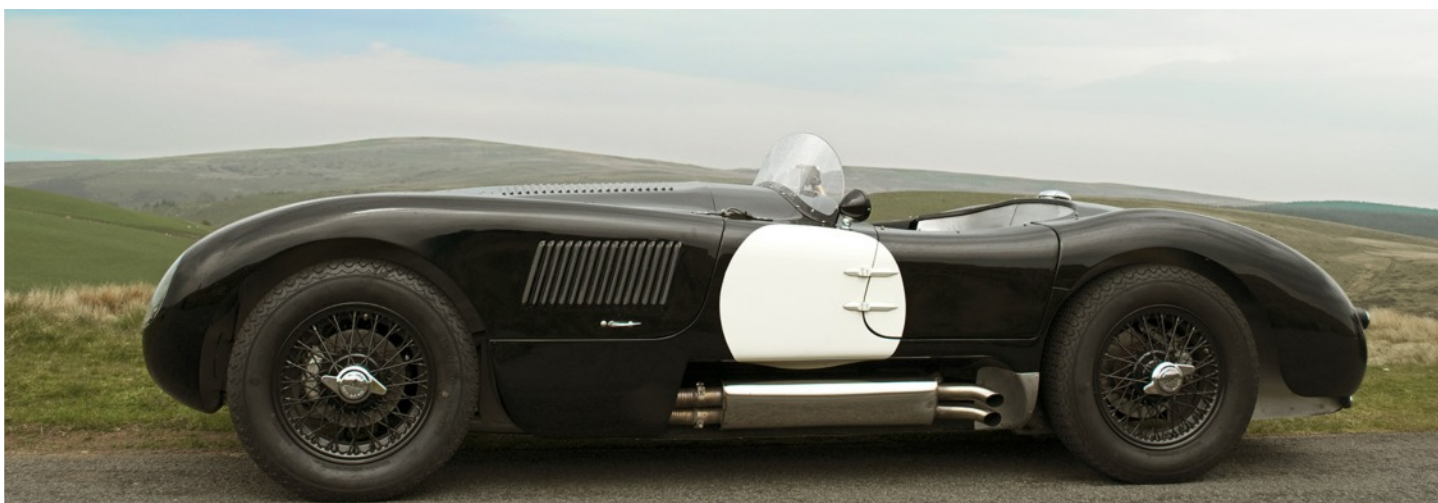
As a massive fan of the Jaguars which raced so successfully at Le Mans in the 1950s I have always wanted to drive a C Type down the old Jaguar test route on the A40 from Brecon to Carmarthen.

This road has played a massive part in the development of the motorcar in general and Jaguar in particular. This road which winds through unbelievably beautiful scenery is pretty much as it was when E1A was so famously test on it by Christopher Jennings in 1958. Now all I needed was the perfect car.

Fraser Williams of Suffolk Sports Cars came to the rescue with the offer to use one of their beautiful C Types. I could hardly sleep the night before as I was so excited at the thought of driving this amazing car - this was going to be the first C Type I have even sat in! By 9 o'clock the following morning I was in a state of uncontrollable excitement. At this point things usually go wrong as it is almost impossible for the reality to live up to the fantasy but this time it was different.

I saw the C Type pull up on the back of the transporter and nearly had a heart attack from the sheer pleasure of seeing it. This was not just one of the most beautiful cars I have ever seen, it was one of the most

A Perfect Day



beautiful things I have ever seen. The car was unloaded from the transporter and I finally got to sit in it (one ambition fulfilled) I pressed the starter button and all hell broke loose the noise was incredible. This was heaven to gently warm the engine by blipping the throttle. Better music I have never heard.

I had arranged to meet the Visit Wales film crew and Sir John Venables-Llewellyn, in a RS Panels C Type, Grant Williams in his famous MK1 Jaguar race car which is road legal, Martin Lane in E Type Chassis No13 and Paul Cogdon in another very early chassis E Type. After a wonderful drive up to Brecon in the C Type, nothing beats driving in a completely open car on a warm day. To drive a C Type like this one though a small stone walled village is to truly

and I thought my C Type was loud.

Driving up to the Usk Reservoir was just heavenly, looking in my mirror at the convoy of four beautiful Jaguars behind me was almost an orgasmic experience. Using the performance of the C Type was a real pleasure as this is a very light yet powerful car and it went like it had another engine in the boot. The slightest opening of the throttle caused a great deal more noise and a vast increase in the speed we were traveling at. What a car.

After the pictures were taken we traveled up to the moors behind Usk reservoir. If a more beautiful place existed on this planet I have not been there. If you love driving this is one road you must travel on. Very sadly all great things must come to an end. After a great meal back at the Brecon



Even this could not stop my co-driver and I laughing as we got soaked. When I entered my house my wife inquired why my eyes were so bloodshot. As I said rain really hurts at any sort of speed in a completely open car. The C Type was loaded back on the transporter after my co-driver drove me around the block twice so I could get the passenger experience too. As the transporter drove away I had a tear in my eye, I was so sad to see it go. Such days as this are



experience the joys of living. I turned into the Brecon Castle Hotel car park and the sight that greeted me made all my car fantasies come true.

After a very enjoyable meet and greet at the hotel we filed out of the Castle Hotel car park in convoy. If there is anything in the world better than driving a C Type on some of the best driving roads in the world, it is driving a C Type with another C Type in your mirror. This was unbelievably moving and left me very emotional. It was like time traveling back to the 1950's. Could this day get any better, then it did. I heard Grant's Jaguar's impression of a low flying Spitfire as he cleared the carbs by blipping the engine

Castle hotel it was time to travel home, this I thought would be the simplest part of the day, how wrong I was.

