

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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Masterson's WORDS

By Colin Masterson

Well, another year gone, another started; how did that one get away so quickly?

Anyhow, now is the time to start thinking about New Year's resolutions. I have thought of half a dozen that we, as a club could adopt:

- Make a point of attending the monthly meeting and get to know someone new each month.
- Don't leave jobs that need doing on your car; do them yourself or get someone to do them for you.
- Make sure that whoever is organising a trip to a car show knows you will be at the meeting point. If you're going to be late, call up.
- Don't stand by while everyone else is putting up the gazebo at car shows; give a helping hand.
- Make a point of writing at least one article for our monthly magazine this year. It can be about pretty much anything as long as cars are involved.



- Stay true to Jaguar: anyone found investing in other prestige cars, particularly those that start with the letters A M (even if they are really Jaguars under the skin) will be fined at least 6 ice creams.

Happy New Year!

Colin Masterson

Colin Masterson

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Deadline for all articles, contributions and adverts for the next edition is **February 5th 2018**.



20



16



28



33

IN THIS EDITION



REGULARS

- 2** MASTERSON'S WORDS
- 4** REGIONAL NEWS
- 10** JAGUAR NEWS
- 12** THE TORBAY FLYER
- 16** LETTERS FROM AMERICA
- 30** THE HISTORY OF JAGUAR
- 34** HUMOUR & ANECDOTES
- 37** MONTHLY MEETING INFO
- 39** EVENTS CALENDAR

FEATURES

- 20** JAGUAR ALWAYS
BY LEIGH WOOLFORD
- 28** READERS REPORTS
BY COLIN MANCONI
- 33** JAGUAR D-TYPE WITH AN
INTERESTING HISTORY
HEADS TO AUCTION



REGIONAL NEWS

By Colin Manconi

Happy New Year to all our readers.

Below is a list of events we attended as a region last year. It adds up to 28 events.

SILVERSTONE CLASSIC PRESS DAY

I was invited to the press day by Don Law Racing, who looks after my XJ220. Don in conjunction with the organizers of Silverstone Classic was hoping to get 40 to 50 XJ220 to the show to celebrate the cars 25 anniversary. He had three of his 220's there and was taking journalists around the circuit.

INTERNATIONAL JAGUAR SPARES DAY STONELEIGH

This being one of the first events of the year held on the 26th March. We helped man the stand selling raffle tickets for the new charity car, a beautiful XK Coupe in Spectrum Blue. As usual many of our advertisers were in attendance. SNG Barratt had their whole isle. BAS from Cwmbran were rushed off their feet and David Manners were in their usual position on the right.

PRACTICAL CLASSICS RESTORATION SHOW, NEC

This year the show had been extended from two days to three. Friday the 31st of March, Saturday the 1st of April and Sunday the 2nd of April. Michael, Neville and I travelled on the Thursday to help set up the stand and man it for the three days. We based the JEC stand on doing work on a V8 engine having an XKR with the same engine on the



stand and having a restored XJ40. The idea worked very well and brought lots of enthusiasts to the stand to watch the work being done. Over 21,000 enthusiasts attended the show, over 1000 cars were on display and 200 cars were entered into the Classic Car Auction.

COLEFORD FESTIVAL OF TRANSPORT

We always attend this show every year with a club stand. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. As it was we had around 18 cars on our stand. This year the forecast was showers but the day stayed dry. As usual we all enjoyed breakfast at Kaplans Café.

DRIVE IT DAY

We gathered at The Priory Hotel in Caerleon, 29 cars and over 50 members and their guests arrived, which must make it one of the largest gatherings we have had for some time. I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also to Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful kept grass.

MONMOUTH STEAM & VINTAGE SHOW

With a eclectic range of vintage vehicles, fair ground attractions and a variety of trade and craft stalls a number of our members attended this show and had a good time.

THE ROYAL WINDSOR JAGUAR FESTIVAL on behalf of THE PRINCE PHILLIP TRUST FUND

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

Twenty four of us travelled up at different times most staying in the Beaumont Estate Hotel in Windsor. Some attended the Champagne Reception on Friday evening and were fortunate to meet His Royal Highness Prince Edward. Afterwards we had a great buffet back at the Beaumont Hotel.

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

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



SWCCC ANNUAL CLASSIC CAR SHOW

The show was held on the 21st of May 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. Quite a good event with over 500 cars but I still think a Classic Car Show is better on grass!

PORTHKERRY CLASSIC CAR SHOW

This was held on the 27th of May at the Porthkerry 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.



VALE OF GLAMORGAN CLASSIC CAR SHOW AT SULLY

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. 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.

BARRY TRANSPORT FESTIVAL

The event was held on Sunday the 11th of June. It is held on the old Butlins site on the headland at Barry Island. 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. 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 arrived he had erected the gazebo all by himself and the stand was ready for Paul to do his magic with the bacon rolls! Thank you Howard!

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. The weather was great all day and we were given a prime position. Next year we will get notice of the event much earlier and I hope more of our members will attend.

BERKELEY CASTLE

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

E1A COMMEMORATIVE RUN

This was held on the 15th July. Unfortunately what should have been a great event was let down by the lack of organisation on the day.



JEC CLASSIC NOSTALGIA at SHELSLEY WALSH

This event was held on Saturday the 22nd and Sunday the 23rd of July. This was a new event for the JEC at Shelsley Walsh. Michael and I drove up on Saturday in his F Type to help on the JEC stand. Not having been to Shelsley before we relied on the Sat Nav to direct us and I think it found some country lanes which the last vehicle along there was Boadicea Chariot.

The site is quite spectacular with the hill climb in front of our stand and the paddock at the bottom. At the front of the paddock is the main arena with a stage, a dance floor and a large sitting area with table and chairs with small shops and cafes enclosing it all. I travelled up by

myself on Sunday to help on the stand and met Scott, John and Leigh who had also driven up. We had almost twice as many cars on the Sunday and the stand looked great with such a variety of Jaguars from classic to modern.



SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 10000 classic cars attending and 24 classic races over the weekend with over 1000 classic cars racing. This was a special event for me as it was the 25th anniversary of the XJ220 and Michael and I had two laps of the track. We stay for all 3 days. I have 18 rooms booked this year and have again booked the Cromwell Cottage for the evening meals. If any other members want to come please contact me. We always have a great time!

SOUTH GLOUCESTER SHOW

The event was held on the 5th & 6th August at the Windmill Fisheries Showground, Westerleigh Road, Bristol. It is a two day show. The show was held at the 170 acre site at the Windmill Fishery Showground, Westerleigh. The event is getting bigger every year with over 500 cars a beer festival, music festival and a large fairground.

THREE COCKS VINTAGE RALLY HAY-ON-WYE

On Sunday the 13th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines. This year the weather was good and we all enjoyed the show.

PONTHIR MUSIC FESTIVAL

This was the third time we have attended this event held on the Sunday 27th of August.

This year at all the car shows we went to, Andy Webber had gone around with flyers and invited lots of classic car clubs to attend. It worked

and we had over 100 classic cars turn up. The Usk Car Club had a big stand and also the Aston Martin Owners Club attended. Well done Andy!

For once the weather forecast was good for the Sunday and sure enough it was dry all day. There was also a licensed bar and lots of different acts on the stage playing a wide variety of music.

JEC BRISTOL REGION BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". We all had a great time last year and had no hesitation in accepting an invitation to attend this year. It is a delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time. Unfortunately on the way back Neville's MK2 broke down with a front wheel bearing collapsed. He was recovered, after a long wait, by the AA and taken back to Scott and Derek's garage for repairs.

THE BIG WELSH CLASSIC CAR SHOW AT CHEPSTOW RACECOURSE

As most of you are aware "The Big Welsh Classic Car Show", which for the last two years has been held at Margam Park, was started to continue the good work of the Tredegar Park show which was held to raise money for Leukaemia Research (Bloodwise). This year we had a change of venue to Chepstow Racecourse. We had over sixteen cars on our stand, ranging from Michaels F Type through all models of E Types, Xk8 and R's and some spectacular early saloons of Keith's MK4, Neville's MK5 and Scott & Derek's MK9.

The weather was good and we met up with our friends from the Usk Valley Club who had a stand not too far away from us.

The site was quite good, with a large area for car clubs but unfortunately the race track dissected the show right down the middle with the car clubs on one side and most of the amenities on the other.



CASTLE COMBE AUTUMN CLASSIC

Castle Combe is trying to make this a mini Goodwood Revival. This year they had seven races ranging from vintage sports cars to pre 66 Jaguars plus a range of other activities in the paddock.

The club had 78 Jaguars who had booked and paid to be in the circuit and on the JEC stand. The weather forecast was drying up by 10.00 but it took until about 11.30 for the drizzle to stop. It was then dry all afternoon.

Peter Purdom the JEC chairman had invited Tim Hannig, who is the Director of Jaguar Land Rover Classic, to the event. Apparently Tim had a great time and presented the awards to the winners of the JEC pre 66 Jaguar race.



THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This was held on the same day as Spares Day so I missed this event. I was disappointed as I have gone to this show for well over 25 years but must say that the show is much smaller than it used to be, but there is always lots of auto jumble to browse through. Some of our members attended the show and enjoyed it.

INTERNATIONAL JAGUAR SPARES DAY

Unfortunately Spares Day now clashes with the Malvern Show so a decision has to be made as to which one you go to! I had been asked by Graham Searle if I would help at Spares Day as with Castle Combe the day before they were quite short-handed to man the JEC stand.

