

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

Issue 282 | March 2018



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

Have you ever thought that big brother is watching you? Well he is, or they are. There are many ways in which our private lives are being observed and now, more and more, it is our cars that are doing the spying without us realizing it.

My experience with my Corvette is a classic example. The car is made by Chevrolet, part of General Motors who introduced the first of these systems in 1995 called Onstar which communicates two way sharing data from your car and downloading data and software from GM using mobile phone technology built into the car in a crash proof box with its own battery and much greater range than a mobile phone. It also has a WiFi hotspot so that you can access the internet. I have an app on my iPhone which enables me to start the car remotely and turn the A/C on, lock and unlock the car and so on.

Without my knowing it the car is constantly monitoring my car and its usage and sends me an email report once a month with information about brake performance, engine management, oil usage, Stability control, individual tyre pressures and so on. If my key doesn't work they can remotely start the engine. If the car is stolen they can gradually reduce the power of the car to bring it to a safe stop



and report its location to the police. If I want to navigate somewhere I press the Onstar button on the rear view mirror and talk to the operator and they create a route and download it to the information system. If I have an accident and the air bags deploy the operator calls to check if you are OK. If they receive no response they call the emergency services and send them to your GPS position.

All new vehicles will probably have this or similar integrated systems soon. Jaguar is already incorporating such systems.

Colin Masterson

Colin Masterson

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Deadline for all articles, contributions and adverts for the next edition is **March 9th 2018**.

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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.

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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:
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REGIONAL NEWS

By Colin Manconi

With all the bad weather I don't expose many of us have used our cars recently. Modern Jaguars don't like the snow! The problems with most of the new cars including Jaguars are the width of the tyres. Cars like the series 1 E Type, Mk2 etc all had narrow tyres, 185's, which cut through the snow unlike the low profile 295's of the F Type which sits on the top of the snow and just spins. When I had my first Series 1 E Type in 1970 we had snow most years and yet the car always got me back and fore to work!



The worst snow I have seen was 1962-3, it was known as the Big Freeze, the country was covered in snow on Boxing Day and did not thaw out until March.

In the meantime it was battered by blizzards, freezing fog and icy temperatures as low as -22C. On 29 and 30 December 1962 a blizzard swept across South West England and Wales. Snow drifted to over 20 feet deep in places, driven on by gale force easterly winds, blocking roads and railways. The snow stranded villagers and brought down power lines. The near-freezing temperatures meant that the snow cover lasted for over two months in some areas.



It was so cold that many lakes and rivers - including the Thames - froze over. In January temperatures plunged so sharply that a one mile stretch of sea was covered in ice. The sea froze 4 miles out to sea from Dunkirk, and BBC Television news expressed a fear that the Strait of Dover would freeze across.

In February more snow came and winds reached Force 8. A 36-hour blizzard caused heavy drifting snow in most parts of the country. Drifts reached 20 feet (6.1m).

Gale force winds howled with wind speeds reaching up to 81mph (130km/h). On the Isle of Man, wind speeds were recorded at 119mph (191km/h).

March 6 was the first morning of 1963 without any frost anywhere in Britain.

"The famously cold winter of 1962/63 is now expected to occur about once every 1,000 years or more, compared with approximately every 100 to 200 years before 1850."

We still went to school and threw snow balls at everyone and everything! Unlike nowadays when a couple of inches of snow stops everything,



closes schools and has head teachers instructing children that they are not to throw snowballs in case they hurt someone! Health and safety gone mad! A bit more snow than we had two weeks ago.

Back to the cars, I moved most of mine around the week before last on a dry day to warm up the engines and make sure the tyres don't flat spot. I now have to go through the procedure of oil and filter changes and servicing them all.

Unfortunately Neville had run out of garage space for his XJS and he sent this picture of his car in the snow.



STRATSTONE JAGUAR LAND ROVER NEW SHOWROOM

Stratstone's new Jaguar Land Rover showroom on Hadfield Road had their opening days last Friday evening and all day Saturday. They asked if they could have my XJ220 for a display in the Jaguar showroom. Stratstone's own Jaguar Lightweight E Type, one of the continuation models, which Jaguar has built at over 1 million pounds each was also on display. For the Land Rover showroom they had a restored Series 1 Land Rover and trailer.

