

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 281 | February 2018



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

I hope you have all been keeping your New Year's resolution and, in case you didn't include it, make a point of planning attendance of as many car shows as possible, as it is a case of the more the merrier. Last year I think our region attended a record number of events.

When attending events, please let Colin Manconi know if you are going to be at a meeting point, it makes it much easier for all, not to wait around for people who may or may not turn up. It also helps with the catering too, knowing how many burgers, bacon and buns to bring, helping to save waste.

Our Drive it Day event will take place on Sunday 22 April this year and is always a very well supported event. The route is complete, not the easiest task from my home in Florida, but hopefully there will be enough time in April to run over the route and sort out any wrinkles before the day. We will again be leaving from the fabulous Priory Hotel & Restaurant in Caerleon and returning for a meal late afternoon. More details can be found in the Regional report on page 7.

I hope that you are continuing to enjoy our regional magazine. It is due to the outstanding efforts of Colin Manconi and, particularly, Mike



Manconi who spends countless hours every month in compiling the magazine, even into the wee small hours of the night, to meet printing deadlines. We have had some excellent contributions from members this year; please keep them coming, they are always more interesting to read than regurgitated articles from other magazines.

Colin Masterson

Colin Masterson

Publication Information

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

Michael Manconi Magazine Editor

Colin Manconi Regional Representative

Colin Masterson News Editor/ Contributor

Harry Kuehling Contributor

Scott Morgan Contributor

Leigh Woolford Contributor

Brian Pearson Contributor

Norman Alford Contributor

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

Annual subscriptions are £20 per annum, payable to the treasurer.

Publication Designed and Printed on behalf of Jaguar Enthusiasts Club South Wales Region by Trendy Design Company.

Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

Disclaimer: Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us: editor@jecsouthwales.co.uk

All information is correct at the time of print and any unauthorised copying or reproducing will constitute an infringement of copyright. All articles are copyright of their respective owners.

©Jaguar Enthusiasts Club South Wales Region Magazine 2018, All Rights Reserved.

Contributions welcome.

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

editor@jecsouthwales.co.uk

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



IN THIS EDITION



REGULARS

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

FEATURES

- 18** ME AND MY CAR - THE STORY OF THIS 1952 XK120
- 20** PURISTS LOOK AWAY NOW THIS XJ6 HAS BEEN ENGINEERED TO GO SIDEWAYS
- 26** REJOYCE, JAGUAR IS GOING TO BUILD 25 NEW D-TYPES
- 28** HERE'S WHY THE XK120 WAS THE START OF JAGUARS GOLDEN ERA



REGIONAL NEWS

By Colin Manconi

We held our AGM at the January monthly meeting on the 17th. As usual it was well attended.

We started the AGM with the Regional Representative report which gave a short résumé of the shows we attended as a region in the previous year. We attended 28 shows during the year. One less than last year but still a lot of events! A brief description of each event was included in our January monthly magazine.

It was then time to elect the committee. Surprisingly all of the committee members put themselves forward for re-election. We quickly voted them all back in "on block" before anyone had chance to change their mind.

We then moved on to the treasurer's report. The accounts showed that we made a healthy increase from the previous year. It has been mentioned before that our treasurer is very mean. He hates spending the clubs money! As was agreed last year we purchased some new flags for the regional stand.

The main expenditure for the club is the cost of printing the regional magazine. It was explained that last year we had a small shortfall on the amount we get from advertisements compared with the cost of the magazine. This year with the help two new firms, David Manners and Peter James Insurance we have made a small profit. It was agreed that the magazine had been a great success and we had one of the best magazines and websites in the JEC. A great number of advertisers had been attracted to the magazine as it was such good value to advertise in. We are fortunate that our only cost is the printing of the magazine. All the work that Michael does editing and collating the magazine and website he does for free.

We then thanked all the members who came to the events during the year and helped out, especially Paul, our chef, who kept us from dying of hunger during the shows with his bacon rolls and beef burgers. Ruth as well, whose delicious chocolate cake always goes down very well with a cup of tea or coffee in the afternoons.

We also thanked fellow committee members Andy, Paul, Mike and Colin for all their help during the year. We must not forget our President Harry who even though he has moved to Torquay still stays in contact and sends us an article for the magazine each month. I especially wanted to thank Colin Masterson for all hard work on arranging Drive it Day and for writing various articles each month for the magazine.

We then moved on to the magazine. If you log on to the JEC website and look at what the other regions have to offer I think you will find that we probably have one of the best magazine and websites in the club. On your behalf we thanked Michael for all the work he does editing, collating, and printing the magazine and looking after the website. It is a massive amount of work.

It would be remiss of us not to thank the members who contributed to the magazine during the year. Colin Masterson for his "Letter from America", Harry for "The Torbay Flyer", Scott for his great articles on the repairs of his cars, Andy, Mike, Leigh Mark, Jeff, Phil and Terry, for their various articles. Brian, Norman and Ray for their hilarious jokes, some of which could not possibly be printed in this magazine. Apologies if I have left anyone out.

We need more articles for the magazine. Any work you have done on your car, even changing the plugs oil etc, what cars have you owned during your life. Write a short article with a few pictures. Neville keeps promising to finally finish his article on the cars he has owned. As we have said before that should fill a magazine by itself! It really helps having these types of articles, especially in the winter when we don't have any shows to write about.

We still have the problem that we do not have many lady members at our meetings. We all agree that it would be a good thing if more would attend. Please talk to your wives and partners and see if they would like to come along. Gaynor, Stella, Heather and Sheila often come along. With your help let's see if we can attract some more.

Our annual "Wooden Spoon" award was then presented. The award is for the funniest or most stupid thing done by one of our members during the year. This year the award was presented to Neville Padfield.

We were attending the Jaguar Windsor Festival and in the evening we were at the Champagne Reception in Windsor Castle. Prince Edward was going around the room talking to people. He came to Jan and myself and enquired where we were from? We answered "South Wales you're Royal Highness"! There is protocol when speaking to the Royals, you wait for them to speak to you and answer "Your Royal Highness" and you don't offer your hand unless they do! Alongside us was Neville. Prince Edward then asked him the same question, "and where are you from", Neville being Neville answered "the same place you came from... your mother" and then stuck his hand out. Prince

Edward didn't know what to say and promptly put his hands behind him and moved to the next person. Well done Neville!

The AGM was then closed.

OUR NEXT EVENTS ARE:

JAGUAR INTERNATIONAL SPARES DAY STONELEIGH

Many of our members will be attending this show on Sunday the 18th of March, looking for an elusive part. Mike and I will be on the JEC stand helping to sell tickets for the charity car. Please come and see us.

PRACTICAL CLASSICS RESTORATION SHOW @ THE NEC

This has changed to a three day show on Friday the 23rd, Saturday the 24th and Sunday the 25 of March. The JEC will be having a stand at the restoration show with a variety of Jaguars in different states of repair. We will also be carrying out work on one of the vehicles. Mike and I will be helping run the stand and hope to see you there.

COLEFORD CARNIVAL OF TRANSPORT

Our first major show of the year is the Coleford Carnival of Transport on Monday the 2nd of April. We have attended this show for many years and have always enjoyed it. There is a £2.50 administration fee to be paid to Coleford. I will be collecting the money on club night. If anyone else is interested would they please inform me as soon as possible as the entry form has to be sent off.

SOUTH WALES REGION DRIVE IT DAY

We have booked the Priory Hotel Caerleon for our South Wales Region Annual Drive it Day on **Sunday 22nd of April**. This is the same hotel as last year. We had a lot of compliments about the hotel from members who attended last year. The day will start with coffee and bacon rolls at the Priory from 10am with a prompt start at 11.00am. Colin Masterson

has again this year mapped an interesting run up through Wales, with a stop at lunch time at Big Pit, the National Coal Museum where there will be the opportunity to go down into the Pit and see the workings. We will then take a spectacular run back to the Priory for lunch at approximately 3.00pm.

More information can be found on page 7 in this months magazine.

Will all members who wish to go on this run please contact me as soon as possible.

MONMOUTH STEAM & VINTAGE SHOW

This years show is to be held on Saturday 5th & Sunday 6th May down on the Vauxhall Fields in Monmouth, NP25 5BA. There is plenty to do for the whole family from a range of vintage vehicles, fair ground attractions and a variety of trade and craft stalls for everyone.

SILVERSTONE CLASSIC

Being held on the 22-22 of July, this is billed as the "Biggest Classic Motor Racing Festival in the World". There are 20 classic races over the weekend with over 1000 entries and over to 10,000 classic cars. There is entertainment in the evenings and racing all day long. If you have not been before this really is one event you must go to.

We have attended this meeting for many years and have really enjoyed it. Fourteen of our members are going on the Friday and returning on Sunday evening. You really need more than one day to see it all. We have booked to stay the Friday and Saturday nights in a hotel not far away from Silverstone and I have booked an evening meal at our favourite restaurant "The Cromwell Cottage" for both Friday and Saturday nights. I still have a few rooms available. Please contact me for details.