Around about 20 miles from home the sky turned black and it did not just rain but a torrent of water hammered from the sky. I have never thought I was going to drown while driving a car before but the rain was hitting my face with such a force I thought there was a real possibility of this happening. By the time I got home, my face felt like it had done 15 rounds in the boxing ring.

Very heavy rain in a car with no windscreen really hurts and we were forced to drive very slowly while looking like we had been hose down with a fire hose.

the stuff of dreams.





A look inside of the world's largest classic car restorer

Where in the world can you find more than 200 people working in one classic car restoration complex – with vast hangar-like halls for bodywork, for Jaguar, for Rolls-Royce and Mercedes, for future projects and more?

Surprisingly, the answer is not the United States, UK, Australia or anywhere in Europe – it's the Philippines, on the former US airbase that is now Clark Freeport Zone.

The idea of Australian businessman Jim Byrnes, the Byrnes Motor Trust Restoration facility was established six years ago.

Choosing a location where workers are skilled and dedicated, but labour rates are a fraction of those in the world's main centres of classic car enthusiasm, meant that Byrnes could get his burgeoning collection restored well but cheaply, commissioning restorations in batches for economies of scale.

Byrnes's classic car credentials are clear. "My first job was in the car industry in 1976. I've had the smell of oil and rags in my

blood for 40 years," he says.

"Car collectors are addicts – the sound, the feeling, the wind in your hair – I like cars that were engineering feats. I love things made with blood, sweat and tears. Jaguar E-types, early Porsches, Rolls-Royce, it's important to preserve them.

"I've been a collector for 40 years, but six years ago I sold a company for \$100 million and started investing seriously. If I buy the right cars, they're a currency hedge; if the currency is down in one country, I'll buy there. If it's strong in another, I'll sell there." Byrnes explains that 7 to 10 years ago it was not economically viable to restore most E-types, due to the cost of the parts and the small matter of 3,000 hours of work.

With labour rates of up to £100 per hour in the UK and most

of Europe, and not much less in the US, five years ago a car bought for £25,000 would cost about £225,000 to restore, he says – but it would only sell for £125,000.

"Clark is a tax-free zone, so I can import cars, restore and export them without paying taxes – I only pay tax on profit made restoring them. The economy and tax advantages in the Philippines allow me to turn commercially unviable projects into very profitable ones."

Byrnes explains that the business started with 35 project cars, but grew to 400 within two years, as space permitted. To keep up with the work rate he headhunted from "companies that produced top-quality restorations".

Among those to join BMT were panel beaters, painters and a lot of trainees. "The first two years were R&D, completely unproductive," he says. "We finished a few cars, but nothing special."

Byrnes wanted to stay under the radar until BMT could produce world-class cars, and so did no work for outside clients for four years, instead focusing on its own stock. Only now is it ready to start taking on work, according to Byrnes – "Not for just anyone, but for major collectors whose

judgment we can trust.”

Of those clients, one has recently bought the second-ever right-hand-drive Jaguar XK120, and E-type no 16 (also right-hand drive) is on the books, too. By the end of this year, 50 per cent of BMT's work will be for external clients.

He explains that BMT has pressing facilities in Poland that makes a lot of new panels. The company has also reproduced the original Dunlop brake calipers for C-type, XKSS and D-type Jaguars.

On his travels he has been sourcing the original, sand-cast Weber carburettors for the C-types being restored. On one trip he bought 37 Jaguars languishing in a scrapyard in Texas, of which BMT managed to reassemble five.

“We'll also build 10 alloy XK120s. We'll put cars back on the road that otherwise would've been lost forever,” says Byrnes.

The expanding Chinese market is an important

twin-cam MGAs.” There are also 40 Ford Mustangs from 1969-70, and 30 Mustang convertibles from 1964-65, which BMT will fit with modern mechanicals for a hire company in California.

Byrnes is also in talks with Carroll Shelby about building 50 Trans-Am Boss Mustang replicas.

Also visible are a '57 Chevy Convertible and a Camaro, alongside a Ferrari 330 2+2 chassis.

Byrnes stares across the vast hall full of derelict cars. Anyone else would be in despair at the work required to complete even a quarter of the vehicles at the facility, but he already has as many lost causes under restoration – these will move on before long, with many more en route to the Philippines.

He has a reputation as a tough businessman in his home country, but his passion for classic cars is unmistakable. Could it be his one weakness? Certainly the

“In the US, many restorers compromise restorations because of labour costs – that's not an issue here. Of course, we have to do a fair amount of training to hone their skills – all are self-taught or have learnt from their fathers or relatives.

“The only finished cars they've seen are the ones they build, so we use movies in the canteen to show them the standard required.

“I'd like to see BMT become a worldwide training facility, especially for metalwork, but also electrical and mechanical. We've already agreed to train a restoration team for a new museum of classics in China.”

Englishman Michael Harrison said: “I've been at BMT for 21 months and love it. I started out running body prep, now I'm special projects manager. To put out a quality product takes a lot of background effort.”

Paint shop manager Carl



one to BMT. “Predominantly cars have to be easy to drive – early 911s to 993s, 356, 190SL, E-type, Aston, Bentley Continental,” believes Byrnes.

Cars older than that, such as Rolls-Royce Ghosts and 4.5-litre Bentleys, tend to be used as exhibition pieces. Byrnes shows me around the woodworking shop nearby.

Next door is an Aladdin's cave of cars to restore, with a row of Rolls and Bentleys, another of E-types and XKs, another of MGAs, MGBs and Sunbeam Tigers.