It was busy both days with some celebrity guests, Gareth Edwards was there on Friday night and a large number of new and used cars were sold over the two days.

Unfortunately it was invitation only, basically they invited a number of their existing customers, but I asked Graeme Matthews, who is now Head of Business for both brands if he would do an open day for all our members and he was quite enthusiastic to do this. I will be arranging it as soon as the weather gets better. Hopefully we can put on a display of our classic cars along the front of the building with some refreshments provided!

OUR NEXT EVENTS ARE:

PRACTICAL CLASSICS RESTORATION SHOW @ THE NEC

From rusty wrecks to stunning cars, the Practical Classics Classic Car & Restoration Show

Birmingham's NEC from Friday the 23rd of March to Sunday the 25th of March, is even bigger and better this year as it's grown from a two-day show to three!

With over 1000 classic cars on display, the UK's biggest display of barn finds with over 25 discoveries on show, 130 car clubs, motoring TV celebrities, expert advice, live demonstrations and more and its spring's best classic car show! Why not take a charity Dream Ride with our friends from Sporting Bears, experience the magnificently restored cars in the Lancaster Insurance Pride of Ownership display, or purchase an original from spring's biggest Auto jumble or from the huge selection at Classic Car Auctions?

Tickets are now on sale! For more information, ticket prices and booking details visit www.necrestorationshow.com

As usual it is being held at the NEC Birmingham. The JEC will be having a large stand and as last year we are arranging a little bit more activity on the stand. Come along and be surprised! Every year the event is getting bigger. Michael and I will be going on Friday to help run the stand and then will be manning the stand for the next three days. It is a good show and we hope to see you there!

COLEFORD CARNIVAL OF TRANSPORT

We always attend this show every year with a club stand. Over 14 of our members have already entered. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday is on the 2th of April. We always have different extremes of weather at Coleford, either is it is warm and sunny,



cloudy and wet or as four years ago extremely cold. Easter is early this year so let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.00 am for an 8.15 start. We have to be at Kaplans Café early for breakfast! (Andy is feeling hungry already).

Continued >



SOUTH WALES REGION DRIVE IT DAY

We have booked the Priory Hotel, Caerleon, for our South Wales Region Annual Drive it Day on the 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 10 am 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 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 approximately 3.00pm.

Menu choices and more information can be found on pages 8 & 9 in this month's magazine.

The cost for bacon rolls, coffee or tea in the morning and then a two course meal for lunch, all in the Priory Hotel, is £21.00. Menu choices and payment are needed by the 1st of April.

Will all members who wish to go on this run please contact me as soon as possible either on 07977474637 or by email, colin.manconi@jecsouthwales.co.uk



MONMOUTH STEAM & VINTAGE SHOW

This year's show is to be held on 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. I have entry forms available so please let me know if you would like one.

SWCCC ANNUAL CLASSIC CAR SHOW

This is being held at Cardiff City Football Ground on the 20th of May. It is always a good event and we have our own stand in the ground. If any members need entry forms please contact me.

VALE OF GLAMORGAN SHOW

This is held on the 28th of May at the Sully Sports and Leisure Club. We have attended this event for the last few years it has been held and it has gone from strength to strength. It is a great venue with views over the sea and is a small but good show. We will be meeting in the Sully Arms car park at 8.00am.

BERKELEY CLASSIC CAR SHOW

Unfortunately the organisers have moved the date of this event from July to the 28th of May which is the date for the Vale of Glamorgan Show. As the event is only for early cars, which limit the number of members which can attend, we have decided that as a club we will go to the Vale of Glamorgan Show.

PORTHKERRY CLASSIC CAR SHOW

We attended this event last year and it is growing in popularity. Unfortunately I have not been able to find a date for it this year. If any members have any more information would you please contact me.

BARRY FESTIVAL OF TRANSPORT

This is the 6th year this event has been held at Barry Island. It is being held on Sunday the 10th of June. We have to arrive early and all together to get a space on the promenade overlooking the sea. We will be meeting at the Calcot Arms, Calcot Road, Barry, CF62 8UJ to leave at 8.00 am.