The show was quite busy, with SNC Barratt having their usual large stand. Most of the main suppliers were there as well with one of our other advertisers BAS from Cwmbran doing good business.

The JEC stand was busy all day with Helen selling lots of items from the shop and the raffle car doing very well.



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JEC AUTUMN CASTLE COMBE TRACK DAY

This was held on Wednesday the 25th of October and arranged as usual by our race organiser Terry Dye. As with normal Track Days you could pay for the whole day, £230 for approximately two and a half hours of track time, or for the first time you could have 15 minute sessions at only £25. This allowed for you to see if you enjoyed it and if so buy some more track time!

All sorts of Jaguars were out on the track from the earliest XK's right up to F-Types. Swallow Jaguar were there with some of their race cars and for a small donation to charity they would take you out on the circuit and scare the pants off you! Mike and Dave both took their cars out onto the circuit and had a great time!

The day was a great success for the JEC and I must say all of us really enjoyed it. I am sure it will be repeated next year and I would urge you to come along.



NEC CLASSIC CAR SHOW

The Lancaster Insurance Classic Car Show was held from the 10-12 of November at the NEC. I travelled up on the Thursday to drop off my car and to help James, Patch Rob, Letitia and Helen setting up the JEC stand. I had to rush back on Thursday afternoon for Michaels wedding on Friday, but Neville kindly took me back up early Saturday morning. We then spent the Saturday and Sunday working on the stand, talking to existing members, signing up new members, helping with the shop and selling raffle tickets for the raffle car.

It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for the two days, others travelled up and stayed overnight. The show is so large now that really more than one day is needed to see it all. I think all the members appreciate the seating area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax.

JAGUAR ENTHUSIAST CLUB AGM

On the 4th of November I attended the JEC



AGM at the Jaguar Visitor Centre at Castle Bromwich on behalf of our region. It is always great to meet up with old friends and acquaintances at these events. Calum Mckechnie the General Manager Parts and Accessories of Jaguar Land Rover gave us a very interesting talk about the supply of parts and how they were hoping to re-manufacture certain non available parts.

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

REGIONAL CHRISTMAS DINNER

On the 2nd of December we held our JEC regional Christmas Dinner at The Old Custom House on Penarth Marina. The event was well attended but unfortunately the dinner clashed with some other events so we were slightly down on the numbers from last year. It was a bit crowded last year but this year it was a bit more of a relaxed atmosphere. Our JEC General Manager, Graham Searle and his lovely wife Lynne, JEC Vice Chairman Ray Searle and Kay also came. The ex JEC chairman Rob Jenner and his partner Letitia Mace drove 848 miles from Scotland and back just to join us for dinner. They came last year and had a great time. It was good to see you all.



WINDSOR BARRACKS

On the 30th of November the club was asked to a black tie reception at the Windsor barracks to present a cheque to The Prices Trust for the amount raised for the charity from the Windsor Festival and the raffle car. The total raised was an incredible £105,000, the most any car club had given to the charity.

NEWS

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



The F-PACE features an aluminium intensive architecture with six airbags to create a super-strong occupant safety cell allied with a suite of advanced driver assistance systems. The combination of active and passive safety measures helped deliver an overall Euro NCAP rating of 85%.

JAGUAR F-PACE SECURES FIVE-STAR SAFETY RATING

The performance SUV, which also won 2017 World Car Design of the Year at the 2017 World Car Awards, scored 93% for adult occupant protection, 85% for child occupant protection and 80% for pedestrian protection.

Combining award winning design, innovative engineering and now a five-star safety rating marks the F-PACE out as the ultimate family car. This result also confirms the current PACE family's safety status following the recent award of five stars to the all-new E-PACE compact SUV.

F-PACE features advanced safety technology such as Autonomous Emergency

Braking with Pedestrian Detection, as standard, which can detect a collision risk with cars or pedestrians in the road ahead and automatically apply the brakes. The system performed well, scoring maximum points in pedestrian tests as well as avoiding or mitigating all of the inter-urban scenarios.

The F-PACE has become the fastest-selling Jaguar ever, with the 100,000th vehicle recently rolling off the production line at Jaguar Land Rover's Solihull manufacturing facility. The performance SUV has received more than 70 global awards, including the 2017 World Car of the Year and World Car Design of the Year titles.



JLR TO CREATE 150 JOBS AT A NEW ENGINEERING CENTRE IN IRELAND

JLR is to open a software engineering centre in Shannon this year with the creation of 150 jobs.

The new facility will help develop new technologies and system for future electric and self-driving vehicles. From 2020, all new models under the Jaguar and Land Rover brands will be offered with electric versions and the firm has committed to a range of hybrid, plug-in and full electric power options in the coming years.

The firm's first fully electric SUV, the Jaguar I-Pace, goes on sale later this year.

As part of the development, the premium car firm has agreed a partnership with online education provider Udacity, which specialises in courses such as automated driving, artificial intelligence, robotics and data analytics.

Nick Rogers, executive director of product engineering at the car giant, said: "The creation of a team in Shannon strengthens our international engineering capabilities and complements our existing team of more than 10,000 engineers based in the UK."

The firm said it was looking for software engineers with experience in a range of disciplines such as artificial intelligence, safety critical systems and vehicle architecture.

Alongside a new factory in Slovakia, the move increases the firm's operations outside the UK, amid concerns over the potential impact of Brexit.

Welcoming the new centre, Martin Shanahan of IDA Ireland said: "Having a globally recognised company of such international standing will greatly enhance Shannon's reputation as a centre of excellence for such business. The 150 jobs will be of significant benefit to Clare and the midwest region."

Jaguar has been vocal in saying that automated driving need not mean the end of driving enjoyment, and has developed a prototype computerised steering wheel, with artificial intelligence, called "Sayer" which can be carried from vehicle to vehicle, bringing with it your driving and entertainment preferences.

JENSON BUTTON TO RACE JAGUAR XJR-9 AT LEMANS CLASSIC

One-time Formula 1 world champion Jenson Button will drive a 1988 Jaguar XJR-9 prototype in this year's Le Mans Classic Group C race in July. Button's participation in the July 6-8 event will mark his first race outing at Le Mans.

The XJR-9 made its debut in 1998 and won the Daytona 24 Hours at its first attempt, with Martin Brundle, Raul Boesel, John Nielsen and Jan Lammers at the wheel. It also won the Le Mans 24 Hours that year, which was Jaguar's first victory in the endurance race since 1957. The car took a total of seven wins from the 11-race World Sportscar Championship season in 1989, giving Jaguar the teams' Prototype title, while Brundle also clinched the drivers' crown.

JLR RACKS UP RECORD SALES AROUND THE WORLD - AND CHINA IS NOW ITS BIGGEST MARKET

JLR has shrugged off any Brexit blues by racking up record global sales of more than 621,000 cars.

Boosted by new models, the British carmaker revealed that booming exports to China - now its biggest market after sales rose nearly a quarter - and to the US helped offset a weaker European market.

The Jaguar Land Rover group achieved its seventh successive year of rising sales, with Jaguar seeing a 20 per cent rise in cars sold around the world to 178,601, while Land Rover sales were up 2 per cent to 442,508.

Both brands recorded a record year, but Jaguar Land Rover, owned by Indian conglomerate Tata, warned that continued government demonisation of diesel and threat of new taxes and charge could hit future UK sales.

Sales overall were up 7 per cent for the group.

At home, Jaguar Land Rover sales in 2017 were on a par with the 2016 record year with sales of 117,748 cars, 'bucking the overall trend in the company's domestic market,' it said.

Sales across the Atlantic and in China were the main success story. JLR said: 'Growth in China and the USA helped offset the impact of difficult market conditions in the European, UK and Overseas markets.'

'China was the company's largest sales region in 2017 with annual sales of 146,399, up 23 per cent year-on-year. North America reported a calendar year record with sales of 128,097, 9 per cent up on the previous high in 2016.'

Jaguar Land Rover's retail sales were 138,643 in Europe which it said was 'in line with the previous year despite difficult market conditions in the region'. Sales were down 0.5 per cent down in other Overseas markets.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon! There is very little happening classic car wise at this time of year. However, we have kept ourselves amused/entertained with a couple of club events as follows:

- **TOWC Christmas Musical/Dance**
- 14th December
- **TOWC New Year's Day Get Together**
- 1st January

CLUB MEETING - THURSDAY 14th DECEMBER 2017

It had been agreed (as in previous years) to hold our December club earlier than the normal last Thursday of the month. Dave Doyle once again volunteered to entertain us with his brilliant musical skills sadly without his wife Kath who passed away earlier in 2017. Dave & Kath had been providing live musical entertainment at

various venues for many years. It was a brilliant evening at our usual club premises - the Farmhouse Tavern, Newton Road, Torquay. Most members also dressed up in Christmassy clothing etc. - very colourful! The sight of our Chairman trying to do the moves to "YMCA" was hilarious! At one point Dave got three lady volunteers to act as a backing group for one of his songs which worked out very well even though they had no rehearsals! I hope we can twist Dave's arm to repeat this next Christmas.

NEW YEAR'S DAY GET-TOGETHER - 1st JANUARY 2018

In my new role as Social Secretary I suggested (and announced in our December meeting) a New Year's Day Get-Together at around lunchtime. I took the idea from

the VSCC meetings held at Much Marcle near Ledbury. I used to go to their meetings many years ago when they were held at the Verzons, also near Ledbury. As time was so short I suggested we meet up in the Farmhouse Tavern. The advantage being I could make the booking there and then.