“Every cheap MGB I see, I buy it,” he says. “I've got eight

number of completed cars is smaller than one might have hoped, but Byrnes is unfazed and full of enthusiasm for his team.

The company's chief executive, Jason Lemberg, 43, came to BMT after running the restoration department at Symbolic Motors of California, where his restorations twice won “best in class” at Pebble Beach.

“The workers have a real passion and attention to detail,” he says. “There's a worldwide shortage of good metalworkers and the locals are incredible. We've got 45 female workers, too, from mechanics to metalworkers.

Holland brought almost 30 years' experience from the UK, where he worked on custom cars as well as conventional paintwork.

“I've been here a year. It's different, fast. It's great that they give women the chance to work here, too; they have real attention to detail.”

The sheer scale of operations at BMT Restoration is breathtaking. Provided the last remaining teething troubles are addressed, the future looks bright, especially when the Chinese market opens up just across the water.

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Caerphilly Motoring Festival

This event was held on the 2nd of July at Llancaiach Fawr Manor. It is a long time since we attended a show at this venue. Unfortunately, we did not get the details of this event until a few weeks ago so only a small number of cars turned up.

Paul and myself met up at the garage at Castleton in our E Types and then drove up the A470 to meet Scott and Derek in their MK9 and Leigh in his XKR at the Indian restaurant on the A470. Howard did not have an entry form and so did not bring his XJS but jumped in with Scott. We then drove the short distance to the showground. We were one of the first clubs to arrive and were offered a great position alongside the hedge. I kept space for another six cars but did not expect more than Neville's Mk5 and his MK2. Much to my surprise Howard Harper arrived in his XJS cabriolet and then Bob in his XK8. The weather was great, sun all day. We soon had the gazebo erected. After Howard managing to put it up by himself at the Barry show, some comment was made about why it took so many to put it up but it defiantly goes up quicker with lots of extra hands and after all the quicker it goes up the sooner Paul can put the bacon rolls on, which is the most important thing! John then arrived he

did not bring his car but joined us to enjoy the event.

Glamorgan Classic Car Club organised this event with Llancaiach Fawr Manor and they also organised the show at St Fagans for the past few years. I was talking to the event's organiser and asked why St Fagans was not on this year? It appears that St Fagans increased the cost to Glamorgan CCC and it was not viable financially to run the event any more. This is happening more and more and we are finding on the Events Committee for the JEC that some of the quotes to hire just a field at a Stately Home are outrageous. Next year Glamorgan CCC is taking the event over completely and they have some good ideas to move it forward.

After breakfast we decided to walk around. As usual there was not much auto jumble at the event. eBay has made it very difficult to attract the traders but they had a nice display of cars alongside the Manor House and it is a very attractive venue. Suddenly half a dozen ice creams

arrived. John had bought them and carried them to the stand for us all. Andy you must take note. We did not have to ask or beg, when it is your turn to buy the ice creams. We did not have your usual excuses "banker's bonuses are not what they were" "I've forgotten my wallet" and all the other excuses including "Max is not well I have to rush home". Silverstone is coming and guess whose turn it is to buy the ice creams!

Lunch time arrived and the delicious smell of burgers, cooking on the grill, wafted out of the back of the Gazebo. Our resident chef, Paul, was cooking again. After stuffing ourselves with a couple of fabulous burgers we decided to have a look around the cars. There were over 200 classic cars on the field of all makes and models. It is always amazing the amount of time and money that people lavish on their cars.

Four thirty arrived and it was time to pack up the gazebo and make our way home. This is a good event which hopefully, with more notices next year, we will attend with a lot more cars.



From Mike Kelley's Cruise News BY KEN CASKEY - January 2017

It has always been my belief that there is a level to which all things created reach the best they can be. They are near perfect, as anything in this imperfect world can be, and any further "research and development" could not possibly raise their usefulness, performance level, or user enjoyment to a significantly higher level. Take toilet paper. How many years have we lived with this? It works fine. Sure it's softer, more absorbent, and prettier to look at, but let's face it - It's there. Will it be any different 20, 30, years from now? Does it need to be? Do I really need a blender with 16, count 'em, 16 speeds? It blends. Done deal. What the hell is frappe' or puree' anyway? And if I don't know do I really need it? I have a Cellular phone that can call anyone in the world from almost anywhere with as little as 13 or 14 numbers. Does it have to take pictures and send text messages too? I thought the whole idea of "phoning" somebody was to talk to them. If I wanted to send a text message I'd write them a letter, and that would only cost me 39 cents. Now if you're still reading this you're probably wondering what this has to do with old cars. But if you are like me you already know.

This month I have compiled a TOP TEN LIST OF AUTO-MOTIVE IDEAS THAT HAVE BEEN OVER INVENTED OR OVERDONE.

There are a lot of good ideas that have made their way into our cars over the years, I'll admit that. But there are also a lot of things that the Automotive Industry has foisted upon us that frankly, I'm not sure I need or even want in my car. Let the fun begin.