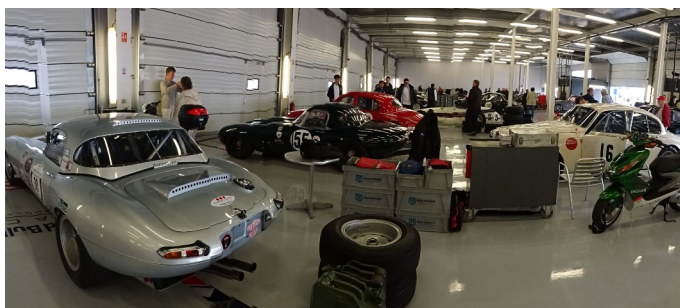
SILVERSTONE CLASSIC

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.





SilverstoneClassic

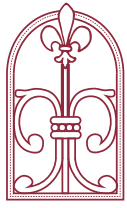
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Rooms available to book for those wishing to make a weekend of the event, or just overnight.

Please give us a call.

Jaguar Enthusiasts' Club Sunday Lunch Menu

Starters

Leek and potato soup, freshly baked bread

Chicken liver pate, spiced pear and grape chutney

Smoked mackerel, potato and horseradish salad

Baked brie, caramelised onion marmalade, sourdough

Crispy lamb breast, chilli relish

Mains

Roast rib of aged Welsh beef

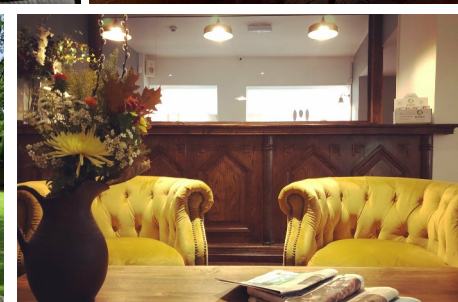
Salt baked belly pork

Roast leg of Monmouthshire lamb

Roast breast of chicken, roasting juices

Baked salmon, Romesco sauce

All main courses are served with a selection of traditional roast vegetables





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



**FOR MENU CHOICES AND MORE INFORMATION, GO TO:
www.jecsouthwales.co.uk/ddmenu2018**

NEWS

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



JAGUAR XF WINS COMPANY CAR OF THE YEAR

The Jaguar XF has picked up two major UK awards, having been named both Company Car of the Year and Large Company Car of the Year at the annual SME Company Car of the Year Awards. It's the second winning year for the XF, which was named Director Company Car of the Year at the 2017 event.

A panel of independent judges picked out the XF 2.0D 163ps R-Sport Auto model for particular praise. Its four-cylinder diesel Ingenium engine delivers fuel economy of 69.7mpg and CO2 emissions of 109g/km, falling to just 104g/km when fitted with a manual gearbox.

But the XF's technology isn't just limited to its engine

range, with a whole host of hi-tech offerings to boost safety and connectivity on the road. Forward Vehicle Guidance and Blind Spot Assist take the stress out of driving, while Dual View InControl infotainment system allows you and your passengers to view different information on the same screen, at the same time.

The SME Company Car Award is the latest in a long line of accolades for the all-new Jaguar XF, which has already had been recognized by Business Car as Executive Car of the Year, by Top Gear Magazine as its Saloon Car of the Year and by Fleet World as its Executive Car of the Year.



JAGUAR CREATES UNIQUE 'GREATEST HITS' XJ FOR IRON MAIDEN DRUMMER NICKO MCBRAIN

Jaguar Classic is proud to present Iron Maiden drummer Nicko McBrain's custom-built 'Greatest Hits' Jaguar XJ6, kicking-off Jaguar's XJ 50th anniversary celebrations in 2018.

The bespoke commission is a collaboration between Nicko, the expert engineers and craftsmen at Jaguar Land Rover Classic Works in Coventry, and Jaguar Design studio director Wayne Burgess. The project involved more than 3500 man hours of work, with more than 4000 parts refinished, replaced or redesigned. Unlike any 1984 XJ6 before, it incorporates substantial modifications to the exterior, interior, drivetrain and suspension, resulting in Nicko's dream XJ.

Inside, classic Jaguar style meets modern day convenience. The leather seats are hand trimmed in Pimento Red with black piping and embossed head rests, while a black hand-crafted carpet and Alcantara headlining finishes off the trim. The dashboard features Dark Grey stained Sycamore veneers – the preferred material for Nicko's favourite snare drums.