I initially thought I might get about 12 or so members turning up. In the event we had nearly 40 members and friends join in and we had to move some extra tables and chairs into the room. We were also joined by a number of members from the MG Club who recently started holding their meetings in the Farmhouse Tavern. It turned out to be a very enjoyable social gathering in daylight for a change! Virtually everyone ordered a meal & we were able to use the more comfortable "Pool Room" overlooking the front car park. I counted 10 classic cars



in the car park including our Daimler V8 250. I'm pleased to say I've had many favourable & appreciative comments about the event.

I was concerned over the weather for the event as we had very wet and windy weather during the week before 1st January. However, come the day, we had brilliant sunshine and even a rainbow! I joked with a few members I had specially imported the fine weather from South Wales! Back to wet and windy the following day! An advantage of wet and windy weather in the preceding week was that there was not going to be any salt on the roads.

"NOW FOR SOMETHING COMPLETELY DIFFERENT" AS THEY USED TO SAY IN MONTY PYTHON'S FLYING CIRCUS!

On a personal note I treated Natalea to a pantomime for the first time ever for her! We went to the Palace Theatre in Paignton on 27th December and saw the pantomime "Cinderella" - oh no we didn't, oh yes we did! Great fun and not quite what she was expecting!

...and finally - this might also amuse Colin Masterson:

John Cleese's "Letter to America"

Dear Citizens of America,

In view of your failure to elect a competent President and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective immediately.

Her Sovereign Majesty, Queen Elizabeth II, will resume monarchical duties over all states, commonwealths and other territories (except Kansas, which she does not fancy), as from Monday next.

Your new prime minister, Gordon Brown, will appoint a governor for America without the need for further elections. Congress and the Senate will be disbanded. A questionnaire may be circulated next year to determine whether any of you noticed.



To aid in the transition to a British Crown Dependency, the following rules are introduced with immediate effect:

1. You should look up "revocation" in the Oxford English Dictionary. Then look up "aluminium," and check the pronunciation guide. You will be amazed at just how wrongly you have been pronouncing it.

2. The letter 'U' will be reinstated in words such as 'colour', 'favour' and 'neighbour.' Likewise, you will learn to spell 'doughnut' without skipping half the letters, and the suffix "ize" will be replaced by the suffix "ise."

3. You will learn that the suffix 'burgh' is pronounced 'burra'; you may elect to spell Pittsburgh as 'Pittsberg' if you find you simply can't cope with correct pronunciation.

4. Generally, you will be expected to raise your vocabulary to acceptable levels (look up "vocabulary"). Using the same twenty-seven words interspersed with filler noises such as "like" and "you know" is an unacceptable and inefficient form of communication.

5. There is no such thing as "US English." We will let Microsoft know on your behalf. The Microsoft spell checker will be adjusted to take account of the reinstated letter 'u' and the elimination of "-ize."



6. You will relearn your original national anthem, "God Save The Queen", but only after fully carrying out Task #1 (see above).

7. July 4th will no longer be celebrated as a holiday. November 2nd will be a new national holiday, but to be celebrated only in England. It will be called "Come-Uppance Day."

8. You will learn to resolve personal issues without using guns, lawyers or therapists. The fact that you need so many lawyers and therapists shows that you're not adult enough to be independent. Guns should only be handled by adults. If you're not adult enough to sort things out without suing someone or speaking to a therapist then you're not grown up enough to handle a gun.

9. Therefore, you will no longer be allowed to own or carry anything more dangerous than a vegetable peeler. A permit will be required if you wish to carry a vegetable peeler in public.

10. All American cars are hereby banned. They are crap and this is for your own good. When we show you German cars, you will understand what we mean.

11. All intersections will be replaced with roundabouts, and you will start driving on the left with immediate effect. At the same time, you will go metric

Continued >

GENUINE JAGUAR PARTS

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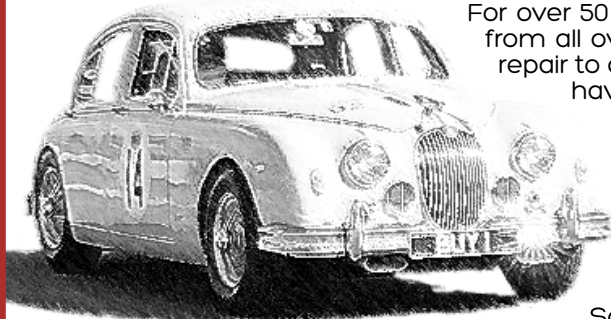


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13. You will learn to make real chips. Those things you call french fries are not real chips, and those things you insist on calling potato chips are properly called "crisps." Real chips are thick cut, fried in animal fat, and dressed not with catsup but with malt vinegar.

14. Waiters and waitresses will be trained to be more aggressive with customers.

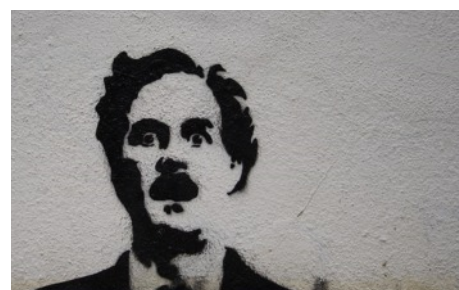
15. The cold tasteless stuff you insist on calling beer is not actually beer at all. Henceforth, only proper British Bitter will be referred to as "beer," and European brews of known and accepted provenance will be referred to as

"Lager." American brands will be referred to as "Near-Frozen Gnat's Urine," so that all can be sold without risk of further confusion.

16. Hollywood will be required occasionally to cast English actors as good guys. Hollywood will also be required to cast English actors as English characters. Watching Andie MacDowell attempt English dialogue in "Four Weddings and a Funeral" was an experience akin to having one's ear removed with a cheese grater.

17. You will cease playing American "football." There is only one kind of proper football; you call it "soccer". Those of you brave enough, in time, will be allowed to play rugby (which has some similarities to American "football", but does not involve stopping for a rest every twenty seconds or wearing full kevlar body armour like a bunch of Jessies - English slang for "Big Girls Blouse").

18. Further, you will stop playing baseball. It is not reasonable to



host an event called the "World Series" for a game which is not played outside of America. Since only 2.1% of you are aware that there is a world beyond your borders, your error is understandable and forgiven.

19. You must tell us who killed JFK. It's been driving us mad.

20. An internal revenue agent (i.e. tax collector) from Her Majesty's Government will be with you shortly to ensure the acquisition of all monies due, backdated to 1776.

Thank you for your co-operation.

John Cleese



By Colin Masterson

Letter from America

If Lake Mirror Classic, reported on last month, was all about quality then the big show in Florida at Daytona, The Turkey Run (as it takes part over Thanksgiving weekend) is about quantity. The show covers the whole infield of the Daytona International Speedway, a huge area, as the oval track is the longest in the USA

The track was built in 1959 by NASCAR founder William "Bill" France, Sr. to host racing that was held at the former Daytona Beach Road Course. His banked design permitted higher speeds and gave fans a better view of the cars.

Daytona's tri-oval is 2 ½ miles long with 31° banking in the turns and 18° banking at the start/finish line. The front straight is 3,800 feet (1,200 m) long and the back straight (or "superstretch") is 3,000 feet (910 m) long. The tri-oval shape was

revolutionary at the time as it greatly improved sight lines for fans. It is one of the two tracks on the Monster Energy NASCAR Cup Series circuit that uses restrictor plates to slow the cars down due to the high speeds. A restrictor plate or air restrictor is a device installed at the intake of an engine to limit its power. Lap record is over 210mph best of luck to them!

When you look at that sort of racing on the TV it looks straight forward but the closer you look the more you see how much skill is involved. At those speeds the inter-reaction between the cars due to the air flowing around them is everything. The front car can end up towing a whole line of cars behind it and you often see "trains" forming two, or sometimes three, abreast with only inches, literally, between the cars and, if a car pulls out from this formation all

sorts of things happen to the aerodynamics around his car and the cars near him. It can be very exciting to watch - try it if you haven't already.

Those of you who have read about the Daytona show will know there is a huge selection of cars both on show and for sale in the car corral, probably about 8,000 in all, so it is the biggest show in the South East, by far. The whole of the infield is full of cars, traders of every description, related to classic cars and a large number of food vendors. The trade stalls are a mixture of people selling old parts, people selling new ones both in standard form and for customizing, which is really big over here. Whereas in the UK we tend to stick to originality, anything goes over here. It really stems from the old days post 2nd World War when young kids were creating hot rods out of cheap old





bangers, like 1930's Model A Fords.

In the South, there is another big influence and that relates to illegal liquor running or bootlegging with souped-up engines in conventional looking cars.

It wasn't long before rival drivers set up races against each other on dirt track back roads. The first NASCAR races were on the beach at Daytona running one way, turning inland and back on route A1A, which is now full of high-rise hotels, and back on the beach again, forming a rectangular circuit. Most of the drivers were illegal liquor runners, as they had both the cars and experience in driving fast. It is funny now when you go to Daytona as much of this dodgy

start to the sport is swept under the carpet.

The long weekend didn't start well: on the Thursday the heavens opened and we had a massive storm raging around Daytona with lightning and strong winds. I arrived around 9am when all was calm, if a bit overcast. By 11am messages on the tannoy told people to take down their gazebos and generally batten down the hatches. They even closed the entrances for a while. Within a short time the storm abated and things settled down to a quiet, if rather dull day weather wise. The following day, and for the rest of the weekend, all was back to typical sunny Florida with temps in the low 20's c and not a cloud in the sky.