The tickets for the event have to be booked over the internet on the Silverstone Classic site. The cost for 2 entry tickets plus the important car pass ticket which allows you to park on the JEC stand on the infield are £102.00. This is for 3 days, Friday, Saturday and Sunday, a cost of just over £17.00 each per day. Single days can also be booked. This "Early Bird" price must be booked before the 31st of March and you must enter under the Club Display Package and use the JEC code of **18008CCD**

We have a lot of shows coming up this year I hope you can support the region and attend as many as possible.

GENUINE JAGUAR PARTS

Maintain the true Jaguar experience with **Jaguar Genuine Parts**.

Jaguar Genuine Parts are designed, tested and manufactured according to our uncompromising standards for quality, fit and durability. Each part is engineered specifically for your vehicle to contribute to its optimum performance and to help maximise its life span.



Brakes

Your defence against accident and injury.



Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



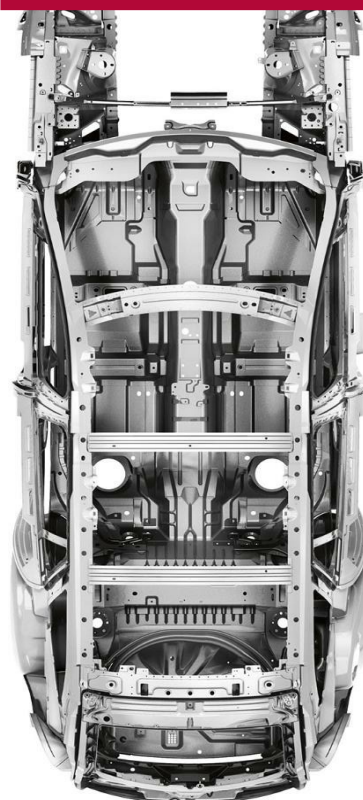
First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

All prices include VAT

Pricing	XF 2.7D 3.0 & 4.2	XF 3.0D & 5.0	X-TYPE Up to VIN:J60204	X-TYPE From VIN:J60205	XJ (Prior)	S-TYPE
INTERIM SERVICE	£199	£199	£199	£199	£199	£199
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
FRONT WIPERS	£45	£45	£45	£45	£45	£45

There's no need to compromise on your next service.

As an owner of a Jaguar over three years old, you can now have the premium service you desire at a truly competitive price.

With **Jaguar 3+** there's no hidden costs, just a clear fitted price for Jaguar scheduled servicing and routine repairs such as brake pad and disc replacement.

You also get the reassurance of Jaguar Trained Technicians, using advanced diagnostic equipment, and Genuine Parts.

And it's covered by a 12-month warranty.

£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS



SERVICE 02920 546702

Stratstone Jaguar | Pentwyn House | Avenue Park | Pentwyn | Cardiff | CF23 8HE

*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Camber belt replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2008-09 and X2 2008-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.



Sharing the passion

South Wales Region Drive It Day



South Wales Region

**April
22**

Drive It Day

The South Wales Region will once again be holding a Drive it Day event on the **22nd of April**. Open to members of all regions of the JEC, but please try and turn up in a Jaguar!

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, between 10 am and 11am for coffee/tea and bacon rolls and will leave at 11am sharp.

Colin Masterson has again this year mapped an interesting run up through Wales, with a stop at lunch time at the Big Pit, the National Coal Museum where there

will be the opportunity to go down into the Pit and see the workings. We will then take a spectacular run back to the Priory for lunch at 3.00pm. Hotel rooms are available at the Priory for those wishing to stay.

The menu choices are on our website www.jecsouthwales.co.uk/ddmenu2018

If you would like to come please ring Colin on 07977 474637 or e-mail, colin.manconi@jecsouthwales.co.uk



**To include: Coffee, tea and bacon rolls on arrival.
Plus a two course lunch upon return.**

£21.00
Per person

NEWS

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



The I-PACE is a radical departure for electric vehicles. It's the product of authentic Jaguar design DNA matched with the most advanced electrification technology and British craftsmanship.

JAGUAR I-PACE VOTED MOST ANTICIPATED NEW CAR OF 2018

The Jaguar I-PACE all electric performance SUV has won the What Car? 2018 Reader Award, securing it the title of the most anticipated new car of 2018.

What Car? readers chose Jaguar's first all-electric model from a shortlist of 12 cars due to go on sale this year, including new models from Tesla, Audi and Mercedes-Benz. The award was presented in London.

I-PACE combines a super-car silhouette with sports car performance and five-seater versatility. Jaguar's designers and engineers have used the new electric vehicle architecture to tear up the rule book on usability. I-PACE occupies less road

space than conventional mid size SUVs, yet offers more room for passengers and luggage than models in the segment above.

The I-PACE will be the newest member of Jaguar's 'PACE' family of SUVs, joining the F-PACE and recently launched E-PACE. The F-PACE has won more than 70 major global awards, and became the fastest-selling Jaguar ever, selling more than 100,000 since it went on sale in April 2016. The Jaguar E-PACE compact performance SUV is also available to order, priced from £28,500.

I-PACE pricing and specifications will be announced in March 2018, when order books will open for full configurations.



JAGUAR E-TYPE ZERO AND RANGE ROVER VELAR WIN AT GQ CAR AWARDS 2018

Jaguar E-Type Zero - The Best Use Of Electricity Since The Lightbulb.

Nearly 60 years after the world's most beautiful car hit the road, the E-Type still turns heads and reduces grown men to slack-jawed schoolboys. But now, thanks to Jaguar's growing classic division, the E-Type is not only gorgeous to look at, but also good for the planet, after being retro-fitted with a zero-emissions, all-electric powertrain. There is only one right now, of course, but Jaguar says that it can convert any classic Jaguar – and change it back again too (if so desired). If that doesn't deserve a GQ Award, then nothing does.

The Jaguar E-type Zero is a modern reinvention of Jaguar's most iconic vehicle, fitted with a new zero emissions, all-electric powertrain. Built by Jaguar Land Rover Classic, the E-type Zero boasts an advanced lithium-ion battery pack with the same weight and dimensions as the original car's XK six-cylinder engine. Weighing in at around 46kg less than a traditional E-type, the Zero can accelerate from 0-62mph in 5.5 seconds.

Tim Hannig, Director of JLR Classic said: "E-type Zero demonstrates Jaguar Land Rover Classic's commitment to future-proofing classic car ownership. It combines the renowned E-type dynamic experience with enhanced performance through electrification. This unique combination creates a breathtaking driving sensation. We're delighted that E-type Zero has the approval of the knowledgeable team at British GQ."

RECORD ANNUAL SALES AT JLR

The UK's biggest carmaker, Jaguar Land Rover (JLR), has said sales hit a record high last year. The company said Jaguar sold 178,601 cars, up 20% on the year before, while Land Rover sales rose 2% to 442,508.

JLR said sales had more than tripled since 2009. It said this was the seventh successive year of growth, which was driven by the introduction of new models and increased uptake of its clean diesel and petrol engines.

Jaguar saw strong demand for the Jaguar F-Pace, XE and XF models, while Land Rover's best-seller for the year was the Discovery Sport, which sold 126,078 vehicles.

The company said that growing sales in China and the US helped to offset what it described as "difficult market conditions" in the European and UK markets.

China was the company's most important region in 2017 with annual sales of 146,399, up 23% year-on-year.

It described its performance in the UK as "solid", with 117,748 Jaguars and Land Rovers sold.

JLR sales operations director Andy Goss said: "We have once again delivered year-on-year sales increases.

"But we are facing tough times in key markets such as the UK where consumer confidence and diesel taxes will hit us."

JLR TO CUT UK OUTPUT AMID DIESEL AND BREXIT CONCERNS

Jaguar Land Rover is cutting production at its Halewood plant as economic uncertainty and concern over the future of diesel hit Britain's biggest car maker.

Earlier this month the company said global sales of all its cars rose by 7pc to a record 621,100 in 2017, though demand flat-lined in the UK at 118,200.

It had long been rumoured that the company was struggling in Britain and staff at the plant are understood to have been worried that the current three-shift production line cut be reduced to two, resulting in redundancies.

However, it is understood the lower production rate - set to take effect in the second quarter of the year - will not lead to job losses.

A spokesman for JLR said that, despite the company's record performance last year, consumer confidence has been hit amid a challenging environment for the automotive industry.

He added that "ongoing uncertainty surrounding Brexit is being felt by customers at home and in Europe" where collectively, the company sells about 45pc of its total UK production.

"Add to this, concern around the future of petrol and diesel engines, and general global economic and political uncertainty and it's clear to see why industry is seeing an impact on car sales."

The spokesman said that JLR regularly reviews production schedules "to ensure market demand is balanced" and that after one of those reviews it would make some "temporary adjustments to the production schedule at Halewood".