Further nods to the owner's art include machined aluminium rotary controls on the dashboard – inspired by the control knobs of the guitar amplifiers created by Nicko's great friend Jim Marshall, and drum kit inspired pedals finished in chrome and black. The custom three-spoke sports steering wheel features Nicko's unique mascot – the 'Eddie Growler', first seen on his specially commissioned 2013 Jaguar XKR-S.

Bespoke soft down lighting illuminates the revised dashboard, in which a state-of-the-art Alpine touch screen controls the 1100W sound system, powering speakers from Nicko's preferred Jaguar audio installation, the 12MY Jaguar XF.

Incorporating a number of reconditioned parts from McBrain's original XJ6, the 4.2-litre in-line six-cylinder engine features three 2-inch SU carburettors from the E-type – Nicko's favourite set up. Machined quad-exhaust tail pipes finish-off a specially-designed exhaust system.

Preserved components from Nicko's first XJ6, which spent many years stood in the grounds of the home of Iron Maiden bass guitarist Steve Harris, following Nicko's move to America, are present elsewhere in the build too: from the iconic Jaguar leaper bonnet mascot, which first attracted Nicko to buy the car, to the original ignition keys from 1984.



JAGUAR LAND ROVER EXTENDS ARMED FORCES RECRUITMENT TO RETAILER NETWORK

Jaguar Land Rover is helping ex-servicemen and women find new careers as technicians in its UK retailer network.

The training programme, run with forces' charity Mission Motorsport, is part of Jaguar Land Rover's commitment to employ 1,000 former military personnel by 2020. A three-week intensive course will help those who have served their country transfer their valuable skills to the retailer network of Britain's biggest carmaker.

Technical, electronic and mechanical training is held at the Jaguar Land Rover Academy in Warwickshire. The expanded project follows a successful pilot in late 2017, which saw six technicians recruited by Jaguar Land Rover retailers.

Joshua Gelder joined the military at 17 and now works at Incheape Land Rover in Chester after training on the pilot scheme. He said: "I applied for the opportunity because I knew Jaguar Land Rover had a strong connection with the military. I wanted to find something that would develop the skills I had gained in the military and allow me to feel part of a team again. The course really helped take my practical and theoretical skills to the next level."

Simon Broughton, Head of Business at Hatfields in Liverpool, has employed two new technicians. He said: "For us to employ and train someone for a level two technician role would usually take around a year, so this programme is fantastic in securing the right people, in a timely way, to support our customers."

"Ex-forces personnel are very focused and structured thanks to the environment they've come from. Other retailers should consider signing up for this because the experience has been nothing but positive."

Mission Motorsport has worked with Jaguar Land Rover since 2014 helping them develop their pioneering Armed Forces Engagement Programme that has helped 800 service leavers find employment. The expansion of this initiative, finding nationwide opportunities for service leavers and veterans in the national retail network, is another step forward.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon devoid of snow!

I'm always glad to get through February and look forward to warmer weather and the opportunities to get out and about in the old car. Just a pity about the snow!

Apart from our monthly club meeting, when we had a guest speaker, the only event in February was a monthly club run.

CLUB RUN - 18th FEBRUARY 2018

This is a copy of my report for the TOWC Newsletter: "In spite of the dull, misty & sometimes rainy weather we had a very enjoyable Club Run with good company on the 18th February well organised by Sue & John Franklin. The dismal weather was a shame. Instead of glorious views of coast and country around South Devon

it was a struggle to see even the road ahead at times. Sadly no great views today as it was too misty. A good turnout and nice to see a few classic cars being used on the run. It was also great to welcome new members Alistair and Andrew on their first TOWC event. Our starting point was Morrisons in Paignton with a coffee stop at the ever popular Fermoys Garden Centre. The lunch was at the Smugglers Inn near Dawlish. A slight detour through Ogwell (and a muddy road!) as the main road to Newton Abbot was still closed. The normally scenic route also took us through the forested area near Telegraph Hill and in the Ashcombe direction before driving along Holcombe Down Road. On this occasion I was accompanied, in the Daimler, by Natalie's son Artiom - my ace navigator! The Daimler had a, well deserved, good wash at home

before being tucked away in its box! Thank you Sue & John for the run."