Back to the cars: There were quite few Jaguars, with several for sale, although in percentage terms not that many as people seem to be scared of them as though they were some kind of exotic like a Ferrari, and we all know that not to be the case. Out of two modern S Types one looked almost brand new with that great combination of dark blue paint and cream leather interior. There was the most outrageous XJS conversion which was combined with a caravan made out of the fuselage of a Leer Jet - you had to see it to believe it. And what about the MX5 Miata that had been stretched to take two in-line engines, which were linked by a short prop shaft?

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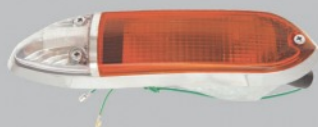
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One guy was continuing to rebuild a model A Ford during in the show. This was his first attempt at a major restoration and he seemed to be doing it very well. He intending making this his full time career and his dental nurse fiancée was financing their living expenses until he sells this first car - I told him he certainly had keeper there!

Someone was selling a Triumph Mayflower with a V8 engine - now there is a horrible combination and it looked just about as bastardised a car as you could get. There was also a 'barn fresh' Ford V8 for sale, almost exactly the same as the one used by Bonnie and Clyde.

In a letter to Henry Ford he extolled its virtues:

"Ulsa, Okla 10th April 1934
Mr Henry Ford Detroit, Mich.

Dear Sir: - While I still have got breath in my lungs I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got ever other car skinned and even if my business hasn't been strickly legal it don't hurt anything to tell you what a fine car you got in the V8

*Yours truly
Clyde Champion Barrow"*

For the benefit of Andy I took a picture of a nicely presented 2009 Aston Martin DB9

With an asking price of \$40,000 - you next car Andy? Suggest you check the running costs and time spent off the road being repaired before committing yourself.

Americans love their humorous signs, there was one old van, more like a shed, which included such quotable examples as "I would like to apologise to anyone I have not yet offended- please be patient, I will get to you shortly" , "If you can't fix it with duct tape you haven't use enough" and "May I live so old that my driving terrifies people".

Well I guess that's all folks, till next month.





ALWAYS JAGUARS

And so it begins....

I'm not quite sure when it did begin but I suspect it was quite early. The photograph below shows me (the toddler nearest to camera) next to a Mark 9 (?) that belonged to my

grandfather Jimmy Woolford. I look about 2 or 3 years old so it was probably taken circa 1961/62. Maybe a subliminal 'Jaguar' message was imprinted onto my mind? I'm told Jimmy had a number of 'big Jaguars'.



It's an ill wind...

As I sat in the casualty department of Helston Hospital one evening in August 1978 it didn't cross my mind that the day's events would (eventually) feed my Jaguar obsession more than any other. It had been quite an evening. I'd managed to comprehensively crash my father's metallic green 3 litre Mark 1 Ford Granada Ghia on the A394 between Helston and Falmouth. The car had snapped sideways without warning on a downhill right-hand curve and, after hitting various bits of the surrounding scenery and a not insubstantial brick wall, it had ended up in the middle of the road facing the oncoming traffic with a satisfying amount of steam pouring from the bonnet. I wasn't wearing a seatbelt. Well, we didn't back then.

I'd done a fair amount of damage to all four corners of the lovely green Granny and broken the steering wheel with my nose. My nose, rather surprisingly, remained intact apart from a pleasing flow of blood, thankfully my good looks weren't affected. My only other injury appeared a



while later, a huge bruise on my right arm. I distinctly remember walking up to the occupants of the first car on the scene and asking if they had a tissue and indeed they did. It must have been quite a sight for them to behold, a rather large Welshman with blood pouring out of his nostrils walking from a smoking, steaming wreck of green metal.

Upon examination of the still ticking Ford I found a shredded left rear Michelin tyre, which had been a new one fitted less than a month before. A blowout was my explanation to the Policeman who attended the accident scene. His explanation was simpler. 'You were going too fast you daft ****'. This sounded incongruously amusing in his west country accent. I still maintain I wasn't driving too fast but no one ever believes me, not ever.

The copper also told me that the last few cars to crash in this very place, seemingly a bit of a black-spot, had ended up in a fairly deep ravine just off the side of the road. As it struck me just how far down I could have gone, I smoked my first (and

only ever) cigarette. I'd had a very narrow escape. My descent had been blocked only by a 18" high embankment of earth at the side of the road. It was a fair old drop into the trees. No one in our family has bought a green car since.

The winter of (dis)content...

My accident was just prior to the now infamous winter of discontent. Various Ford & TGWU strikes resulted in the Granada, which had rather astonishingly been deemed repairable on insurance, being held in a garage in Truro for over a year before being returned. Dad, needing a car in the meantime, went out and bought a

1974 Daimler Sovereign 4.2 (JTC 168N) which, despite my intimate brush with the Cornish landscape he allowed me to drive whenever I wanted. (As an interesting aside, we discovered after the event that the Granada wasn't comprehensively insured for me to drive but the insurance company mysteriously paid up without asking if the James (my middle name) Woolford driving the car was the same James George Woolford who owned it).

The Daimler was quite unlike anything I had ever driven before. I remember as if it were yesterday how light the steering felt and how quiet everything had become. It had



electric windows too. A revelation to us at that time. I also remember the of twin fuel tanks which allowed me to disguise how much petrol I used when I borrowed it. Dad often used to quip that it would pass anything on the road except a petrol station. I've used that joke many times since.

As Mum and Dad both worked in Pontypridd I used to drop them at work and then park outside my school on Tyfica Road (as parking was limited in the town). I was the only sixth former arriving in a Daimler although my history teacher, Mr. A Mor O'Brien had a lovely blue

Jaguar Mark II. Dad also let me borrow the Sovereign for trips away with the lads.

The Daimler also proved useful for obtaining test drives of various other cars at 'posh' garages including a 911 (from that place on the Ely Road that became a Blockbusters) and a Sunbeam Lotus, a scary machine that allowed me to leave some pleasing black lines down the Lavernock Road. Dad kept the Daimler for about 10 enjoyable years but in retirement it was traded in for a smaller more economical car and it was a while before I could indulge my Jaguar passion once more.

Off on my travels...

During this period I went to a lot of motor races around Europe and, at the 1983 Monaco Grand Prix, I vividly remember seeing Martin Morris win the Grand Prix Historique (then the support race for the F1 Grand Prix) in his beautiful D-type reg no. OKV3. The first three works D-Types after the prototype were XKD 402, 403 and 404 and these three were registered for the road as OKV 1, OKV 2 and OKV 3, respectively. OKV3, I have read, was the car that scored the first ever race victory for a D-type in the 1954 Reims 12 hour race driven by Peter Whitehead and Ken Wharton. The car was also used in the Brighton Speed Trials that same year driven by Norman Dewis. It was also later raced by Mike Hawthorn, Tony Rolt and Duncan Hamilton.

When I took the photo shown below I didn't know any of this. I just knew it was the most gorgeous machine I'd ever seen. Martin drove OKV3 down to Monaco, won the race and drove it home to Blighty. How cool is that?

In 1987 I visited Le Vingtt Quatre Heures Du Mans where I saw the famous Silk Cats compete. They failed to win the race but promised to 'be back' the following year as my photo shows.

So, as requested, I 'went back' for the 1988 24 hours and was delighted to watch Lammers, Dumfries and Wallace win the famous race in XJR9-LM number 2. Sadly my archive is a bit disorganised and I can only find a photo of car 3 which failed to finish (Watson, Boesel, Pescarolo).

I also saw the XJR racing Jaguars compete at various other events in that same era. Number 51 below was at the 1986 1000kms of Brands Hatch. It was driven by Eddie Cheever, Giancarlo Brancatelli & Derek Warwick and finished 6th. The purple liveried car was an XJR-14 that won the 1991 Empire Trophy WSC event at Silverstone. It was driven by Derek Warwick and Teo Fabi.



It's mine I tell you... all mine...

In the mid-1990s a promotion at work meant that I had the means to indulge my dream to buy a Jaguar of my very own.

After looking around for quite a while I acquired (what became) L66 JAG, a well looked after three year old 1993 XJ6. The poor scan of an old print does not reveal that it was a lovely burgundy colour. I apologise unreservedly for the wheels. It seemed like a good idea at the time (and I did get all four wheels and tyres for £550).

I paid £250 for L66 JAG from the DVLA but in 2015 I saw it for sale on Jaguar Classifieds for £1200. It now sits on a 1993 XJS.

I kept L66 JAG until around 2000 when the escalating running costs prompted me to trade it in for something a tad more economical. Also my partner at the time wasn't a big fan of the car. She never really liked anything about it. "It's like driving a boat" she used to say. So it had to go. I traded it in for a Mitsubishi Galant and little did I know it would be around 13 years until I got my next Jaguar.

Me? Buy a new car? Never!

In 2013 I started a new business venture which proved fruitful and so I went to Stratstone in Cardiff to have a look at a few used XFs. I test drove a 3½ year old 3.0 diesel which I liked so much I put a deposit down. Later that day whilst excitedly trawling through the Jaguar website to find more information on the model, I happened upon their offers page and saw that for around the same deposit and the same payments I could buy a brand new 2.2 XF. The new car would come with a full three year warranty, 3 years servicing etc. I decided to go for it.

I went back to Stratstone and told them I'd changed my mind about the car I'd reserved. They weren't too keen on this idea until I told them I wanted to buy a new one instead. So, on the 13th June 2013, I drove out of the



showroom in CK13 WSL, a beautiful Satellite Grey XF 2.2 (163) Premium Luxury and immediately headed up the Brecon Beacons for a photo-shoot. One of the resulting photos can be seen above.