About 80pc of the cars JLR sells in the UK are powered by diesel, a fuel which the Government is targeting over fears about higher levels of pollution it causes.

The move - in the wake of the dieselgate scandal following VW's admission that it cheated emissions tests - has resulted in a collapse in the sales of diesel cars in the UK.

Official industry data showed that diesel vehicle sales plunged 17.1pc on an annual basis in 2017 and now make up 42pc of the market, down from 47.7pc a year ago.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon!

There is still very little happening classic car wise at this time of year. First of all I need to congratulate (belatedly) Colin on all his hard work helping set up the JEC display at the NEC last November including setting up his own XJ220 on the turn table. Colin's timetable was very tight as he also had to cater for Michael's wedding! He even got a mention in "A Bird's Eye View" by Lorraine Elliott in the club magazine! Previously she had written she had stayed in a Torquay hotel which, from the description, had to be the beautiful crescent shaped Osborne Hotel less than a mile from us!

Apart from our normal monthly club meeting the only event in January was our annual dinner in the Redcliffe Hotel, Paignton.

ANNUAL DINNER & AWARDS at the REDCLIFFE HOTEL - 21st JANUARY

As is normal the dinner was preceded by a short run in the morning commencing at Jacks Patch Garden Centre near Teignmouth & was organised by Bill and Val Rhodes.

I didn't do the run and just went along to the dinner in the Daimler V8 250. Unfortunately Natalea was not well enough to join in. Last year's dinner celebrated the 25th anniversary of the club and had about 100 participants. This year we had approximately 80 club members attending. Once again the dinner provided by the Redcliffe staff was excellent. It was subsequently decided in our monthly club meeting to return to the Redcliffe next year. After the dinner we had a speech from Julian Smith.

There were three trophies to be awarded. The Ian Hannaford Trophy (for the member who did most for the club in the last year) went to Ian Ashby. Two Points Trophies for members who had taken part in most events etc. were also awarded. The runner up trophy went to Julian and Sue Smith. Surprise, surprise the top trophy went to me and Natalea! This made all the hard work rebuilding the Daimler's engine and gearbox in 2016 well worthwhile. I also thanked Adrian for making a good job of rebuilding the engine!

We then had a monster raffle draw, with many raffle prizes, organised by Ian & Alan Ashby. Finally there was an auction, by Rex Elston, of some bottles of Champagne donated by a couple of members. He also had to auction a bottle of wine named "Katzpiss" which was greeted



with a lot of laughter! That went for £10.50!

Not too many classic cars in the car park this year. I spotted Julian & Sue Smith's recently acquired Land Rover, MGB GT, Jaguar X300, VW Golf convertible as well as our Daimler.

A great event with fine sunny weather again (with a little light rain on the way home) & marvellous views from the Redcliffe over the whole of Torbay.

CLUB MEETING - THURSDAY 25th JANUARY 2018

As is normal for our January meeting a large part was devoted to initial planning for our classic car show on Paignton Green in July. This included voting on the photo to be included in the design for the coasters. All the photos included in the vote were taken by me and Natalea in last year's show. We also had advance notifications of forthcoming events including the February, March and May club runs. The April run is "Drive it Day" & we will once again meet up with the Crash Box Club at Dawlish. We also have guest speakers organised for our February and April club nights while our March club night will be an auction ably conducted by Rex Elston. The speaker for February is a retired Policeman (Ian Cooper) who gave us a very entertaining talk last year. We are also looking forward to the April speakers (Kate & John Manley-Tucker) who took part in the Peking - Paris rally 30 years ago in their 1948 Allard! Looking further ahead to September Adrian & Sue Linscott are organising a four day trip away to the Gloucester area based in a hotel in Eveham. Natalea and I have booked to participate on that.

...and finally:

Shopping, Hair Appointments and Wine

A woman was walking down the street when she was accosted by a particularly dirty and shabby



looking homeless woman who asked her for a couple of dollars for dinner.

The woman took out her bill fold, extracted ten dollars and asked, "If I give you this money, will you buy some wine with it instead of dinner?"

"No," I had to stop drinking years ago, the homeless woman replied.

"Will you use it to go shopping instead of buying food?" the woman asked.

"No," I don't waste time shopping, the homeless woman said. "I need to spend all my time trying to stay alive."

"Will you spend this on a beauty salon instead of food?" the woman asked.

"Are you NUTS!" replied the homeless woman. "I haven't had my hair done in 20 years!"

"Well", said the woman, "I'm not going to give you the money. Instead, I'm going to take you out for dinner with my hubby and myself tonight."

The homeless Woman was

astounded. "Won't your hubby be furious with you for doing that? I know I'm dirty, and I probably smell pretty disgusting."

The woman replied, "That's okay. It's important for him to see what a woman looks like after she has given up shopping, hair appointments, and wine."

Birthing Position

A blonde is pregnant, and is practically 9 months along. She goes to see her doctor for a routine check-up, but she is worried. She asks, "What if the baby starts coming, and I can't get to the hospital in time?"

The doctor replies, "Well, women have been having babies for a million years without a doctor in attendance. It's a very natural process. The first thing you do is to assume the same position you were laying in when you got pregnant."

The blonde interrupts with, "Do you mean with the left foot in the glove compartment and the right foot hanging out the window?"

ALLIANCE

CARS CARDIFF

SALES ■
SERVICING ■
MOT TESTING ■
MECHANICAL WORKS ■
ENGINE & GEARBOX REBUILDS ■
AIR CONDITIONING ■
ELECTRICAL ■
DIAGNOSTICS ■
PARTS ■
FULL & PART RESTORATIONS ■
BODYWORK & PAINT REPAIR ■
ACCIDENT REPAIR ■
RE-TRIMMING ■
PROFESSIONAL VALETING ■
INSURANCE ■
FREE COURTESY CARS AVAILABLE ■
(SUBJECT TO AVAILABILITY AND REQUEST)

FREE MOT

With every full
Jaguar service

on production of this ad

Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

Unit 3 & 4 Wharfedale Road,
Pentwyn, Cardiff ,CF23 7HB.



Insurance solutions*
for classics and more.

Proud Insurance Partners



CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
SUPPORT VEHICLE



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

Call our friendly UK team for a quote.

0333 207 6185

or visit: footmanjames.co.uk

Jaguar Enthusiasts' Club Scheme*

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



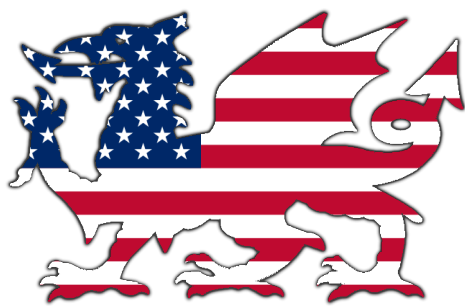
**Footman
James**

Part of the Towergate Group



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

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FP COGE701.10.16



By Colin Masterson

Letter from America

The first show to attend this month was at Eustis, not far away, but one that I haven't been to before. It started at around 4pm on a Saturday, not unusual when many of the car owners work on a Saturday morning, and continued on the brick surfaced main street until well after sun down. As the trees were still covered with Christmas lights it took on a magical atmosphere as it started to get dark.

Some people like to customise their cars to a theme. One person seemed obsessed by Batman and every thing about his Chevrolet Camaro was illustrated with Batman cartoons. The car was named Bat Girl and the artwork under the hood (bonnet) had to be seen to be believed. By complete contrast there was a 1913 Model T Ford complete with brass fittings like the radiator and the acetylene lamps. It came with skis for fitting to the

front wheels for driving through snow. There was a neat replica 1955 High School hot rod with engine modified to a full house flathead; it really looked the part with those big cylinder heads and large tyres on red painted wheels with white walls.

Early in January I got a call from one of my neighbours suggesting we start a Corvette club in the Trilogy Community. A quick note on our online bulletin board and a few days later we had 11 members all with Corvettes. They have a wide range of cars; two of the guys used to race them and several have owned a number of them so there is quite a wide-ranging experience in the group.

There will be no dues, no committee and no rules. If someone knows of a show or event worth attending or just wants to go out for a drive and maybe lunch then a quick email is all

that is required to summon any members who are interested. Ideally we look for routes through the back roads and keep off the Inter States and other main roads.

The following Saturday we agreed to convoy the 60 or so miles to Lakeland for the National Corvette Restorers Society meeting, a three-day event with an additional general car show on the Saturday. This is a show that I had attended last year so I agreed to work up a route (this seems like a mini Drive it Day!) and lead the convoy.

In the event, only 4 cars (6 people) showed up but as it was on short notice this was not unexpected. We had a pleasant run down to the show with the top on, for once, as it was quite a cool start to the day. The show is held at a busy little airfield, which also has a War Birds museum attached so there is always quite a





lot going on and plenty of space for parking cars. Once parked in the Corvette only car park, where there were around 100 other Corvettes, we walked over to the hanger where the concourse cars were being judged.