1. AIR BAGS: First off let me say I'm all for safety. I wear my seat belt and I install belts (3 Point harness) into every customer built car, unless otherwise instructed by the owner. In my life I have been involved in two major accidents in

which my car was totalled (neither of which were my fault). The first accident happened when I was in my 20's and while I'm not proud of it, I was not wearing my seat belt. It was a small car too, but I came away with minor injuries. The second accident produced the same results. But this time I was wearing my seat belt (the first accident smartened me up a bit). And once again, I'm no worse for the wear. Air Bags often times killed children under the age of 12 years old sitting in the front side passenger seat - How's that for a "safety device"? To this day you're told not to put small children in the front seat next to you. And if you decide you don't want all this "protection" any attempt to disconnect the air bags usually results in disabling the car - as in it won't start (now of course, many manufacturers allow you to manually switch off this "safety feature" as it pertains to passenger side front seat). Now we have side impact air bags, front, rear, and door panel air bags. I say if we were to simply wear our safety belts and take a little responsibility for our actions behind the wheel (read "don't drive like a jerk") we'd all be driving cars that have been designed to be as safe as they need to be. Can you believe that now cars destined to be sold in some European countries have to have "softer and longer" front end bodywork to be more "pedestrian friendly", as in if you hit somebody they won't break so easily (the pedestrian, that is). Safety features are great but they are at a level now that send the message: Go ahead: do your worst driving; you can't hurt anyone, not even yourself.

2. NAVIGATIONAL SYSTEMS: This one is a no-brainer. As if we didn't have enough distractions while driving these days, now we're supposed to be looking into a small LCD screen in the console or dash while we're driving to a place we don't know how to get to in a 6000 pound, blind spot laden SUV

through traffic. I must admit though, I too have a Navigational System in all my cars. I keep it in the glove box. It's called a map. I plan out my route before I get into my car. And if I get lost I pull over - yes I actually take the time to stop - and review where I went wrong. Now you can even download a map off the internet that will tell you turn by turn how to reach a particular destination - FREE. But if that is all just too easy then the next step for you is On-Star from GM. For a small monthly fee you can relinquish all responsibility and turn it over to a phantom computer. Lock yourself out? On-Star can let you in. Forget who you are? On-Star can tell you. If you signal On-Star (even pushing the button by accident) and you don't answer when they contact you (you have the volume turned down too low to hear the On-Star attendant) they will automatically send a police officer to your car door (as is their policy). You see On-Star knows where you are - always, anywhere you go, they know. You Can't escape. That's comfort isn't it? No thanks.

Colin Masterson note: I have this system on my 2016 Corvette and, even though I only have a basic subscription to On-Star, which comes with the car and lasts till 2021, they still track the car and send me every month a complete diagnostic analysis of the car including the engine management system, antilock brakes, airbags, life remaining of oil, next service data, tyre pressures by wheel etc etc - presumably as a way to generate additional service income - this is the way things will go in the car industry as they try to generate additional after sales income. My SatNav system is also generated by On-Star - when you want to go somewhere you hit the On-Star button and an assistant calls you up via the radio and ask where you want to go, they generate the route and download it via satellite to the media centre. The media centre also acts as a WiFi hotspot for other gadgets you may have in the car. Also the radio includes Satellite radio, as well as FM, which

requires an annual subscription. Being in the country a maximum of 6 months, in this year it will be less than 3 months, I resent paying for a full year a service I can only use for part of that time. I therefore use a steam powered Garmin!

3. ALL WHEEL STEERING: Automakers for years have played with this. The first production car to my knowledge to actually try to implement this was Honda several years ago. Most recently GM tried it on some of their trucks. This one is a case of the juice simply isn't worth the squeeze. I've driven cars in the city. I've driven trucks in the city. I've driven a lot of miles in a lot of vehicles in a lot of conditions. I can safely say steering the front two wheels has always seemed like m0F€ than enough for me. And like most new ideas I'm sure it's really easy and inexpensive to repair when it breaks — 2 days out of warranty!

4. ALL WHEEL DRIVE: Admittedly this can be a big advantage if you drive in a lot of snow, have a construction vehicle that you often take into soft sand on construction sites, or you drive off road a lot. It is the last option that most people talk themselves into believing when they go out and purchase that leather laden, chromed out, 8 speaker stereo SUV that they have to have. They've watched the commercials on TV as the SUV barrels down a dirt road only to dodge off into the woods where they encounter some curiously placed water filled mud holes. They're convinced this is exactly what they're going to do the first chance they get. Riiiiiggghhhht. Ultimately Mrs. Jones carries her 9 lb. 7 oz. baby to the grocery store for 3 ounces of cinnamon in her 6000 lb. All Wheel Drive "off road beast". Let's face it, the only time these luxury busses leave the paved road is when Mrs. Jones can't see where she is as she backs out of the driveway and onto the front lawn squashing her roses. PS: Talk to anyone who lives up north where there is a lot of snow and more importantly ice and they will smile devilishly as they describe the look

of surprise and disbelief on the face of the owners of these 4 wheel drive luxury cruisers when they find out that ice couldn't care less how many driven wheels you have!

5. FINGERPRINT ENTRY / START SYSTEM: Is it just me? How hard is it to insert a key and turn it? Or try this one. Husband calls and he needs his wife to drop off the car. She does. Husband arrives at the car and, what do you know, he can't get in it let alone start the engine if he could. Seems being it is his wife's car he's forgotten to enter his fingerprint. Or better yet has entered his fingerprint but thanks to a "software glitch" the car doesn't recognize him. Great, now I not only have to remember where I parked my car I have to hope it remembers me when I find it.

6. PUSH BUTTON AND PADDLE SHIFTERS: I've driven a lot of cars in my day, both automatics and stick boxes. Please pick one or the other. I cannot see the connection you get to the car and your driving enjoyment by pressing a button to shift up or down a gear (unless of course you are disabled and this allows you to drive in conjunction with other hand controls). Most of these push button shifters have our old friend the computer program that controls them. This assures your utmost pleasurable experience when driving a "stick" by overriding any bad decisions you may make as a driver. Select a gear the computer deems "too low" for given specific inputs to the ECU (Electronic Control Unit) and it simply chooses the correct one - "That's OK Mr. Driver, we knew in theory what you wanted to achieve so we took care of it for you". Buying a car with a paddle or push button shifter does not make you an F1 driver. F1 drivers have had Paddle shift for years now. But let's face it, these guys have a whole lot more to do at 180 MPH than you or I can imagine. Not to mention the space constraints don't really allow for the knee flex needed to engage and disengage a clutch — which brings me to the next item.