Love at first sight...

CK13 WSL was a beautiful car which I intended to keep until the end of the 3 year deal but just 22 months later during a visit to Stratstone for a routine recall matter, I found myself chatting to the salesman about a forthcoming special edition I'd seen advertised, the XF R-Sport Black.

A week or so later he called me up and said 'I have got the car for you, come and have a look'. Even though I wasn't really looking to change I thought it wouldn't do any harm to have an afternoon looking at shiny Jags. (Rookie mistake).

Sitting in the showroom sipping a coffee I noticed a car under wraps and assumed some lucky person was picking up their new car that day. Little did I know that hidden under the grey dust

cover was the gob-smackingly gorgeous CK64 EZB in Italian Racing Red. After a chat and a coffee, I asked the salesman (Peter Delve) what car he'd asked me to come to see. He got from his desk and with a flourish pulled away the covers. I was in instantly love and knew I would be reaching for the wallet.

CK64 EZB is a 2.2 (200) R-Sport Black edition in Italian Racing Red, in my opinion easily the most striking colour that Jaguar do. The 'black' edition was a 'run-out' model with a host of extras fitted for not a lot extra money. Extras included a black pack, 20" Kalimnos gloss black wheels, 770W Meridian Hi Fi, Electric 18way sports seats, Bond grain leather, winter comfort pack, parking pack etc.

The deal I was offered was very good indeed and the car became mine. I picked it up a week before a planned trip to Northumberland and Scotland where I was giving some talks on photography (my hobby). Off I went, putting almost 2000 miles on the car in the first 10 days at an



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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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average speed of 60mph and average mpg of 44. The photo below is from that very trip and hopefully illustrates why I found the car irresistible.

I still have the car. It's now 33 months old and has just clicked over 25,000 very enjoyable miles. And there perhaps you'd think that my Jaguar story would end.

But in 2015 I started looking to see if I could find a nice weekend fun car to enjoy on weekends and, after much research, bought a 1998 XK8 (S550 AWP) in Meteorite Silver and Oatmeal from a lady in Gloucestershire. It was in great condition with a large documented service history and just 88,000 miles, half of those having been done in its first four years. It was still on its original engine, Nikasil liners and all, and was a joy to behold and drive. I parted with not a lot of cash (I have a camera and lens that cost more) and brought it home (via the Brecon Beacons for the obligatory photo-shoot in the usual lay-by).

A short while later on a whim I bought a number plate from the DVLA. I thought it would look good on the car as it had the letters XK and the number 8 in it. I transferred it to the car and my niece immediately saw something I hadn't noticed. The car was thus christened 'Bob'.

Over the next 15 months or so, Bob and I did around 9,500 miles had some great fun. We joined the JEC and the XKEC and went to lots of events and made many new friends. Notable was a very enjoyable day at Prescott Speed Hill climb when I took 'Bob' up the hill four times. On the last run I was accompanied by Andy Webber who described my driving as 'spirited'. I'm still not entirely sure what he meant. He was very quiet on the run though.

Not quite as much fun was my decision to take 'Bob' out onto Castle Combe racing circuit with a bunch of much faster car/driver combinations. It was a very scary experience. I was pushed off the track twice by a kid in a BMW who got black flagged for doing it and after 3 or 4 laps I retired to the safety of the



paddock and a bacon bap.

More Jaguar days...

Other highlights of my recent Jaguar renaissance have included a trip to Castle Bromwich to take a tour of the F-Type production line and two memorable trips to Jaguar Heritage at Fen End where I got to drive an F-Type R (which had extras that included brown trousers), a lovely red series one 3.8 E-type (formerly owned by Mike Hailwood), a series three 5.3 V12 E-type and a lovely XK150.

Whilst driving the Mike Hailwood E-Type around the circuit I encountered a Jaguar SVO Heritage built D-Type being driven rather erratically, the driver clearly struggling to deal with the clutch and gearbox. I found myself catching him quite quickly, so

much so that the instructor next to me uttered these words... 'you may want to give him a bit more space as I don't want you crashing this half a million pound E-Type into the back of that one million pound D-Type'. Point taken.

On the blower...

I kept 'Bob' until December 2016. I was intending to keep





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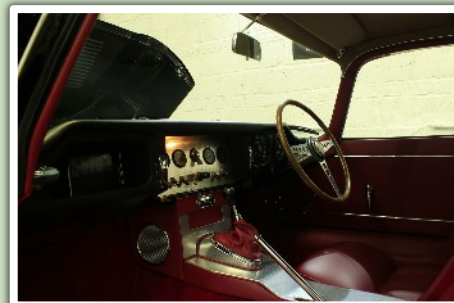
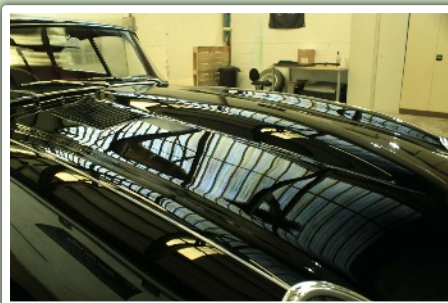
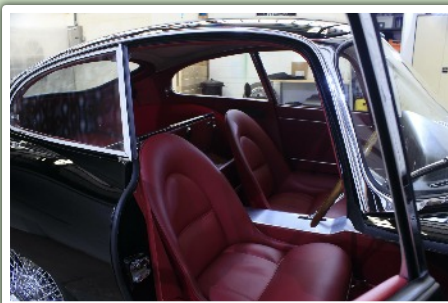
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This stunning Jaguar E-Type has undergone an extensive restoration over the past two years after being imported from California. A conversion to right hand drive has been carried out, with every single part on the car being removed, refurbished or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



For a friendly chat about the work your Jaguar requires, please call

Andrew Douglass on 02920 708005
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



him longer but made the mistake of driving a friend's XKR. I loved it and began to look around to see if I could find a decent one for reasonable money.

After a few million visits to Autotrader and similar sites, innumerable phone conversations and a missed opportunity (sorry Mike) I decided to go and look at a 2004 4.2 XKR in a Car Supermarket in Buckinghamshire. It seemed good value for money as I hadn't previously thought the 4.2 versions were within my budget.

When I got there I discovered that CN04 LNZ was a car originally supplied by Stratstone Cardiff. It had a full history from them and from other local specialists such as Mistermatic in Swansea. I was also able to locate and talk to the previous owner who had traded it in for a Bentley Arnage.

Louvres at first sight...

So in mid December 2016 I traded in S550 AWP (the car formerly known as Bob) for CN04 LNZ.

Finished in Platinum Silver with a warm charcoal interior and the 2005MY body styling, CN04 LNZ is a lovely looking car... and a complete beast.

It has all the extras associated with a 'premium' model such as Brembo brakes, Recaro seats, aluminium interior detailing, heated front screen, heated seats, parking assist, 19" Atlas wheels, burr walnut veneer and the famous (and essential) cup-holder armrest.

And the 400bhp is quite attention grabbing. I fear for my clean licence.

In November 2017 on a JEC track day I ventured out on to the track at Castle Combe once again and, after a bit of proper instruction, had a much more enjoyable experience.

Bob may yet be reborn as I kept the plate on retention. However, I am undecided if it is the right one for this car. So if any XK owners called Bob want to make me an offer I may be persuaded to part with it...?

At the time of writing I



have two Jaguars, my friends refer to me as Prescott and my family keep asking me if I'm going to buy any more cars. I do hope there will be more Jags in my future. Perhaps I can find space in

a garage somewhere for an old series 2 Daimler Sovereign like Dad used to have?

Post script, the 3 year deal on my XF expires in six weeks so perhaps another Jaguar will be coming along soon...?





Article by Colin Manconi

READERS REPORTS

Owner: Colin Manconi
Vehicle: XKR
Year: 1999

I have been holding this article back till the end of the show season so we had something to put in the magazine.

The JEC asked if they could use my XKR Convertible as one of the display vehicles on the stand at the NEC. I bought the car new in 1999 and it is original having covered just over 30,000 miles.

This year we wanted to do something that we had talked about on previous years, a live demonstration by David Marks on changing the V8 top timing chain tensioners, thermostat housing and water pump, the things which go wrong on this engine. We had David Marks beautifully restored Prototype XJ40 and my XKR on the stand. One as a restored project and one showing the engine in the car.

I started off by steam cleaning the engine and bay, the wheel arches and the whole underneath of the car. It was then put up on the ramp and all the

wheels taken off and put to one side ready for polishing. The wheel arches and all the underneath of the car was then cleaned.

I had purchased a new set of front Brembo discs and pads plus some rear pads many years ago, but do you think I could find them! After turning the workshop upside down, I eventually found them in the bottom of a cupboard. Obviously put there for safe keeping! They were soon fitted.

I also had a new set of Pirelli tyres for the car and even though the tyres on the car still had some life in them, they were quite old so I decided now was the time to fit them. I took the wheels and new tyres up to GT Tyres. Grant Williams who advertises in our magazine is an expert on Jaguar tyres, he races "BUY1" the famous MK1 Jaguar, and soon had the tyres fitted and balanced.

The wheels were then

Polished and the tyres blacked and replaced on the car.