Inside the hanger was a feast for all classic car enthusiasts, but especially those interested in Corvettes. There were representatives of all of the body shapes over the years from the early C1 (1953 to 1962) to the current C7 (2014 onwards), which I have, each with its distinctive badging. Along the way there have been some classic styles like the first Sting Rays in the mid 60's that the Mercury astronauts drove. The car has transformed mechanically from

the brute force of the muscle car era to what is now a much more sophisticated car with all of the clever engine management and electronic suspension management associated with European supercars at a reduced cost (because build volumes are much higher) and increased quality through use of robotics. There is none of the high maintenance costs associated with their European equivalents either; aside from oil changes, which you expect in any new car, the first service is at 22,000 miles and that is just to change the pollen filters!

Teams of judges were seen to be crawling over and under the cars. Scoring starts at 100% and then deductions are made for anything that judges

don't like. With most of the classes they are looking for either originality or, if there has been a replacement, then a match to the factory equivalent. In addition there are classes for modified cars, like resto mods that have original looking bodies but with modern mechanicals. There is a class also for historically or educationally significant cars and another for completely untouched cars. An example of the latter was a really old Corvette that had over 250,000 miles on it, cracked paintwork and generally looked like no one had cared for it very much. It was not reasonably tucked away in one of the darker corners of the hanger but still had more ribbons on it

Continued >





stewartmiller&peterjamesinsurance



SM_PJInsure



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."

Insurance for a lifetime...

Your Classic Cars | Your Everyday Cars | Your Bikes | Your House | Your Business | Your Everything

Let Stewart Miller & Peter James provide for all your insurance needs.

Then you can rest easy.

Stewart Miller Insurance founded 40 years ago, has been built on the finest traditions of expertise and personal service, ensuring we can advise you on the best cover for all your Commercial, Personal and Household requirements.

Peter James Insurance is the UK's leading Specialist Vehicle and Multi Vehicle Insurance Broker. After 40 years of serving the classic vehicle movement, we know precisely how to provide complete protection for all your precious vehicles.

We are proud of our close working relationship with the Jaguar Enthusiasts' Club which enables us to provide unrivalled insurance expertise and the most beneficial rates for club members.

"Take my advice and talk to the experts today about all your insurance needs and your next quotation."

Sir Stirling Moss OBE



We are the enthusiasts' Insurance Broker and we look forward to being of service



Commercial, Personal & Household
www.stewartmillerinsurance.co.uk

0121 422 2282

Specialist Vehicle & Multi Vehicle
www.peterjamesinsurance.co.uk

0121 506 6040



than most of the other cars.

Whilst my neighbour, who came in my car, and I stuck it out for a little longer, the other car owners decided to leave around lunch time. No stayers these Floridians, they couldn't take the cold! Mind you, my neighbour and I soon agreed and, having looked over the rather high priced and unexciting food on offer (ala Silverstone), we decided to head out to a local deli, Toojays, for a rather more interesting and reasonably priced meal. We passed several places before that but the car park at Toojays was crammed when we got there, always a good sign (who needs trip advisor?)

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



ME & MY CAR



THIS '52 JAGUAR ROADSTER TOOK OVER 10 YEARS TO RESTORE

Article by David Krumboltz
www.mercurynews.com

The birth of Jaguar doesn't start with a car but with two young Englishmen named Bill Lyons and William Walmsley. Initially they made excellent partners, as Walmsley was already building motorcycle sidecars and attaching them to reconditioned motorcycles, and Lyons had the entrepreneurial talent. In 1922, the Swallow Sidecar Co. was formed in Blackpool, England.

In 1927, Lyons designed and built a two-seater body that could be mounted on the Austin Seven frame, but Lyons wanted to build more than just the body. Walmsley left the partnership in 1934, and Lyons went on to design some of the world's finest and fastest cars. Up until that time, the car line didn't really have a brand name. The advertising people suggested "Jaguar," and even though Lyons wasn't thrilled with the name, it was

adopted with the 1935 model designed as the SS (Swallow Sidecar) Jaguar. The double-S was later dropped, it is rumored, because of the Nazi association.

In 1948, a new 3.4-liter, overhead-cam, straight-six engine had been designed and designated XK. By this time, Jaguar had an excellent chassis, this new powerful engine, but no sports car body. William Lyons designed the body that stole the 1948 Motor Show. The car was the Jaguar XK120. The name was based on the engine, and the top speed of the car which made it the fastest production car in the world. Of course, there were doubters as to how fast it could really go, so Jaguar invited the press to a location in Belgium where the crowd witnessed the XK120 going 126 mph and 133 mph with the windscreen removed. It was one of the most successful rally cars ever. Retired Berkeley professor and resident Victor Garlin is a Jaguar man and currently owns three of them.

"I bought my first Jaguar, an XK150 roadster in 1967, for the princely sum of \$500, and except for a year in Scotland I have not been without one since," Garlin says.

He tells an interesting story about his 1952 XK120 Roadster.

"This car was purchased in 1968 by the late Berkeley resident John Hewitt while he was still a high-school student. John was an amateur astronomer who was awarded time on the Hubbell Space Telescope, earning a meager living as a docent at the Lawrence Hall of Science in Berkeley. John had begun the restoration process, completely dismantling the car and storing it in



a commercial garage in Oakland.

"I once offered to buy the car from him when he said he lacked the money to do the restoration. 'I'll kill myself before I'd sell that car,' he responded. During the Christmas season of 1999, John's landlady presented him with an eviction notice; he responded by setting the house on fire and then taking his own life.

"A year later, I received a phone call from a garage in Oakland asking if I knew where John was, as he owed the garage \$2,200 in storage fees. I drove to the garage to find John's car as a body on a chassis, that's all there was. When I asked the garage owner how he knew to contact me he showed me a card John had written that said, 'Here is \$300 on account for the rent. If you don't hear from me in three months, phone Victor Garlin at XXX-XXXX. He may be interested in buying the car.' This was John's legacy to me."

There was a memorial service organized by John's sister.

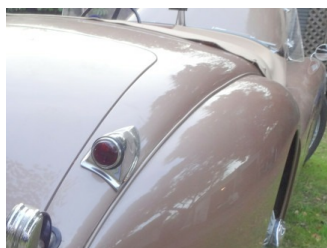
"I contacted her about John and his car. I told her that I would pay to restore it as John would have wished, and she agreed to sell me the car on that condition. It took over 10 years to find original parts and have the car refinished in its original Jaguar Bronze color."

The professor has had no formal automotive technical training yet he and his wife did all the assembly work. They even were successful finding parts that matched the number of the engine block that was removed from the basement of the burned-out house.

He acknowledges and appreciates the professional help he has received from many, including Star Machine of Emeryville, Norman Racing of Berkeley, Jim Groom of Groom's Sports Cars, Laurence Anderson Ltd., Steve Gordon of Vintage Auto Service in Oakland and others.

"I tried to make everything in this car correct, but I view it as a driver, rather than a show car. Nonetheless, it has twice been accepted for showing the at the annual Hillsborough Concours d'Elegance."

Garlin estimates he has invested between \$50,000 and \$60,000 in this XK120 and believes the market value to be about \$150,000. But he is a collector and restorer and said, "At age 82, I find the restoration of Jaguar sports cars a perfect way to stay healthy."





THIS JAGUAR XJ6 HAS BEEN ENGINEERED TO GO SIDEWAYS

The reincarnation of this XJ chassis was done completely in house at my shop, Xcessive Manufacturing, from the suspension design and setup, to the engine assembly, fabrication work, and tuning. When the project was just getting started we asked around at a few local Jag shops and on the forums and found that either no one knew anything helpful about the original engines, or they weren't sharing. The common theme was "Take it out and do a Chevy swap," or "Just buy good parts and pay us to do it."

After a bit of our own research, we came to a few conclusions. Basically, people are afraid of what's not commonly done, and a lot of them just don't know what can be done to begin with. These cars are a bit of an underdog these days due to the complete lack of anything aimed at

mechanically upgrading the powertrain, and the typical Jag shops don't tend to delve into boost, much less drifting.

The original engine design can be traced back to the 1950s, and remained largely the same—other than displacement increases—all the way up to the mid and late 80s. Even the bearings and cams would interchange, for 30 years! I've had a '74 XJ12L for 17 years as a daily driver, originally with a Rover V8 swap and Chevy auto trans, and now running a turbo Toyota straight-six (a 1JZ-GTE). When I first had that car I was sliding it around on stock wheels and suspension on my way to and from work, but gave that up when I realized I was scuffing the tires all the way up to the rim, basically about to roll the tires off the bead! It was fun, but a bad idea on a car that weighs over two tons.