7. RAW HORSEPOWER: We all like

to go fast. I'm as guilty as the next guy in that department. But when is it enough? I like a car that I can use all of its potential. Driving a car at eighth throttle, because any more tosses it out of control doesn't sense to me. Some of these production supercars are getting ridiculous make I won't name names because I know I'd be stepping into a shark tank here. Some of you out there may own a production car that has some incredible "out of the box" HP. But let's be honest, most of us cannot utilize that unholy amount of go power. Admit it, most cases it's a matter of more can than we are driver. We all break the local speed limits one time or another but with some of these cars it would be sheer madness to open them up even if you were a driver up to the task. Burning tires stoplight to stoplight is fun (despite highly not recommended) but burning rubber in every gear? Really now, what good is that. Power out of control is as simple as expended energy to no real gain. Give me a car that straight launches, hooks and goes. One that accelerates like a rocket — in a straight line not squirming away all over the place every time I tap the throttle. Couple that with lots of "usable" torque and I'm happy. HP numbers for HP sake sure sells cars but let's get a grip here. (Sorry, no pun intended)

8. COMPUTER TOUCH SCREENS: The first time I came across this was when I read about in Autoweek. I think it was in the new BMW's called i-drive or something. Here the idea was turning a knob for the A/C fan speed or pushing a Switch to adjust the seat was not good enough. Designers thought we needed a more evolved process, you know, make it better. So now there is a computer screen in the console that controls everything. Instead of a single twist of a switch, it was now "easier" to all up the Climate Control screen, touch A/C, look for the Fan Control menu, choose high, medium, low (who knows, probably medium-low, medium-high, super high, extreme cool, initial cool, high cycle cool...). Now on to the Temperature Control screen to set the thermostat. Now,

Continued >



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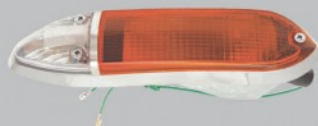
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finally you had the A/C system adjusted to your liking. Until of course you need to adjust it again, at which point you'd say screw it and roll down a window.

9. DRIVE BY WIRE: This one scares the hell out of me. OK, first they decided it was "better" to have the accelerator pedal send an electrical pulse to our buddy the ECU (Electronic Control Unit, Computer Control Unit, pick one they're all evil) to process the position and then send the info to the throttle body. So if I have a computer failure the worst that would happen is that I'd be stuck on the side of the road (I don't know about you, but for me it's always in the middle of the night – which is why I don't venture out in the middle of night anymore, well that, and I'm usually asleep by 10:00). But now in the constant effort to forge new ideas into our vehicles, we have Electronic Parking Brakes or E brakes (no longer called an Emergency brake - too scary I guess). Pull up on the "E" brake handle and a signal is sent to the brakes to "engage". OK, this one could cost me, my life, maybe. But again probably if I'm lucky (and I am not) just a little accident involving a tree if my brakes fail. But wait, if my brakes failed how is it my electronic "E" brake will work? Hummmmm. Oh by the way that's next -- braking by wire. Say it isn't so you ask. Sadly yes. It's coming What's worse so is Steer by Wire. All this brought to you by the same geniuses of engineering and technology that designed such things as the home computer, Windows, and the cell phone. All wonderful ideas that function flawlessly day in and day out.

10. ECU's, CCU's, SENSORS, AND BLACK BOXES: These are the enemy. Anytime I need to fix anything anymore (if indeed I can even diagnose the problem without a \$1200 laptop and accompanying software (\$\$\$) I am usually facing the inevitable

"black box" that is near impossible to locate and almost certainly can never be repaired.

What's going on in there? Who knows, right? Just replace it. I know that's the problem because that's what the computer tells me it is. Oh all right, it isn't all that bad right? Well, to me yes it is. You see this means once again you and I are out of the loop. The learning curve to fix even the simplest thing is ridiculous anymore. We have to spend more time learning how to fix the problem than actually fixing the problem. And today now more than ever the consumer is the guinea pig. Any glitches in the software and things go wrong that absolutely make no sense to us now. We trusted the genius who designed this to make it work - now what? What's even more alarming is that GM has for some time now (4 to 5 years) included a "black box" much like the ones on airliners. These boxes are there to gather information (read evidence) during the occurrence of an accident. The box will record such things as speed at impact, when and at how hard the brakes were applied, and so much more in the name of "safety". It couldn't be that auto insurance companies would use this recorded information against you in case of a serious accident could it? Naaaahhhhhh. GM just wants to keep us safe, right? (Yeah right, see #1 AIR BAGS). I trust the software and related technology to be infallible, don't you?

I can't help but feel as our vehicles get more and more complicated they become less and less enjoyable to own. For me, given the choice of any cool car I could own, cost notwithstanding, I cannot think of a new car I could choose. A large part of this reputed "love affair" between man (or woman) and the automobile IS the involvement in what it takes to keep the thing running. Jay Leno once said "I like cars that need me". Is it any

wonder kids today opt for all the "bolt on" cosmetic goodies rather than the "hop up" stuff we used to look forward to installing on the engine? Other than a "chip" what can you do, really? Exhaust systems and a fart can maybe. Any truly significant mod to the performance is out of the question - and more importantly - beyond the budget of most new drivers. It's sad really. These young guys and girls are missing out on all the fun we had growing up. Some of them may eventually realize how much more rewarding owning and driving some of the old stuff we drive can be. But many will just assume that this is the way it is, this is what I grew up with.