It was then time to remove all the old wax, clay the paintwork and then lightly cut back the paint to remove as many swirl marks as possible. The boot and bonnet had some straight scratch mark from front to back. I am very careful when washing the car, using different buckets for the lower areas and then the top of the car and was puzzled how these scratches had been made. I use a "plastic blade" to remove the water off the surface after washing the car and can only think that a bit of grit had got stuck under it and had caused the scratching. After covering the roof, I then spent a whole day with a small machine polisher carefully removing all the scratches.

Once I was happy with this two coats of polish were applied and the two coats of wax.

I then started on the interior. After a deep clean a thick coat of leather conditioner was applied and left on for a few days to sink in before the surplus was removed. The carpets and over carpets were all removed cleaned and replaced.



The interior of the boot was removed, cleaned and refitted. The engine bay was then polished and plastic and rubber shine used on the relevant parts.

Since I bought the car I had been looking at an upgrade from Racing Green, a modification for the tonneau cover. They were making it from carbon fibre and it was horrendously expensive but Adamesh were now making it in fibreglass so I "bit the bullet" and ordered a pair. They come unpainted so Andrew from Glamorgan Classic Cars, who also advertises in our magazine, matched the paint of the car and painted them. Michael and I fitted them the night before and were not sure we liked them but we thought we would

leave them on for the first day of the show and we were amazed at the number of people who liked them and wanted to know where we got them. (I should have been on commission from Adamesh!)

The next problem was getting the car up to the NEC. I intended to drive there and after all the work preparing the car it seemed a shame to get it filthy dirty if it was raining on the way up. Fortunately, Neville was also coming to the show to help on the JEC Stand and offered to take the car up in his new transporter. Neville also advertises in our magazine and offers a bespoke service for transporting your car.

I had some very positive

comments from members during the three days of the show, so all the hard work was worth it.

As can be seen I always try to use firms which advertise in our magazine. If we all use them then it is much easier for them to justify paying for the advertisements.

OTHER ARTICLES

Any other articles for this page would be appreciated. From changing your engine oil, maintaining the car, tips for different car products, polishes etc. Anything for keeping your car on the road. Where do you buy your parts and accessories? Do you use our advertisers? Who maintains your car? Are you happy with their service? Let us know. A short article with a couple of pictures would be great.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 33
1980 | Lynx

The Lynx DType.



Lynx

Specification

Body

The lightweight monocoque is fully stressed through the transmission tunnel and side box members to save space. It is hand crafted from high-strength 16 swg aluminium using rapid rivetted aircraft technology.

Engine and front suspension loads are taken by a tubular steel subframe bolted to the stressed monocoque scuttle and front bulkhead.

Mounted to the rear monocoque there are lightweight but sturdy fabricated steel cantilevers to carry a modified E-type suspension cradle.

The monocoque can be fitted with a choice of forward hinging bonnets and a completely detachable bottled tail section that incorporates extra storage for baggage, wheel and tools.

Styling options

□ Short nose with metal tonneau over passenger space, single door for driver only and offset single wrap-around periscope screen, curved headrest with or without tack-on fin. Side exit exhaust.

□ Short nose with optional aluminium passenger tonneau, two doors and "Appendix C" full width windscreen, with or without tack-on fin. Side exit exhaust.

□ Long nose with passenger tonneau, single door, offset single wrap-around screen, plus fixed headrest and integral fin. Rear exit exhaust.

□ Long nose with optional aluminium passenger tonneau, two doors and "Appendix C" full width windscreen, plus headrest and fixed fin. Rear exit exhaust.

□ XK55 variant with full weather protection and polished aluminium bumpers. No division between front seats.

Full leather trim on doors, sills, transmission tunnel and seats. Fitted floor carpets. Special tail lamps and polished perforated headlight over exposed side exhaust.

All models have full harness seat belts and a 22 gallon foam filled anti-surge tank with traditional 3 to inch quick release alloy filler cap.

Dimensions

Wheelbase : 7 feet 6 1/2 inches

Track, front : 4 feet 2 inches

Track, rear : 4 feet 2 inches

Length : 12 feet 10 inches (short nose)

13 feet 4 inches (long nose)

Width : 5 feet 6 1/2 inches

Height : 2 feet 7 1/2 inches at scuttle

Lynx Cars Limited

68 Castleham Road
Castleham Industrial Estate
St Leonards on Sea
Sussex TN38 9NU England
Tel: 0424 51277
Telex: 946240 Ref: 19019815



Lynx

Engine

Jaguar in-line six cylinder XK series engine with twin overhead camshafts in aluminium straight port cylinder head. Fitted with 3 Weber 45 DCOE twin-choke side-draught carburetors on special water-heated inlet manifold. Optional oil cooler with special oil filter.

Choice of 3.781 cc (87mm x 106mm) producing 285 bhp (gross) at 5500 rpm or 4.235 cc (82.07mm x 106mm) producing 285 bhp (gross) at 5400 rpm in standard tune. Further tuning can include large valves, full gas flowing with matched ports, high performance cams and lightened flywheel with balanced crankshaft.

All models have Lynx fabricated aluminium radiator header tank and dummy dry sump tank with hinged lid for tool storage.

Transmission

Choice of 3.8 E-type or 4.2 all synchromesh gearbox with optional close ratio gear sets. Single plate organic clutch or optional sintered bronze competition clutch. Back axle ratios of 3.07 or 3.31 or others for special requirements.

Suspension

Front: Independent wishbones with torsion bars plus anti-roll bar and 2 adjustable Koni dampers. Specially made mountings all round.

Rear: Independent broad-based lower wishbones, upper driveshaft links and radius arms with 6 adjustable Koni dampers and specially made coil springs.

Steering

Solidly mounted rack and pinion with 3 piece universally jointed steering column and hand fabricated woodalloy laminate steering wheel.

Brakes

All round discs (inboard at rear) with dual master cylinders and independent servo assistance for front and rear circuits, split 60/40 through a balance bar.

Wheels

16 inch Dunlop-pattern pressed alloy ventilated disc wheels, peg driven on special centre lock hubs retained with chromed aluminium bronze 3-spoke knock-on spinners.

Tyres

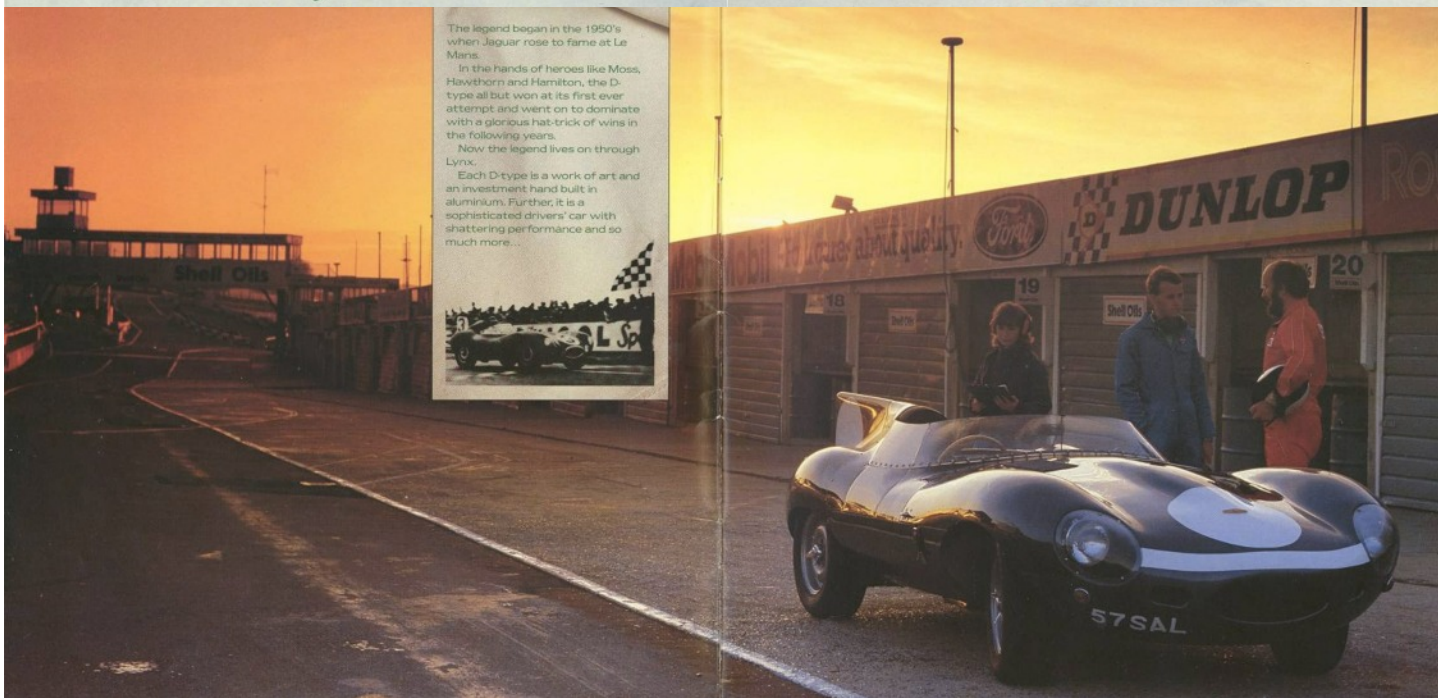
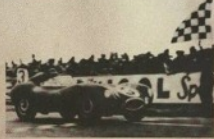
Type and specification by request, depending on application.

The legend began in the 1950's when Jaguar rose to fame at Le Mans.

In the hands of heroes like Moss, Hawthorn and Hamilton, the D-type all but won at its first ever attempt and went on to dominate with a glorious hat-trick of wins in the following years.