Back to the XJ at hand though. While many are calling these cars old junk these days, we thought otherwise, but couldn't argue with the prices that reflect so many attitudes towards these old Jags: this car was purchased for \$600. In terms of getting to work on the transformation, we had to start weighing out our options. It has a considerably longer wheelbase and rather bloated dimensions for something to be used for drifting—it is about two full feet longer than a Silvia S13!—and the power from the factory was a little anaemic.

The original motor had 158,000 on it, and we decided to





see what it could do to freshen it up and get the power we were after. At 4.2 litres, it had size on its side, but it was built like a WWII air plane engine. It looks awesome of course, but we had to find out if the motor could get to where we needed it without spending too much money getting there. The first dyno pull was right after we bought it, with no work done yet. As it was, it made about 180 horsepower to the wheels, and similar lacklustre torque figures with some blow by to boot. The factory tach says to shut down by 5,500 RPM, but we never got there, the power just dropped before that anyway. It had some small issues, so just no point in really pushing it. We

found a leaky injector that wasn't seated, a loose coupling to the MAF, and extremely dry wires, so we did only what we needed to. The oil pressure was in question too, but it had stock Smiths gauges and yes, factory wiring.

Getting to work on it after the initial tests and review, we removed the smog pump, mechanical fan, fixed the injectors and MAF, and hollowed out the catalytic converter. Then we did our manual transmission swap using a Nissan Z32 unit, and we used our clutch pedal kit that fits into the factory pedal box. We made some urethane motor mounts and threw on one of our Nissan urethane trans mounts to keep the 5 speed

swap in place. We got wheel horsepower up to about 196 after that, and tried to rev it out a bit higher this time, though there is just not lot of power up top. After this preliminary work, we decided the motor was sufficient, and we chose to take it further instead of resorting to the easy swap of an American V8 of some variation. It's nice that after all that's been done to this car and that its new life, it's still moving under the power of its original motor.

Continuing the build, the next step was a strip-down of the externals on the motor and a full teardown of the chassis. We managed to remove about 700 lbs from the car, including a



bunch of really bad wiring. It's important to note that we never cracked the motor open except to remove the valve covers and fix oil leaks on the rear. It really is a robust unit.

That's not to say it wasn't heavily modified though. We wired in a standalone management system to handle the added complexities of turbo charging the motor, fabricated a turbo header and exhaust, modified the stock intake to accept 550cc injectors, we made a top feed fuel rail along with a new fuel delivery/pump setup, and also moved the throttle body on the stock intake while upsizing

ran it all the way up to 15 lbs of boost in this configuration, and managed 360 to the wheels, and 460 lb-ft of torque.

With some issues plaguing the set up, we suspected the stock cams being a bit short on duration; but we still felt this would be plenty of power to see if the motor would stay alive when the car was put sideways. At this point, I had only seen pictures of the inside of one of these motors, and found some specs in a service manual, but I liked what I saw. The potential was there, but age was the concern.

Being a Jag from 1985

front was a separate spring and shock with a double A-arm suspension. We deigned a system to fit inverted coils between the arms that gave us the same modern adjustments that are required for a good track setup, while keeping it all attached to the stock suspension frame assembly, albeit with a bit of welding. While we could really set the car down low, we left the ride a bit higher to allow the 18" wheels to fit better inside the rolled fenders with the increased lock angle.

With the first motor pressurized and tuned and the suspension set up, we started



the inlets. With this setup, we started with 7 lbs of boost, and on the dyno the motor did well except for a bit more blow by (no surprises there though).

Progressing forward, I kept tuning and upping the boost. The first turbo we used was a diesel generator piece acquired for just \$125, simply to see what it would do. With a pretty interchangeable design, I knew I could swap it out easily for another unit if it didn't perform well, but it was cheap enough to throw away if we lost a motor and hurt the turbo! We

that was originally designed in 1968, the stock suspension was never meant to do what we planned, so we went through that aspect of the car next. We designed a rear cantilever set up that mounts in the trunk and connects to the factory lower control arms. This gave us all the adjustability of modern suspension that has never before been available to Jags of this era, with adjustable ride height, dampening, preload, and spring ratio leverage capable of being adjusted from inside the trunk.

The factory suspension up

driving it daily to and from work. After about a month, with a few (maybe more then a few) hits on boost, the oil pressure proved to be a problem, and we lost the main bearings and subsequently damaged the crank. A complete tear down of the motor showed me a few weak spots in the oiling system, due in part to its age of course, but also the design. Can you believe that Jaguar didn't actually design a motor in more or less the 1950s that could handle 15 lbs of boost and more than double the factory torque output!?

It was hard to gather information, so we just learned what people couldn't or wouldn't tell us. We sourced a new (well, still from a 1985 car) donor motor from the junkyard so we didn't have to start a rebuild with fried parts. We had it line bored, got bearing clearance on rods and mains all correct, balanced it, honed the cylinder bores, and set up the pistons' and rings' tolerances and clearances for prolonged boost.

It was a lot of work, and still more was to come. We polished the rod beams and balanced the pistons and rods in-house, all standard fare. We did the reassembly of the engine and all of the head work ourselves too. We put in all stock parts where we could, including the entire rotating assembly, pistons, bearings, rings (yes, 1985 piston rings!) and cams. I reworked a stock oil pump for better flow and tighter tolerances. You can buy "high flow" oil pumps, but that meant a pile of cash compared to a stock pump, so it was taken care of in-house for a lot less money. This was kind of a budget build, to see what can be done without throwing \$5K or more at an LS1 motor or a complete pro motor build. We wanted to see if the 1950s-era Jag straight-six could make it happen in our world. All told, the junkyard motor, machine work, and parts totalled just \$1400. Of course having a shop helps with that!

With the new motor all together and installed, we hung a new Comp turbo in place of the diesel unit, and started breaking it all in soon after. Unfortunately, due to other obligations, we weren't able to put the car back up on our dyno yet, but data logs in the passing days showed faster spool-up and more fuel being used, so it should be making more than it had on the previous setup.

The new turbo was a nice improvement; it was pulling hard. Oil pressure stayed rock solid, and the motor was smooth. Four days after the first crack of the throttle on the new



motor, we took it to a two-day drifting event. With our new suspension and a new motor, both virtually untested for what it was about to do, we wondered if it would work sideways for prolonged periods. The motor proved itself a contender though, and the suspension worked flawlessly all weekend. Power came on strong around 3,000 RPM, and pulled hard to the rev limit we had set at 5,800. It pulled the 3.55 gears flawlessly, and the torque was amazing from the 4.2 litre motor. Justin Lucas did a great job driving the

entire weekend, and I managed to keep it on the track a bit myself throughout the event! A stack of tires later, we had successfully built the first old school drift Jaguar XJ6, with the stock I6 and without a complete "modern" suspension swap! Believe it or not-thanks in part to our custom moulded and upholstered bucket seats-it's still a nice drive down the road too, as any good Jaguar should be.

Rich Kobliha



DAVID MANNERS GROUP

SUPPLYING QUALITY GENUINE, OE & AFTERMARKET
PARTS & ACCESSORIES



SPECIAL DISCOUNT FOR ALL OFFICIAL JAGUAR ENTHUSIAST CLUB MEMBERS!

TO SEE THE FULL RANGE OF
PARTS WE SUPPLY FOR YOUR
CAR PLEASE CONTACT US TO
REQUEST A FREE PRICELIST



NEXT DAY & INTERNATIONAL DELIVERY | JAGUAR EUROPEAN PARTS DISTRIBUTOR
ONSITE ENGINEERING & MANUFACTURING | WINNER OF SERVICE EXCELLENCE AWARD 2012

WWW.DAVIDMANNERS.CO.UK

ENQUIRIES@DAVIDMANNERS.CO.UK

0121 544 4040

DAVID MANNERS LTD
991 WOLVERHAMPTON ROAD
OLDBURY
WEST MIDLANDS
B69 4RJ

OPEN MONDAY-FRIDAY
9AM-5.30PM
SATURDAYS 9AM-1PM

PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX5



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

STATION APPROACH, PENARTH, CARDIFF, WALES, CF64 3EE

At Glamorgan Classic Cars we have over 40 years experience dealing with all types of car restoration, mechanical and body work repairs. We provide expert friendly advice from a routine service to a full mechanical and body restoration and take pride in providing an exceptionally high level of quality of service and attention to detail. For rebuilds we always include a picture file, an example of which is shown for a JAGUAR E TYPE Series 1 left hand drive conversion/rebuild.