Over the years in the name of improvement, bigger – better - faster, or just in an effort to give a perfectly good product a new make over for the sake of marketing, a lot of things have gotten over engineered, over thought, and over modified to the point at which somewhere along the way they lost their soul. Maybe that's why some writers still like to use an old typewriter rather than a word processing program. It's probably why we have the old stuff, you and me. We feel like we know, we really know, and more importantly, trust the old iron we drive. We feel the Connection. We know this is it - and frankly, when it comes to going down the road, radio deleted, windows rolled down, and the sound of an engine rumbling black box free, I just can't see how it can get any better than that.

MIKE KELLY'S CRUISE NEWS



www.cruisewsonline.com

Introducing the new Jaguar XJ 3.4

If this is your first Jaguar, there is a remote possibility that you may consider the new XJ 3.4 something of a handful.

You may wonder, too, how this new Jaguar model measures up to the other members of the Jaguar range.

In which case, set your mind at rest.

A brief acquaintance with the XJ 3.4 will dispel any doubts forthwith.

Certainly, the power of the impeccably bred XJ 3.4 litre engine is not to be taken lightly.

Coupled as it is, with twin carburettors and twin overhead camshafts.

You will discover that for sheer efficiency and economy of effort this is a power unit with few peers.

Yet for a broad-shouldered car, the XJ 3.4 handles as only a Jaguar can. The response is immediate, effortless and obedient.

Closer inspection will reveal that the standards of comfort, safety and refinement which are the Jaguar hallmark, have not been abandoned in the new XJ 3.4.

So how do its standards vary from other Jaguars?

In no way whatsoever.

A Jaguar is a Jaguar.
At any price.



"The XJ 3-4 is all Jaguar up front.
The power of the headstrong 3-4 engine is kept on tight rein with the gentle but firm control of servo assisted disc brakes front and rear.

The precise rack and pinion steering is power assisted.

Anti dive front suspension combines with wide-section, low profile radial tyres, braced with steel.

The wide track and low centre of gravity assured by the familiar Jaguar profile afford a feeling of being at one with the road which will astound you.

The XJ 3-4 is bred to exhibit the joie de vivre of youth, tempered by the reserve of maturity."



Jaguar XJ 3-4 Litre

Features

1. 3-4 litre, six cylinder engine.
2. Twin carburettors.
3. Twin overhead camshafts.
4. Viscous coupling cooling fan.
5. Choice of automatic transmission or manual with overdrive.
6. Power-assisted rack and pinion steering.
7. Servo-assisted disc brakes front and rear.
8. Ventilated front discs.
9. Separate front/rear hydraulic brake circuits.
10. Brake pressure differential warning light.
11. Fully independent suspension.
12. Anti-dive front suspension.
13. Wide section, low profile, steel braced, radial ply tyres.
14. Water expellent tread pattern.
15. Wide track and low centre of gravity.
16. Twin fuel tanks in separate compartments.
17. Twin fuel pumps.
18. Inertia operated fuel cut-off.
19. Integral-construction all steel body.
20. Immensely strong centre section.
21. Progressive deformation characteristics designed into front and rear ends.
22. Burst-proof locks on all doors.
23. Child-proof safety catches concealed in rear doors.
24. Fully carpeted interior.
25. Luxury trim throughout.
26. Electrically heated rear window.
27. Large area rear view mirror with secondary anti-dazzle position.
28. Spring loaded break-away holder for rear view mirror.
29. Comprehensive instrumentation.
30. Impact absorbing surround to instrument panel.
31. Rotary switch for main lighting.
32. Rotary switches for heating and ventilating (or optional air conditioning).
33. Additional 'on-off' and directional control of air ducted to rear compartment.
34. Push-push switches for interior light, map reading light, heated rear window and fuel tank change-over.
35. Fibre optic lighting to certain controls.
36. Hazard warning system.
37. Front door radio speakers and mountings for optional rear door speakers.
38. Manual aerial.
39. Inertia-reel front seat belts of one-hand-operation type.
40. Reinforced seat belt anchorages front and rear.
41. Safety-padded seat tops.
42. Safety fuel filler flaps beneath flush fitting caps.
43. Fuel lines routed to minimise chances of damage.
44. Combined ignition switch and steering lock.
45. Energy-absorbing steering-column.
46. Universally jointed upper and lower steering-column.
47. On automatic transmission model, engine starts only if transmission is in 'neutral' or 'park' position.
48. Interior trim treated for fire retardation.
49. Large window areas for good all-round visibility.
50. Large area sidelamps and direction flashers.

Your official Jaguar Distributor or Dealer will be pleased to tell you in detail about the advantages provided by this car's comprehensive specification and features.

Dimensions

Overall length	194.7 in (494.5 cm)
Overall height	54.1 in (137.5 cm)
Overall width	69.7 in (177.0 cm)
Wheelbase	112.8 in (286.5 cm)
Front overhang	32.1 in (81.5 cm)
Rear overhang	49.8 in (126.5 cm)
Front track	58.0 in (147.3 cm)
Rear track	58.6 in (148.8 cm)
Ground clearance (unladen)	7.0 in (17.8 cm)

Optional extras

Choice of radio and tape player equipment.
Rear compartment speakers.
Electrically operated aerial.
Head restraints. Tinted glass.
Rear seat belts.
Chrome plated wheels.
Whitewall tyres.