Now the legend lives on through Lynx.

Each D-type is a work of art and an investment hand built in aluminium. Further, it is a sophisticated drivers' car with shattering performance and so much more...



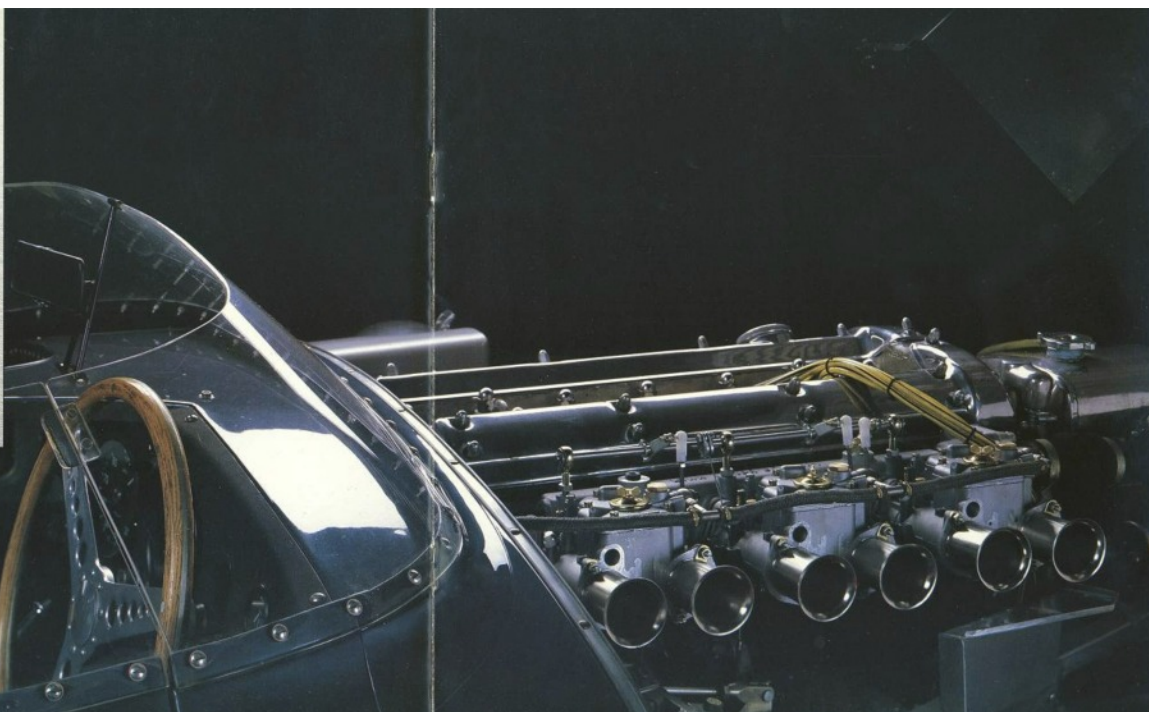
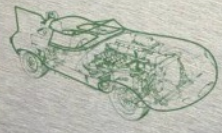
Lynx performance is based on enhanced Jaguar E-type mechanical components crafted into a light, yet amazingly strong structure.

You can choose the 4.2 or classic 3.8 XK series engine, equipped with 3 Weber twin-choke carburetors on a special inlet manifold and a tubular free flow exhaust.

Each can be tuned to any stage you desire, up to 320 bhp.

At the rear, fully independent suspension is set for a combination of crisp handling and practical ride comfort.

Finally, all-round disc brakes provide reassuring reserves of stopping power.



The original Jaguars were built to perform a function: Win races.

Today, Lynx craftsmen hand build the aluminium body structures with aircraft techniques, using high quality materials.

Their workmanship stands the closest scrutiny as a work of art, not just a race-winning utility.

Lynx interiors are hand trimmed with the finest Connolly hide, and the hand-crafted steering wheel alone takes one man a week of patient work for completion to our exacting standards.



Each Lynx D-type is hand made to customer order.

You can specify almost any option, including long nose or short nose versions, with a choice of doors and fin, or even the soft-top XK55 variant shown below.

Our craftsmen can also turn their hand to specialist engineering projects and bespoke conversions on other vehicles, such as the Jaguar XJS.

The E-venter offers extra rear passenger and luggage space, while the XJ Spyder offers true open top motoring with four full seats and electric hood operation.

As for the XJS Performer... just ask us to tell you more.



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JAGUAR

SUMMER FESTIVAL 2018

WROXALL ABBEY | WARWICKSHIRE 29 JUNE - 1 JULY



Sharing the Passion

XK70 and XJ50 Timeline and Parade

2018 marks the 70th anniversary of the launch of the XK engine and sports car and the 50th anniversary of the launch of the XJ saloon.

The JEC will be celebrating this on the weekend of 29th June to 1st July 2018 at Wroxhall Abbey in Warwickshire.

Rob Jenner and Letitia Mace have once again been asked to put together a timeline which will be static for most of the day, but which will also incorporate a short moving parade.

We are looking for all derivatives of XK120, XK140, XK150, and XJ saloons from 1968 to present day.

If you think your car fits the bill for this prestigious event, please send registration number, JEC number, photo and any interesting history to Letitia@xclusively-jaguar.co.uk or rob.jenner@jec.org.uk

If you were unlucky at Windsor, let us know, and it could be your turn this time!

Numbers for this timeline and parade are very limited, so please let us know without delay, in order to avoid disappointment.



CELEBRATING
50 YEARS OF THE XJ
70 YEARS OF THE XK





A Little Bit Bernie, a Little Bit Rock 'n' Roll: 1956 Jaguar D-type with an Interesting History Heads to Auction

Jaguar won the 24 Hours of Le Mans in 1951 and 1953 with its C-type, which was little more than a race-prepped riff on the roadgoing XK120. In 1954, Jag decided to shoot for the moon with the asymmetrically finned, elongated flying saucer known as the D-type, a visually distinctive little bullet that spawned the road going XKSS and took home three straight trophies at the Circuit de la Sarthe, winning the 24 Hours of Le Mans in 1955, '56, and '57. When one comes up for sale, rich dudes of a certain Anglophile persuasion invariably open their wallets. Guess what? One's for sale, and its lineage features a couple of notable owners during the first couple of decades of its life, both of whom were notoriously ruthless businessmen in very different fields.

In 1955, after the car's initial on-track success, Jaguar decided to build a short production run of D-types to sell to privateer racers. Fifty-one were built, and the cars were generally very close in configuration, wearing short-nose bodywork and breathing through Weber carbs.

When this particular D-type was first offered for sale, Manchester dealer Henlys had a hard time unloading it, ultimately passing it on to a young

racer by the name of Bernard Ecclestone, who later went on to buy the Brabham Formula 1 team. We sort of lost track of him after that. Ecclestone sold the car to a privateer by the name of Peter Blond in 1956 for the tidy sum of 3500 pounds. Blond raced the car a bit, and then it passed through a series of hands through the tail end of the 1950s, including female racer Jean Bloxham, who held on to it until 1962. By then obsolete as a front-rank racing car, the shapely wonder saw a couple more owners before it wound up in the hands of Peter Grant.

A former wrestler, the six-foot five, 300-pound Grant had been hired by Don Arden (father of the future Sharon Osbourne) in the early 1960s to manage British tours of foreign artists. In 1966, he established RAK Music Management with producer Mickie Most and began managing the Yardbirds. When that group imploded in 1968, its guitarist, a young man by the name of Jimmy Page, brought Grant along to steer his next group, the mighty Led Zeppelin. At some point between Presence and In through the Out Door, the physical mountain of a man purchased the diminutive racer. We like to imagine Grant and Robert Plant chasing each other around the British countryside in their legendary British sports

cars, the big man stuffed into the little Jag and the golden-locked god playing the long haired sporting gentleman in his DB5. We're not sure this ever happened, but it's a pleasant enough rock 'n' roll mental image.

In 1982, two years after Zeppelin's breakup, Grant sold the car to American collector George Stauffer, who held on to the car for 14 years. Since then, it has had three more owners. If your rock 'n' roll brand of rock 'n' roll idol is more closely related to Brian Epstein, Colonel Tom Parker, or Malcolm McLaren than John Lennon, Elvis Presley, or Sid Vicious, and if your taste in historic racing automobiles leans toward cars often swathed in British Racing Green, this numbers-matching jewel could be the Goodwood contender you're looking for. It's up for grabs at Gooding's Scottsdale auction, which runs January 19 and 20. If you're planning to bid, make sure your duffel bag is veritably stuffed to burstin' with doubloons, since Gooding expects the machine to fetch between 10 and 12 million bucks.



THE OLD COUPLE

There was an elderly couple who in their old age noticed that they were getting a lot more forgetful, so they decided to go to the doctor. The doctor told them that they should start writing things down so they don't forget. They went home and the old lady told her husband to get her a bowl of ice cream. "You might want to write it down," she said. The husband said, "No, I can remember that you want a bowl of ice cream." She then told her husband she wanted a bowl of ice cream with whipped cream. "Write it down," she told him, and again he said, "No, no, I can remember: you want a bowl of ice cream with whipped cream." Then the old lady said she wants a bowl of ice cream with whipped cream and a cherry on top. "Write it down," she told her husband and again he said, "No, I got it. You want a bowl of ice cream with whipped cream and a cherry on top." So he goes to get the ice cream and spends an unusually long time in the kitchen, over 30 minutes. He comes out to his wife and hands her a plate of eggs and bacon. The old wife stares at the plate for a moment, then looks at her husband and asks, "Where's the toast?"