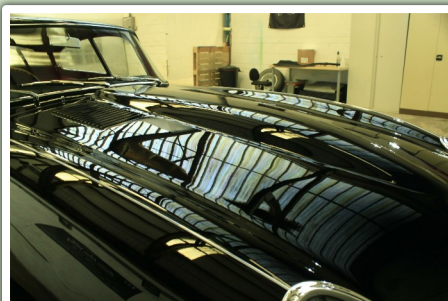
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring **ANDREW** for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



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





REJOICE, JAGUAR IS GOING TO BUILD 25 BRAND-NEW D-TYPES

Jaguar Classic is more than just an expensive source for manufacturer-certified parts to slap onto your old Mk2, and among the contemporary crop of car companies offering support for their vintage-enthused clientele they are doing by far the most intriguing work when it comes to the projects more ambitious than sourcing a correct set of brake light relays. For instance, they put an electric drivetrain in an E-Type last fall, and they've also been steadily "re-releasing" some of their greatest hits over the past few years.

Back in 2014 they constructed six brand-new E-Type Lightweights, then two years later they built nine examples of their exceedingly rare XKSS sports car. These aren't replicas in the typical sense, as each car in these continuation series as they're calling them is built from the ground up to the exact spec

ifications of the originals, barring a few immaterial modifications for safety. The reason they give for such projects is that they are simply fulfilling production quotas that were never carried out in the period. To use the XKSS again as an example, the fire at Jag's Browns Lane factory turned the remaining nine cars from the planned 25-car run into melted piles of metal.

Now Jaguar Classic is doing the same thing with perhaps its most famous machine of all: the D-Type. The three-peat outright Le Mans-winner is still an extremely influential design and its mechanical competence gave it a reputation as a bastion of endurance racing. Starting this year—the first of the new D-Types will be shown in Paris at *Rétromobile*. Jaguar Classic will set off to build 25 examples in their facilities in Coventry, in either short or long nose configuration

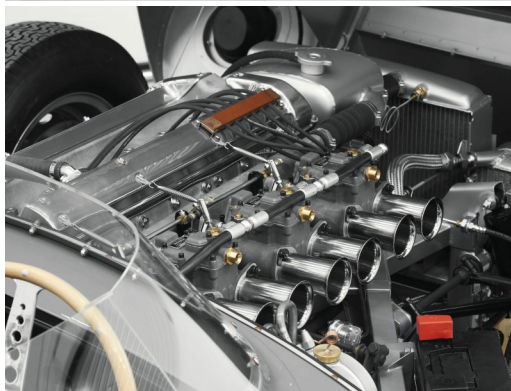
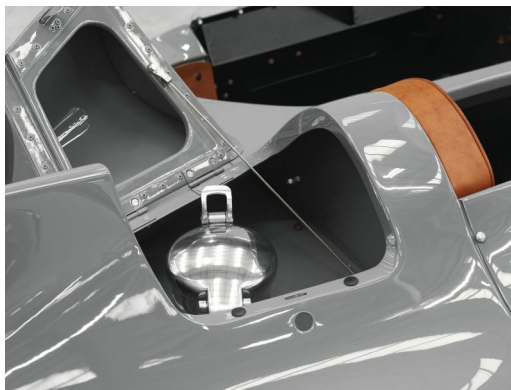
depending on client orders. The reason for this is the same as given before: 100 cars were slated to be built, but only 75 were. They say they're fulfilling their ancient duty for the remaining 25 in 2018, but they're a little wrong here, technically, as the remaining 25 D-Types in the order sheet were actually going to be converted to XKSS-specification, and though nine chassis burned, the remaining 16 were completed. But are we going to complain? Of course not. Be cynical and call it a marketing maneuver or a cash-grab, and let's say that's true, I still think this kind of enthusiasm from a prominent manufacturer can only help us hold onto the history of cars like these, even if it's just to





remind us one more time of their original existence.

Jaguar plans to sell these certainly not street legal D-Types for an amount they're probably shy to mention at the moment, but considering these cars were built by the factory and referenced the original documents for the D-Types, these are going to be flawless and priced accordingly. It will be interesting to see what they will do to the market for the '50s D-Types, as recently the examples at auction haven't been exactly blowing through their estimates as is. What do you think about this car? This trend? Would you like to see more of this or is it better to let history remain history?



HERE'S WHY THE XK120 WAS THE START OF JAGUARS GOLDEN ERA

Nearly every Jaguar has the capacity to remind us of driving's inherent pleasure, and from the heralded E-Type of the past to today's F-Type, the brand's best sports cars have consistently earned a following of car enthusiasts who are equally discerning when it comes to style as they are about performance. The XK120 is no different, but its charms extend beyond the driving experience to place this car comfortably among the quintessential British roadster crowd.

Though an object with many assets to its name, this car's essence comes first and foremost from the mechanical side; at the time of its introduction to the public, this roadster was more or less a show car hauling around the then-new six-cylinder XK motor that Jaguar was developing for their next sedan. The result of this marriage between the dual-carb'd

motor and the sleek form of the roadster was more than just the world's fastest production car (an early aluminium bodied car had reached 120mph, there's the namesake to earn that title for a brief period), it was the birth of a stylish machine that transcended the role of automobile. It was in equal measure a fashion statement, playboy toy, and a champion of British engineering and grace.

Let's go back to that motor briefly though. The company's founder, Sir William Lyons, once remarked that "It doesn't cost more to make an engine look pretty," and the straight-six in the Jaguar XK120 is still one of the prettiest you'll find under almost any hood. It was also a performer, as the XK motor was more or less in production in the same basic form for over 40 years after its debut in the XK120 in 1948. Variants of this would be fitted to the C-

and D-Type Le Mans-winning cars, emphatically proving the motor's competitive potential.

The story of the XK120 of course goes further than its impressive engineering, because back when it was first shown to the public they never really let it out of their sight afterwards. And following the debut show, the British roadster was quickly jumping up to the top of many a mental list of coveted cars, and the order numbers reflected this once the car was ready for sale. Most were exported, it is estimated that more than 85% of total production went abroad, and by the time the model had run its course, Jaguar had churned out more than 12,000 in its various guises. Given





these rather high figures for a sports car, this only makes the early run of 240 alloy-bodied XK120s (they switched over to steel for the rest) even more desirable.

The story of this particular XK120 OTS (Open Two-Seater) begins all the way back in 1950. Shortly after its creation, this car began racing in various events outside of England in '52 and '53, and after some time abroad, was shipped back to its homeland about 20 years ago. Even though Jaguar built a roadster in a country known for its rain, the owner of this one, Duncan, still drives it regularly. This is no museum piece; Duncan's a true gearhead, one who's ready to don a big woolen coat and some goggles

before packing a few tools in the trunk and hopping in his Jag to drive it through the rain and fog.

And what a sight that must be, the circular headlamps cutting through the weather's nastiness while the big haunches over the rear tires direct and catch the spray sent off from the wire wheels. Even in stasis though the car looks like it's in motion. This is a cliché of course, but it applies; just look at the drop the body's curves take toward the rear. It's as if there's a vanishing point trying in vain to suck the car back toward it, with the rest of the car looking like it's mid-leap. Inside the thoughtful design continues in harmony with its wrapper. The cockpit

truly lives up to the name, with the circular open-air cabin lined with instrumentation and leather. There are certain pieces that draw the eye on their own though, like the Herwins rally clocks, the chrome petrol hatch, and the leather hood straps that send your mind back in time.

The XK120 isn't the most popular Jaguar, the E-type or D-type probably take that title, but the XK120 has something special and unique about it too. It kicked off a new generation of Jaguar sports cars, it introduced the brand's venerable XK motor, and if the E-type is the iconic Jaguar in term of Jaguar's style, I think this one is the paragon of their philosophy.

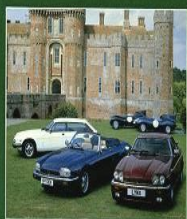


THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 34
1980 | Lynx

EXCLUSIVE
JAGUAR
XJS DERIVATIVES.



Lynx

Lynx cars stand the closest scrutiny as a work of art, not just a motoring utility.

All are hand built by our craftsmen using the best possible materials, such as first grade Connolly hide for the interiors...exactly matching the original Jaguar specification.

We are proud of our workmanship and welcome the opportunity for customers to visit our factory and discuss their personal requirements.

© The content of this brochure is intended for your guidance only and is not to be relied upon as a contract. Many parts of your Lynx product are hand built and subject to continual improvement. We therefore reserve the right to alter prices and specifications without notice.



Lynx

Lynx Cars Limited, 68 Castleham Road, St Leonards-on-Sea, Sussex, TN38 9WJ, England. Tel: 0424 51277. The 946240. Ref: 19019815



EVENTER

Why deny yourself the pleasure of owning an XJS, just because you may wish to carry more people or bulky loads sometimes?