CLUB MEETING - THURSDAY 22nd

As Dave Doyle was away on holiday he coerced me into taking the minutes of the meeting. Dave told me that nothing much happens in our February meetings and that it would be easy. I now call him Dave Dastardly (from Dick Dastardly of the Wacky Racers)! It turned out to be one of our longest and most complicated meetings! As noted last month we had a returning guest speaker, Ian Cooper, who is a retired Policeman. He gave us a very entertaining talk last year. He did not disappoint again with his many tales of his experiences as a Policeman. The following is an extract from the minutes I prepared



for our newsletter:

"After a welcoming round of applause Ian then gave us his excellent talk for about an hour telling us of some of his many experiences as a Policeman over a thirty year career. This time there were not too many references to his "Panda" car being a Vauxhall Viva as he also used a bicycle for some time especially when he was the village "Bobby" in Ipplepen. There were fascinating stories about using a "lie detector" in Newton Abbot as well as "decking" the largest youth in a gang in Ipplepen. This held him in good stead when he had to deal with some rowdy football fans in the Wellington pub years later and he was backed up by the same person & tug-of-war team. His novel solution to possible Guy Fawkes Night trouble was to let it be known there was going to be a large Police presence in Ipplepen. This was backed up by a dozen "borrowed" Police helmets set up on broom handles behind various hedgerows! Another hilarious story was that of a rookie Policeman trying to save a suicidal blow up doll this time in Torquay! Ian's final story was about the correct insurance policy/company to use for various forms of sex! His final parting shot was the Oxford English Dictionary definition of hospitality "Is the art of making people feel at home - when you wished they were at home"! There was another large round of applause at the end of his talk."

After the usual break and raffle we then settled down for the main businesses of the evening including rally updates. Julian, our chairman, gave the news that our club venue (The Farmhouse Tavern) was closing on 12th March after having been sold to Greene King. Other possibilities were discussed at length. Since the meeting arrangements have been made to hold our March meeting in the Blagdon Inn on the road between Paignton & Totnes.

We also discussed possible venues for holding our twice



annual skittles matches with the West Country Classic Car Club.

Our usual venue, Forde Hall in Newton Abbot, had significantly increased their prices up to £144 plus another £25 for the use of the kitchen. As the Social Secretary "yours truly" had travelled around to inspect other possible venues many of which were discounted because of issues with parking, stairs & some only had one alley. This is still ongoing at present.

After the meeting it took me more than a day to type out the minutes! So glad my old LG Renoir mobile phones had voice recorders!

...and finally:

MISSING PIECE

A friend's daughter received an adorable airport play set as a gift. Since some assembly - actually, a lot of assembly - was required, her husband spent much of the day putting together the plane, the control tower, the runway, the little baggage chute, and arranging the pieces into a teeny tiny air hub.

As he finished up, his wife noticed he was frantically digging around in the box, checking all the packing materials.

"You are not going to believe this," he said.

"The one piece missing... is the luggage!"



TRUE LOVE

A wealthy merchant of 84 married a 25-year-old fashion model. They had a wonderful honeymoon in Switzerland but, unfortunately, the old boy suffered a coronary and was hospitalized.

When his young wife came to see him, the old man said, "Sweetheart, your future has been taken care of regardless of what happens to me.

You will have an income of \$250,000 a year, my home in Palm Springs, my ranch in Texas, my Mercedes. You'll never need to worry about money."

"Oh, sweetheart, please don't talk that way," his young wife exclaimed.

"You've been so good to me already. If you go, I'll be devastated. Oh, there must be something I can do to help you.

Please... tell me what I can do?"

"Well," the old man gasped, "you can quit pinching the inlet tube to my oxygen supply for starters."