THE POLITE WAY

During one of her daily classes, a teacher trying to teach good manners, asked her students the following question:

'Michael, if you were on a date having dinner with a nice young lady, how would you tell her that you have to go to the bathroom?'

Michael said: 'Just a minute I have to go pee.'

The teacher responded by saying: 'That would be rude and impolite.'

What about you Sherman, how would you say it?'

Sherman said: 'I am sorry, but I really need to go to the bathroom. I'll be right back.'

'That's better, but it's still not very nice to say the word

bathroom at the dinner table.

And you, little Johnny, can you use your brain for once and show us your good manners?'

Johnny said: 'I would say: Darling, may I please be excused for a moment? I have to shake hands with a very dear friend of mine, whom I hope to introduce you to after dinner.'

The teacher fainted.

NUN & THE CAB DRIVER

A nun gets into a cab, and notices that the VERY handsome Cab driver is staring at her. She asks him why he is staring.

He replies: "I have a question to ask you but I don't want to offend you."

She answers, "My son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive."

He says "Well, I've always had a fantasy to have a nun kiss me." She responds, "Well, let's see what we can do about that: No. 1, you have to be single and No. 2, you must be Catholic."

The cab driver is very excited and says, "Yes, I'm single and Catholic!"

"OK" the nun says. "Pull into the next alley."

The nun fulfils his fantasy, with a kiss that would make a hooker blush. But when they get back on the road, the cab driver starts crying.

"My dear child," says the nun, "why are you crying?"

"Forgive me but I've sinned. I lied and I must confess, I'm married and I'm Jewish."

The nun says, "That's OK. My name is Phil and I'm going to a Halloween party."

humour

Members jokes & anecdotes

THE NEW CHIEF

It's late fall and the Indians on a remote reservation in Oklahoma asked their new chief if the coming winter was going to be cold or mild.

Since he was a chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

But, being a practical leader, after several days, he got an idea. He went to the phone booth, called the National Weather Service and asked, 'Is the coming winter going to be cold?'

'It looks like this winter is going to be quite cold,' the meteorologist at the weather service responded.

So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later, he called the National Weather Service again. 'Does it still look like it is going to be a very cold winter?'

'Yes,' the man at National Weather Service again replied, 'it's going to be a very cold winter.'

The chief again went back to his people and ordered them to collect every scrap of firewood they could find.

Two weeks later, the chief called the National Weather Service again. 'Are you absolutely sure that the winter is going to be very cold?'

'Absolutely,' the man replied. 'It's looking more and more

like it is going to be one of the coldest winters we've ever seen.'

'How can you be so sure?' the chief asked.

The weatherman replied, 'The Indians are collecting a shit-load of firewood!'

PUSHY PARENTS

Four Catholic Men and a Catholic Woman Were Having Coffee in St. Peter's Square.

The first Catholic man tells his friends, "My son is a priest, when he walks into a room, everyone calls him 'Father'".

The second Catholic man chirps, "My son is a Bishop. When he walks into a room people call him 'Your Grace'".

The third Catholic gent says, "My son is a Cardinal. When he enters a room everyone says 'Your Eminence'".

The fourth Catholic man then says, "My son is the Pope. When he walks into a room people call him 'Your Holiness'".

Since the lone Catholic woman was sipping her coffee in silence, the four men give her a subtle, "Well...."?

She proudly replies, "I have a daughter, slim, tall, 38D - 24 - 36. When she walks into a room people say, "Jeeeeeeeeeeeeessssssuuussss!"

GOTTA LOVE OLDER PEOPLE

An elderly lady was standing at the railing of the cruise ship holding her hat tight so that it would not blow away in the wind.

A gentleman approached her and said, "Pardon me, madam.. I do not intend to be forward but did you know that your dress is blowing up in this high wind?"

"Yes, I know," said the lady. "I need both my hands to hold onto this hat."

"But madam, you must know that you are not wearing any panties and your privates are exposed!" said the gentleman in earnest

The woman looked down, then back up at the man and replied, "Sir, anything you see down there is 75 years old. I just bought this hat yesterday!"

TERRORISM HIGH ALERT CAUSE PROBLEMS

When I was at the check-out and ready to pay for my groceries the cashier said, "Strip down, facing me."

Making a mental note so I could complain to my local MP about this security rubbish, I did just as she had instructed.

After the shrieking and hysterical remarks finally subsided, I found out that she was referring to how I should position my banking card.

Nonetheless, I've been asked to shop elsewhere in the future. They need to make their instructions a little clearer for seniors.

RETIRING PRIESTS SPEECH

A Priest was being honored at his retirement dinner after 25 years in the parish. A leading local politician and member of the congregation was chosen to make the presentation and to give a little speech at the dinner. However, he was delayed, so the Priest decided to say his own few words while they waited:

"I got my first impression of the parish from the first confession I heard here. I thought I had been assigned to a terrible place. The very first person who entered my confessional told me he had stolen a television set and, when questioned by the police, was able to lie his way out of it. He had stolen money from his parents; embezzled from his employer; had an affair with his boss's wife; had sex with his boss's 17 year old daughter on numerous occasions, taken illegal drugs; had several affairs; was arrested several times for public nudity and gave VD to his sister. I was appalled that one person could do so many awful things. But as the days went on, I learned that my people were not all like that and I had, indeed, come to a fine parish full of good and loving people."

Just as the Priest finished his talk, the politician arrived full of apologies at being late. He immediately began to make the presentation and gave his talk:

"I'll never forget the first day our parish Priest arrived," said the politician. "In fact, I had the honor of being the first person to go to him for confession."

Moral: Never, Never, Never Be Late!

CALM IN YOUR LIFE

I am passing this on to you because it definitely worked for me today, and we all could probably use more calm in our lives. Some doctor on TV this morning said the way to achieve inner peace is to finish all the things you have started. So I looked around my house to see things I'd started and hadn't finished so far I have managed to finish off a bottle of Merlot, a bottle of Chardonnay, a bottle of Baileys, a bottle of wum, a package of Prungles, the remainder of bot Prozic and Valiuminun scriptins, the rest of the chesescake and a box a chocletz. Yu haf no idr how bludy fablus I feel rite now. Plaese sned dhis orn to dem yu fee ar in ned ov iennr piss. An telum,u bludy luvum!! I blody luv u xx



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- Classic policies for young enthusiasts (18+) doing low mileage



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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!

2018 Dates

Wednesday 21st February 2018	Wednesday 15th August 2018
Wednesday 21st March 2018	Wednesday 19th September 2018
Wednesday 18th April 2018	Wednesday 17th October 2018
Wednesday 16th May 2018	Wednesday 21st November 2018
Wednesday 20th June 2018	Wednesday 19th December 2018
Wednesday 18th July 2018	Wednesday 16th 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
email:
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CALENDAR

WHAT'S ON IN 2018

FEBRUARY

15-18 London Classic Car Show

MARCH

18 Jaguar International Spares Day Stoneleigh

23-25 Practical Classics Restoration Show

APRIL

2 Coleford Carnival of Transport

22 South Wales Region Annual Drive it Day

21-25 Techno Classica Essen

MAY

4-6 Donington Historic Festival

5-6 Monmouth Steam & Vintage Show

20 SWCCC Annual Classic Car Show

28 Vale of Glamorgan Classic Car Show

TBA Porthkerry Classic Car Show

JUNE

10 Barry Festival of Transport

6-8 Le Mans Classic

12-15 Goodwood Festival of Speed

TBA Caerphilly Motoring Festival

29-1 Jaguar Summer Festival, Wroxall

JULY

15 Sherborne Castle Classic Car Show

TBA Berkely Castle Car Show

20-22 Silverstone Classic

AUGUST

4-5 South Gloucester Show

TBA Three Cocks Steam & Vintage Rally

TBA Ponthir Car & Music Festival

TBA Bristol Region BBQ

SEPTEMBER

1-2 Beaulieu International Autojumble

7-9 Goodwood Revival

TBA The Big Welsh Classic Car Show Chepstow Race Course

OCTOBER

TBA Castle Combe Classic Action Day

14 Malvern Classic Car Show

21 Jaguar International Spares Day Stoneleigh

NOVEMBER

TBA Jaguar Enthusiasts' Club National AGM

9-11 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas Dinner



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

EARLY BIRD BOOKING NOW OPEN

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SUMMER FESTIVAL 2018

29 JUNE - 1 JULY

WROXALL ABBEY | WARWICKSHIRE

FRIDAY 29 JUNE

- WELCOME BBQ
START THE WEEKEND AT OUR INFORMAL BBQ
- CHAMPAGNE RECEPTION
MEET ANTON & ERIN AND ENJOY A GLASS OF CHAMPAGNE
- PLUS LIVE MUSIC FROM THE SWINGETTES

SATURDAY 30 JUNE

- BOOK DANCE LESSONS WITH ANTON & ERIN
- JOIN IN OUR RUNS THROUGH THE WARWICKSHIRE COUNTRYSIDE
- THREE COURSE GALA DINNER
WITH DANCE DEMONSTRATION FROM ANTON & ERIN
PLUS LIVE MUSIC

SUNDAY 1 JULY

- XJ & XK TIMELINE & PARADE
- CONCOURS & PRIDE AND JOY COMPETITIONS
- ARENA EVENTS & TRADE STANDS
- XJ TECHNICAL WORKSHOP
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70 YEARS OF THE XK



FOR MORE PACKAGES AND INFORMATION GO TO:
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