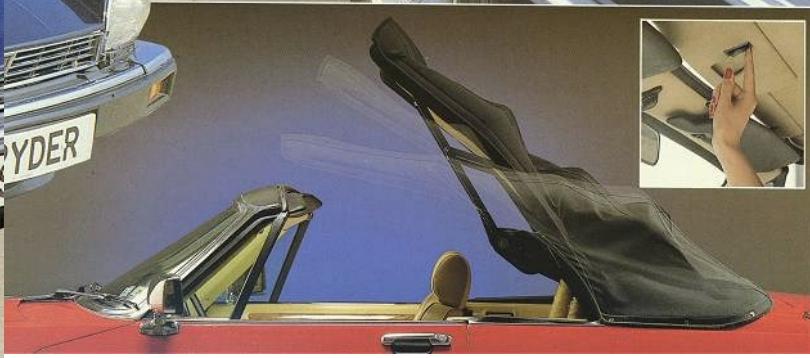
Our stylish Eventer ends this sacrifice by offering the option of more rear legroom and more headroom for adult passengers, plus a larger luggage space that expands further (to 46 cu.ft.) when you fold the rear seats down.

The central-locking tailgate is equipped with a wash/wipe and lifts high on twin gas struts to give uncluttered access to a low load platform that is trimmed with luxurious carpet and the finest leather.

Whether you choose a 3.6 litre or a 5.3 litre version, your investment will be one of the world's most spacious high-performance prestige cars.

The Lynx Eventer.
XJS grace and pace; loads more space.





SPYDER

Fresh air. Clear vision. Clean lines. For many admirers, the XJS is most graceful as a full convertible.

Now the Lynx XJ Spyder combines the luxury and performance of any XJS model with the benefits of a true open top and four seats. This makes it unique.

With the beautifully trimmed mohair top closed, headroom and cockpit volume are unaffected. It keeps hostile weather and wind noise on the outside, with a luxurious West of England cloth headlining to keep you snug on the inside.

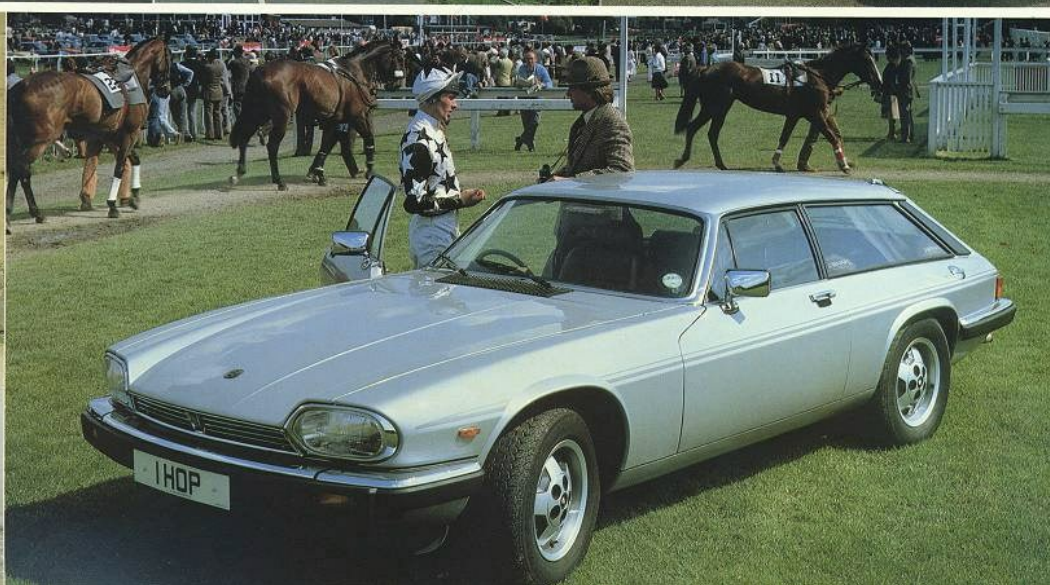
For maximum peace of mind, self-aligning electromechanical latches keep the top securely closed, yet simple to release with one hand.

Push one button and two powerful electric rams lower the top. Push another button and the side windows disappear into the rear wings, to create an uncluttered rear deck that improves all round vision.*

Yet, you still retain practical luggage capacity and four full seats with an option of more legroom for rear passengers.

The Lynx XJS Spyder.
No less a Jaguar, but a lot more exciting!

*The hood operation can also be electronically sequenced for optional remote control.



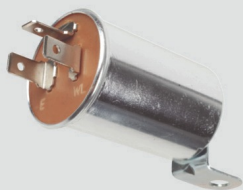


FOR YOUR JAGUAR

BIG NAME BRANDS...

NEW PRODUCTS...

E-TYPE WARNING LAMP MODULE BMK1092JU



WE'RE ALWAYS STRIVING TO BRING NEW AND UPDATED PRODUCTS TO MARKET. THIS FLASHER UNIT IS BRAND NEW TO OUR RANGE AND HOUSES MODERN, SOLID-STATE ELECTRONICS INSIDE THE ORIGINAL LOOKING HOUSING GIVING OUR CUSTOMERS ORIGINAL LOOKS AND IMPROVED RELIABILITY.

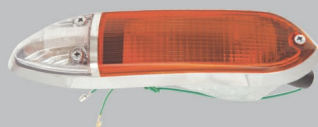
SPIN-ON OIL FILTER KIT OFK17/1



NOT ONLY DO WE SUPPLY A RANGE OF AFTERMARKET AND UPGRADED PRODUCTS. WE ALSO KEEP THE FULL RANGE OF GENUINE JAGUAR PRODUCTS AVAILABLE. SPEAK TO US ABOUT THE ADVANTAGES OF BUYING YOUR GENUINE JAGUAR PRODUCTS VIA SNG BARRATT.



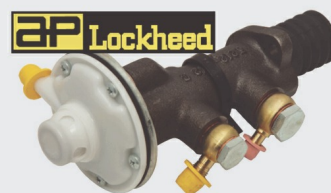
UPGRADES...



FRONT/SIDE INDICATOR LAMPS C16080 (RH) / C16081 (LH)

WE MAKE MANY THOUSANDS OF PRODUCTS IN HOUSE AT OUR BASE IN SHROPSHIRE. THIS INCLUDES THE FULL RANGE OF E-TYPE LIGHTS

MADE IN-HOUSE...



LOCKHEED BRAKE MASTER CYLINDER C26767#

WE WORK WITH A RANGE OF BIG NAME SUPPLIERS TO BRING THESE WELL-KNOWN BRANDS TO THE CLASSIC SCENE - SUCH AS BRAKING COMPONENTS FROM LOCKHEED.

PARTS & ACCESSORIES
FOR
CLASSIC & MODERN JAGUARS

WWW.SNGBARRATT.COM



EARLY BIRD BOOKING CLOSES 29 MARCH

JAGUAR

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
SUPPORTED BY MEGUIARS
- ARENA EVENTS & TRADE STANDS
- XJ TECHNICAL WORKSHOP
BY DAVID MARKS AND SUPPORTED BY SNG BARRATT
- ALL JAGUARS AND DAIMLERS WELCOME!



EARLY BIRD BOOKING
CLOSES 29 MARCH

THE UK'S BIGGEST
ALL SINGING AND ALL DANCING
JAGUAR FESTIVAL



DANCING LESSONS AVAILABLE
TO BOOK DURING SATURDAY



WEEKEND TICKET
FOR TWO (3 DAYS)
EXCLUDING ACCOMMODATION **£150**

SUNDAY DAY ENTRY
PER CAR & UP TO 4 OCCUPANTS **£10**

EARLY BIRD BOOKING CLOSES 29 MARCH



CELEBRATING

50 YEARS OF THE XJ
70 YEARS OF THE XK



FOR MORE PACKAGES AND INFORMATION GO TO:
www.jec.org.uk/events/jaguar-summer-festival-2018

THIS RELAXING & SOCIAL WEEKEND AT THE EXCLUSIVE
WROXALL ABBEY ESTATE IS OPEN TO EVERYONE

For the latest on the Festival, full ticket options and prices go to:

www.jec.org.uk/events/jaguar-summer-festival-2018



Sharing the Passion

SEX AND GOLF

Professor Higgins at the University of Sydney was giving a lecture on 'Involuntary Muscle Contraction' to the first year medical students.

This was not an exciting subject and the professor decided to lighten up the mood.

He pointed to a young woman in the front row and asked, 'Do you know what your ass hole is doing while you're having an orgasm?'

She replied, 'Probably golfing with his buddies.'

It took 45 minutes to restore order in the classroom.

50 SHADES OF GREY

Back and forth, back and forth . . . In and out, in and out . . . A little to the right, a little to the left . . .

She could feel the sweat on her forehead, between her breasts and trickling down the small of her back . . . She was getting near to the end.

He was in ecstasy with a huge smile on his face as his wife moved forwards then backwards, forward then backward. . .

Again and again . . . Her heart was pounding now, her face was flushed . . .

She moaned softly at first, then began to groan louder . . .

Finally, totally exhausted she let out a piercing scream . . .

"OK, OK, you smug bastard, I can't parallel park. You do it!"

SEX AND GOLF

A very pretty young speech therapist was getting absolutely nowhere with her Stammerer's Action Group.

She had tried every technique in the book, but still they stammered and stuttered.