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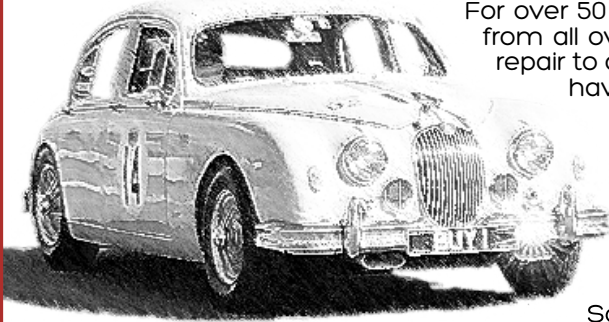


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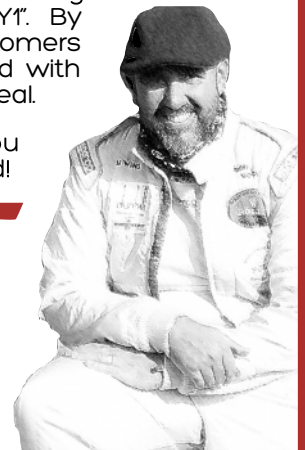
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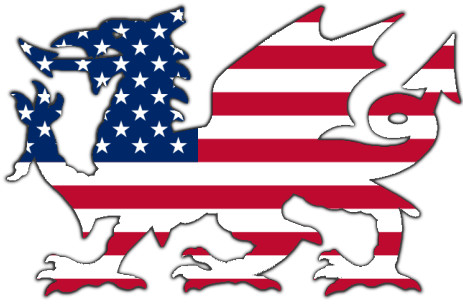
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 **B|A|S** International



By Colin Masterson

Letter from America

Our community frequently organises trips and this month there was a trip to Cape Kennedy

Space Center. Unfortunately, they scrubbed the Saturn V launch with the US military infra-red satellite planned for that day, although I did see it take off from our home the following night, albeit from a distance of 80 miles. You could just see a bright yellow flame coloured light slowly rise in the sky. They always televise the launches on our local news station and it has become a tradition to replay it a few minutes after the launch so people who have gone outside to watch the actual launch can see it again on the TV. The countdown always seems to be exciting however often you watch them.

I once went to an observation point near Cape Kennedy for the launch of one of the

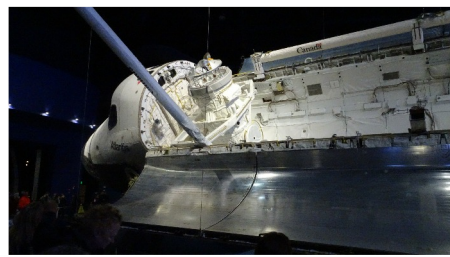
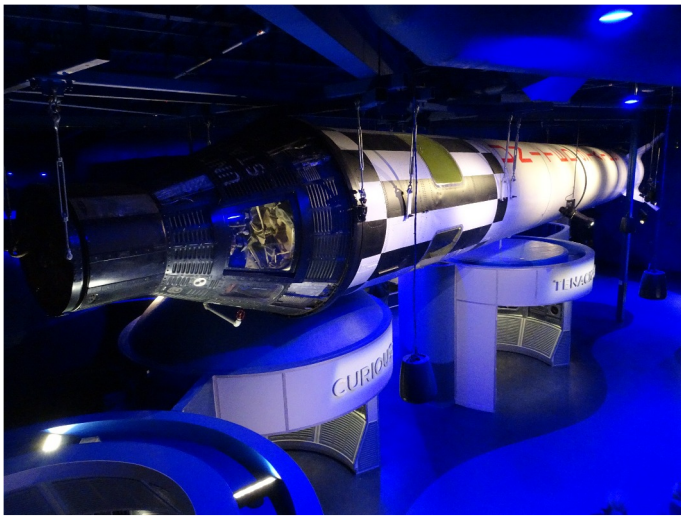
Shuttles and it was something I will always remember. The first thing you see, as soon as the main engines and booster rockets are fired is the massive amounts of white steam rising from the pad as a huge water tower empties its contents onto the concrete base of the launch pad to prevent the shockwave from the roar of the engines from destroying the rocket and to dissipate at least some of the heat to prevent the concrete from melting. As the Shuttle rises into the air there is no noise at first, as it is still too far away. Suddenly the noise, more like a ripping of the air hits you and you feel your chest being pounded. It is quite remarkable.

As well as the Saturn V rocket, we saw the new SpaceX Falcon Heavy on the launch platform ready for a test firing the following day and we also saw the soon to be finished new

launch platform for the future Moon/Mars missions - all very interesting. Don't know if you have seen film of the SpaceX launch and then subsequent landing of their new rockets both at sea and also on land but it is a blast (literally!). One of the most amazing things is that they are still using a development of the original Inter Continental Ballistic missiles from the 1950's. The new heavy launchers have up to 5 boosters (like the ones used on the Shuttle) strapped to the sides of the rocket.