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Brand 'New' 48-Year-Old E-Type Jaguar with 1,700 Miles on the Clock.

A 1969 E-Type Jaguar 4.2 2+2 Coupe with just 1700 miles on the clock and one owner from new goes under the hammer at H&H's sale at the Imperial War Museum in Duxford.

It's rare to find an original, matching numbers, low mileage E-Type Jaguar up for sale, but this – a 1969 E-Type Jaguar 4.2 2+2 Coupe – is not just that, but it's done just 1,700 miles and had the same owner since new.

Bought in 1969 by businessman Peter Ashcroft, he didn't exactly thrash it to death roaring off to the South of France, but instead seems to have kept it as a work of art. Which it is.

Last taxed for road use in 1977, it's so original it even has the blanking plate for a radio in the dash and the entire interior looks just as it did when it came out of Jaguar's factory, as does

the bodywork.

Despite only putting 1700 miles on the clock in the eight years he had it on the road, Mr Ashcroft, who lived in Maldon, sent his E-Type off to specialists Alan Collins of Maldon in 2000, and in the following nine years they fixed what 40 years of inactivity wrought, keeping the car completely original in the process.

Peter Ashcroft only did a further five miles in the car before his death, and when his estate sold it off to the vendor they confirmed its originality and mileage.

H&H Classics are now offering this very original E-Type at their sale at The Imperial War Museum in Duxford on 26 July, with an estimate of £100-150k.

Surely it will make that with ease?



THE BLONDE AND THE LAWYER

A blonde and a lawyer were sitting next to each other on a flight. The lawyer asks if she would like to play a fun game. The blonde, tired, just wants to take a nap, so she politely says no and turns to the window for a nap.

The lawyer insists and explains that the game is easy and very fun. He explains, "I'm going to ask you a question, and if you do not know the answer, you'll pay me \$5, and vice versa."

Again, she declines and tries to get some sleep.

The lawyer, now agitated, says, "Okay, if you do not know the answer, you pay me \$5, and if I do not know the answer, I pay you \$500."

This catches the attention of the blonde and, imagining that there will be no end to this torment unless she makes part of his game, she agrees to play.

The lawyer asks the first question, "How far is the Earth from the Moon?"

The blonde did not say a word, opened her purse, took out a \$5 bill and handed it to him. "Okay," said the lawyer, "It's your turn to ask."

She asks the lawyer: "What goes up a mountain with three legs and comes down with four legs?"

The lawyer, perplexed, picks up his laptop and searches all his references – no answer. He searches the net and the Library of Congress, no answer. Frustrated, he sends emails to all his friends and co-workers but, also, no answer. After an hour, he wakes the blonde and reluctantly hands her \$500.

"Thank you," the blonde says, and goes back to sleep some more.

The lawyer, annoyed, wakes her up and asks, "Well, what is the answer?"

Without a word, she takes her purse, hands him \$5, and goes back to sleep.

And you thought blondes were dumb! Well done! Ha ha ha!

humour

Members jokes & anecdotes

THE ART OF SUDUCTION

In a very seductive voice the woman asked her husband, "Have you ever seen twenty dollars all crumpled up?"

"No," said her husband.

She gave him a sexy little smile, unbuttoned the top 3 buttons of her blouse and slowly reached down into the cleavage created by a soft, silky push-up bra. She pulled out a crumpled 20-dollar bill.

He took the crumpled twenty dollar note from her and smiled approvingly.

She then asked him, "Have you ever seen fifty dollars all crumpled up?"

"Uh no, I haven't," he said, with increasing curiosity.

She gave him another sexy little smile, pulled up her skirt and seductively reached into her tight, sheer panties and pulled out a crumpled fifty-dollar bill.

He took the crumpled fifty-dollar note and breathed a little quicker in anticipation.

"Now," she said, "have you ever seen \$80,000 dollars all crumpled up?"

"No!" he said, well aroused by now.

"Go and look in the garage," she said.

FIFTIETH WEDDING ANNIVERSARY

A man and his wife were celebrating 50 years together.

Their three kids, all very successful, all agreed to a Sunday dinner in their honour.

"Happy Anniversary Mum & Dad" gushed son number one, a surgeon, "Sorry I'm running late. I had an emergency at the hospital with a patient, you know

how it is, and didn't have time to get you a gift."

"Not to worry" said the father, the important thing is that we're all together today."

Son number two, a lawyer, arrived and announced "You and Mom look great Dad". I just flew in from Los Angeles between cases and didn't have time to shop for you".

"It's nothing," said the father. "We're glad you were able to come."

Just then the daughter, a marketing executive, arrived. "Hello and Happy Anniversary! I'm sorry but my boss is sending me out of town and I was really busy packing so I didn't have time to get you anything."

After they finished dessert, the father said,

"There's something your mother and I have wanted to tell you for a long time. You see, we were very poor. Despite this, we were able to send each

of you to university. Throughout the years your mother and I knew we loved each other very much, but we just never found the time to get married."

The three children gasped and all said, "You mean we're bastards?"

"Yes," said the father, "and miserable ones at that".

MAYDAY MAYDAY!

An air traffic control tower suddenly lost communication with a small twin engine aircraft. A moment later the tower land line rang and was answered by one of the employees.

The passenger riding with the pilot who lost communications was on a cellular phone and yelled "Mayday, Mayday!! the

pilot has had an instant and fatal heart attack. I grabbed his cell phone out of his pocket and he had told me before we took off he had the tower on his speed dial memory. I am flying upside down at 18,000 feet and traveling at 180 mph. Mayday, Mayday!!!"