Finally, totally exasperated, she said "If any of you can tell me where you were born, without stuttering. I will have wild and passionate sex with you until your muscles ache and your eyes water"

The Englishman immediately piped up; "B-b-b-b-b-b-irmingham", he said.

humour

Members jokes & anecdotes

"That's no use, Trevor" said the speech therapist, "Who's next?"

The Scotsman raised his hand and blurted out "G-g-g-g-g-g-gl-lasgow".

"That's no better either, Hamish.

Now, how about you, Paddy?"

The Irishman took a deep breath, counted to 5 and eventually blurted out, " London ".

Brilliant, Paddy! said the speech therapist and immediately set about living up to her promise.

After 15 minutes of exceptionally steamy sex, the couple paused for breath and Paddy said...."d-d-d-d-d-d-d-d-d-er ry".

THE HUSBAND STORE

A store that sells new husbands has opened in Melbourne, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

You may visit this store ONLY ONCE! There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

Floor 1 - These men Have Jobs

She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 - These men Have

Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third floor sign reads:

Floor 3 - These men Have Jobs, Love Kids, and are Extremely Good Looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

Floor 4 - These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework.

'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak.

She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 - You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

PLEASE NOTE:

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first floor has wives that love sex.

The second floor has wives that love sex and have money and like beer

The third, fourth, fifth and sixth floors have never been visited.

FEMALE MARINE PILOT

The teacher gave her fifth grade class an assignment:

Get their parents to tell them a story with a moral at the end of it. The next day, the kids came back and, one by one, began to tell their stories.

There were all the regular types of stuff: spilled milk and pennies saved. But then the teacher realized, much to her dismay, that only Janie was left.

"Janie, do you have a story to share?"

'Yes ma'am. My daddy told me a story about my Mummy. She was a Marine pilot in Desert Storm, and her plane got hit. She had to bail out over enemy territory, and all she had was a flask of whiskey, a pistol, and a survival knife.

She drank the whiskey on the way down so the bottle wouldn't break, and then her parachute landed her right in the middle of 20 Iraqi troops. She shot 15 of them with the pistol, killed four more with the knife, till the blade broke, and then she killed the last Iraqi with her bare hands."

"Good Heavens," said the horrified teacher. What did your Daddy tell you was the moral to this horrible story?"

"Don't f**k with Mummy when she's been on the piss."

THE PARKING TICKET

Working people frequently ask retired people what they do to make their days interesting.

Well, for example, the other day, Bev my wife and I went into town and visited a shop.

When we came out, there was a cop writing out a parking ticket.

We went up to him and I said, 'Come on, man, how about giving a senior citizen a break?'

He ignored us and continued writing the ticket.

I called him an "a--hole". He glared at me and started writing another ticket for having worn-out tyres.

So Bev called him a "s--t head". He finished the second ticket and put it on the wind-shield with the first.

Then he started writing

more tickets. This went on for about 20 minutes. The more we abused him, the more tickets he wrote.

Just then our bus arrived, and we got on it and went home.

We try to have a little fun each day now that we're retired. It's important at our age.

THE ORGANIST

Miss Beatrice, the church organist, was in her eighties and had never been married. She was admired for her sweetness and kindness to all.

One afternoon the pastor came to call on her and she showed him into her quaint sitting room. She invited him to have a seat while she prepared tea. As he sat facing her old Hammond organ, the young minister noticed a cut glass bowl sitting on top of it. The bowl was filled with water, and in the water floated of all things, a condom! When she returned with tea and scones, they began to chat. The pastor tried to stifle his curiosity about the bowl of water and its strange floater, but soon it got the better of him and he could no longer resist.

'Miss Beatrice', he said, 'I wonder if you would tell me about this? Pointing to the bowl.

'Oh, yes,' she replied, 'Isn't it wonderful? I was walking through the park a few months ago and I found this little package on the ground. The directions said to place it on the organ, keep it wet and that it would prevent the spread of disease. Do you know I haven't had the flu all winter.

THE STORY OF THE BLACK BRA AS TOLD BY A WOMAN

I had lunch with 2 of my unmarried friends.

One is engaged, one is a mistress, and I have been married for 20+ years.

We were chatting about our relationships and decided to amaze our men by greeting them at the door wearing a black bra, stiletto heels and a mask over our eyes. We agreed to meet in a few days to exchange notes.

Here's how it all went.....

My engaged friend:

The other night when my boyfriend came over he found me with a black leather bodice, tall stilettos and a mask. He saw me and said, 'You are the woman of my dreams...I love you.' Then we made passionate love all night long.

The mistress:

Me too! The other night I met my lover at his office and I was wearing a raincoat, under it only the black bra, heels and mask over my eyes. When I opened the raincoat he didn't say a word, but he started to tremble and we had wild sex all night.

Then I had to share my story:

When my husband came home I was wearing the black bra, black stockings, stilettos and a mask over my eyes. When he came in the door and saw me he said... *(you are going to love this)* "What's for dinner, Zorro?"



What do we learn from cow, buffaloes & elephants?



It's impossible to reduce weight by eating green grass and salads and walking

WE NEED YOUR JOKES!

Please email all your jokes and funnies to:

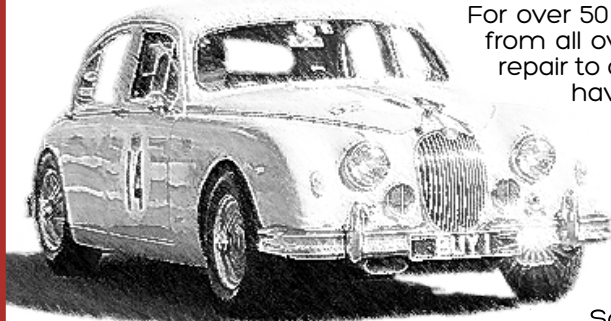


Call us now on:

01495 272770

Mobile: **07977 797750**

www.gttyrecentre.co.uk



For over 50 years GT Tyres as it is known today has been helping customers from all over Wales with their motoring needs. From a simple tyre puncture repair to a complete engine rebuild, three generations of the Williams family have led from the front.

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the the ex-Coombs Mk I "BUYI". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

So whatever your motoring requirements you can be sure the team at GT Tyres have it covered!

A family run business for over 50 years

FRIENDLY EXPERT ADVICE FROM
PEOPLE WITH OVER 50 YEARS
EXPERIENCE OF JAGUARS

■ RACING TYRE EXPERTS

■ COMPETITIVE PRICING

■ WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE



GT Tyres | Valley Service Station | Cwmcarn | Newport | NP11 7NF



www.jacobsandharris.co.uk

FOR ALL YOUR FINANCIAL NEEDS

Pensions, Retirement Planning, Investments,
Inheritance Planning, Protection, Mortgages

Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

Contact Peter to arrange a personal financial review at no cost to you.

Director Peter Harris BA DipPFS

t 07770 822115 e peter@jacobsandharris.co.uk

23, Orchard Castle, Thornhill, Cardiff, CF14 9BA. Authorised and Regulated by the Financial Conduct Authority

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

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 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 January 2019
Wednesday 15th August 2018	Wednesday 20th February 2019

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

HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF.

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and then turn right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

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

Committee Members

REGIONAL REPRESENTATIVE

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

SECRETARY

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

TREASURER

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

PRESIDENT FOR LIFE

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

COMMITTEE MEMBERS

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

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

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





B|A|S

International

When it comes to choosing CLASSIC JAGUAR TRIM PARTS it's a decision not to be taken lightly if you want to retain your car's investment value.

BAS has not only been manufacturing Jaguar trim for over 30 years but also manufactures the original specification base materials including wool carpet, furflex, vinyls, hardura, seat diaphragms, foam seat cushions, pvc extrusions and plastic injection mouldings.

In this respect BAS is considered as the worlds leader in the supply of the best and most authentic trim available.

JUST ASK OTHER JAGUAR OWNERS.



B|A|S Jaguar

British history in the making.



Trade enquiries for finished parts or raw materials welcome



INTERIORS



HOODS



TRIM MATERIALS



PLASTIC MOLDINGS

World Renowned Jaguar Interiors

Check out our website www.bas-international.com

10-13 Llantarnam Park Industrial Estate, Cwmbran, South Wales
Telephone: 01633 873664 Email: enq@bas-international.com
Web: www.bas-international.com

We know about Jaguars!

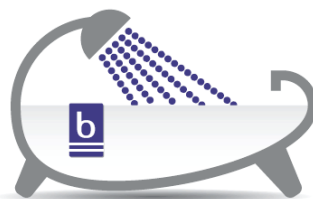


B|A|S International



**Browse through more than 100
beautiful bathroom & shower displays**

bathroom CARDIFF
CENTRE



Simply add water...

Cardiff Bathroom Centre, Hadfield Road, Cardiff CF11 8PW Tel 029 2034 0861
www.cardiffbathroomcentre.com