Unlike the Saturn which burns Hydrogen and Oxygen and leaves great cloud of steam, the Falcon burns RP-1 which is a highly refined form of kerosene similar to jet fuel. It has a lower specific impulse than liquid hydrogen, but it is cheaper, stable at room temperature (Hydrogen has to be kept to a hard-to-achieve -253c), far less of an





explosion hazard, and far denser.

If you really want a good read, one that is very informative about the early space exploits by the Americans, from the Mercury and Gemini launches through to the Apollo Moon missions and Shuttle launches, then you should read "Liftoff - The story of America's adventure in space" by Michael Collins

The Corvette Club of Triloggy had its second event - a mystery car run to an unknown

lunch destination. This time eight cars made it, including a Cadillac XLR convertible, which is a Corvette in Cadillac clothing. We met as usual at the club and were given typed directions, although we ended up convoying there.

The run went through some delightful rolling cattle country and after a drive of around 60 miles we ended up at the Blackwater inn at Astor on the banks of the St John's River,

a large waterway supporting all sorts of pleasure and fishing craft. They specialised in all kinds of seafood and had several interesting types of fish like Grouper stuffed with crab meat, Mahi Mahi, Catfish and Talapia, various types of crab, lobster, scallops and so on. After a leisurely meal and much friendly banter we made our way home

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



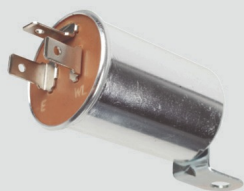


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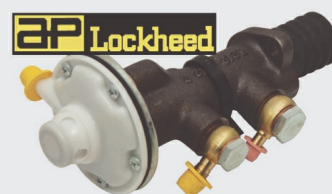
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COULD WE SEE A FOUR DOOR F-TYPE?

Article by Mark Stevenson
www.carbuzz.com

Technical limitations no longer stand in the way of building F-Type sedan.

The man responsible for the prettiest Jaguar in recent memory, the F-Type, wants to give it two extra doors. In an interview with Australia's CarAdvice, Jaguar's head of design Ian Callum stated he would love to design a four-door variant of Jaguar's sports car, but stopped short of confirming such a car is in Jag's future plans. Still, there might not be much standing in the way of a four-door F-Type from a technical perspective.

"The notion of four doors is interesting because the idea of a four-door coupe came out originally with Jaguars, and then Mercedes-Benz latched on to the CLS and created this genre of car, which really rightfully was Jaguar's...so that's our rightful place in some ways - the four-door sports cars," Callum said. As for whether it could be technically feasible, Callum provided some insight. "The four-door aspect of a sports car makes a lot of sense. Not for every sports car, don't get me wrong, but the reason for two doors is for more structure out of the car," he said. "With modern technology, that sort of stuff doesn't really matter any more. We can engineer a car to have structure with four doors, or even pillar-less doors these days."

Giving the F-Type more doors, and thus more seats, could put it head-to-head with the Porsche Panamera. A possible model could take on a similar form to these mockups created by automotive and aviation design consultancy Design Q. In those, the F-Type is imagined as not just a sedan, but a Sport Turismo as well. Callum has also expressed interest in building a four-seat GT version of the next-generation F-Type as a successor to the discontinued XK. An electric or electrified F-Type

has also been rumoured. As for if and when we could expect the F-Type variant, the Jaguar designer held his breath. "I couldn't possibly comment... Could you imagine that?" Callum said.





STRATSTONE, CARDIFF JAGUAR LAND ROVER SHOWROOM OPENING EVENT

The original Jaguar Cardiff dealership at Pentwyn, Paramount, was officially opened by Sir John Egan - the then chairman of Jaguar Cars - in December 1987 as a purpose-built Jaguar Cars operation for Cardiff, Newport and the surrounding area. Stratstone Jaguar Cardiff is proud to still sell a range of premium new and approved used Jaguars in the Cardiff area to this day.