The employee in the tower had put him on speaker phone immediately. "Calm down, we acknowledge you and we'll guide you down after a few questions. The first thing is not to panic, remain calm!!!"

He began his series of questions:

Tower: "How do you know you are traveling at 18,000 feet?"

Aircraft: "I can see that it reads 18,000 feet on the Altimeter dial in front of me."

Tower: "Okay, that's good, remain calm. How do you know you're traveling at 180 mph?"

Aircraft: "I can see that it reads 180 mph on the Airspeed dial in front of me."

Tower: Okay, this is great so far, but it's heavily overcast, so how do you know you're flying upside down?"

Aircraft: "The shit in my pants is running out of my shirt collar!"

SEAMUS AND BESSIE

An Irish farmer named Seamus had an accident with a lorry, and was suing the lorry company. In court their hot-shot solicitor was questioning Seamus...

Solicitor: 'Now didn't you say to the Police at the scene of the accident, 'I'm fine?'.

Seamus: 'Well, I'll tell you what happened. I had just loaded my favorite cow, Bessie, into the...'

Solicitor: 'I didn't ask for any details.' Just answer the question.. Did you not tell the police officer, at the scene of the accident, 'I'm fine!'?'

Seamus: 'Well, I had just got Bessie into the sidecar and I was driving down the road....'

The solicitor interrupted again and said,

'Your Honour, I am trying to establish the fact that, at the scene of the accident, this man told the police on the scene that he was fine. Now several weeks after the accident, he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question.'

By this time, the Judge was fairly interested in Seamus's answer and said to the solicitor: 'I'd like to hear what he has to say about his favourite cow, Bessie'.

Seamus thanked the Judge and proceeded.

'Well as I was saying, I had just loaded Bessie, my favourite cow, into the sidecar and was driving her down the road when this huge lorry and trailer came through a stop sign and hit me right in the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurt very bad like, and didn't want to move. However, I could hear old Bessie moaning and groaning. I knew she was in terrible pain just by her groans. Shortly after the accident, a policeman on a motorbike turned up. He could hear Bessie moaning and groaning so he went over to her. After he looked at her, and saw her condition, he took out his gun and shot her between the eyes. Then the policeman came charging across the road, gun still in hand, looked me up and down, and said, 'How badly are you hurt?' 'Now what the F**k would you have said?'

ITS A BOY!

ITS A BOY" I shouted "A BOY, I DON'T BELIEVE IT, ITS A BOY". And with tears streaming down my face I swore I'd never visit another Thai Brothel!

DIE YOU B*STARD!

My missus packed my bags, and as I walked out the front door, she screamed, "I wish you a slow and painful death, you b*stard!" "Oh," I replied, "so now you want me to stay!"

SCRABBLE DISASTER

I've accidentally swallowed some Scrabble tiles. My next crap could spell disaster.

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Retail Motor Industry Federation (RMIF)
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CALENDAR

WHAT'S ON IN 2017

JULY

- 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

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

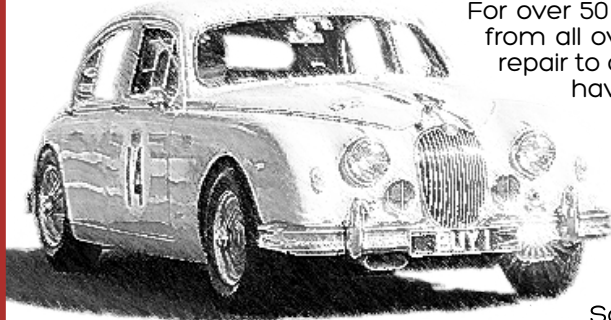
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South Wales Region Monthly Meetings

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 16th August 2017	Wednesday 21st February 2018
Wednesday 20th September 2017	Wednesday 21st March 2018
Wednesday 18th October 2017	Wednesday 18th April 2018
Wednesday 15th November 2017	Wednesday 16th May 2018
Wednesday 21st December 2017	Wednesday 20th June 2018
Wednesday 17th January 2018	Wednesday 18th July 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
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Mobile: 07977 474637

SECRETARY

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Colin Masterson
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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

Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

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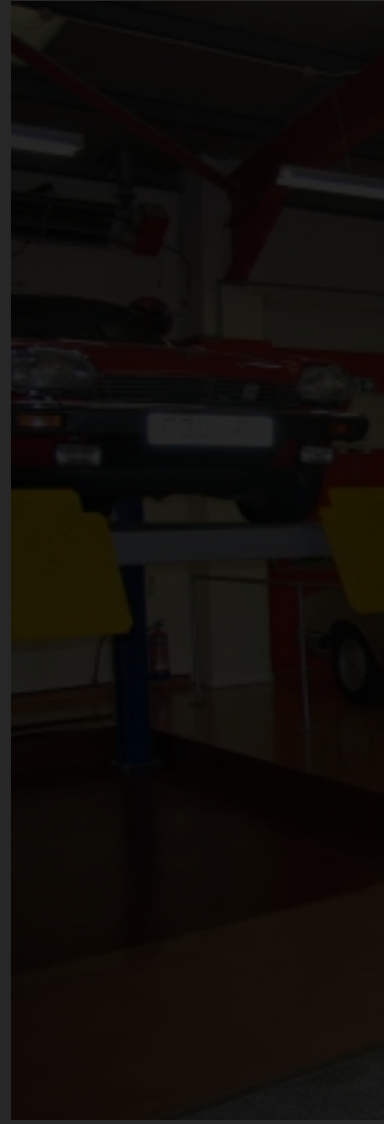


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