Later on, the business was brought under the Stratstone banner reflecting the finest of premium automotive brands. Cardiff Jaguar has benefited from not only the length of association with the Jaguar brand but also in the solidarity of the team in the dealership many of which reflect longevity of service and strong relationships with their customers.

In late 2017, the Jaguar Cardiff retailer moved to a

fantastic state-of-the-art showroom on Hadfield Road. The opening of this new showroom is part of Jaguar Land Rover's global vision of designing all their dealerships under the Arch concept which brings together Stratstone Jaguar and Land Rover in one location.

The new showroom is modern, bright and very spacious with bespoke lighting and ambient music to create the perfect environment for customers to experience everything the Jaguar and Land Rover brands have to offer.

Following planning approval in September 2016, the project commenced on site before Christmas.

SRA Architects and Pendragon PLC placed a £6m contract to build a Stratstone Jaguar Land Rover new car showroom for Pendragon.

A former Citroen garage on Hadfield Road was demolished and when completed the one hectare site accommodated an 18-car showroom, customer handover bays for each brand, service drive-in, a 21-bay workshop, and valeting facilities.

In line with greater collaboration between these two premium marques, Jaguar and Land Rover Cardiff united in a state-of-the-art showroom, which opened on the 11th December 2017.

The opening of this new showroom is part of Jaguar Land Rover's global vision of designing all their dealerships under the Arch concept.





The Arch concept brings both brands under one roof, hence the Arch, meaning customer journey and experience is enhanced even further as well as there being a wider range of choice in cars.

The new showroom is modern, bright and very spacious with bespoke lighting and ambient music to create the perfect environment for you when experiencing Jaguar and Land Rover cars.

When your vehicle requires servicing, you can now benefit from the brand-new drive-through service function which allows you to drive straight into the service bay and wait in the specially designed,

extra comfortable, waiting lounge.

Whilst you are waiting in the lounge, you can sit back and relax on the hand-crafted seating and enjoy reading a daily newspaper that has been hand selected just for you.

If you would like a coffee, the new Jaguar Land Rover Arch Concept showroom also hosts a fully staffed barista bar which serves refreshing drinks and delicious cakes.

A brand heritage display area has also been included, to give you the opportunity to read about Jaguar Land Rover's history and browse the merchandise at your leisure.

Whether buying a new or

approved used vehicle, the new location has a customer hand-over area to add to the fantastic experience provided. They have also improved our parking to give you much access to the main entrance of the showroom.

On Friday 9th and Saturday 10th March, the new Stratstone retailer - located at Hadfield Road, Cardiff - hosted a welcome weekend to celebrate the official opening of the innovative Arch Concept retailer. The celebratory event allowed customers to see the new showroom facility as well as the Jaguar and Land Rover models at its core.

Graeme Matthews, Head of Business at Jaguar Land Rover



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REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
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Cardiff, commented:

"The launch weekend was a great success and we are pleased to hear our visitors enjoyed the occasion.

"I'd like to thank everyone who attended, including Sir Gareth Edwards, and I look forward to welcoming new and familiar faces to our retailer in the near future."

Jaguar Land Rover Cardiff hosted 120 people on Friday's event, where guests took part in workshop tours and were given the chance to see an original Series 1 Defender, the Jaguar XJ220 and Stratstone's Lightweight E-type first hand.

Visitors also enjoyed servings of paella and a selection of wines, in addition to the appearance of a Welsh rugby union legend, Sir Gareth Edwards. Sir Gareth socialised with guests and took a keen interest in the new building and cars on show.

Adding to the success of Friday's event, a further 200 guests attended the brand-new dealership on Saturday to see Stratstone's new Jaguar Land Rover retailer and the state-of-the-art facilities that it offers.

Visitors were treated to a hog roast lunch and again, the tours went down well with the families in attendance, who also enjoyed learning about the Drive in Service. This service allows customers to drive their car straight inside for a service and leave with a loan car so they can carry on with their day with little fuss and without even having to park outside.

Unfortunately it was invitation only, basically they invited a number of their existing customers. I asked Graeme Matthews, who is now Head of Business for both brands if he would do an open day for all our members and he was quite enthusiastic to do this. I will be arranging it as soon as the weather gets better. Hopefully we can put on a display of our classic cars along the front of the building with some refreshments provided.





IAN CALLUM

Director of Design Jaguar

Article by Norris McDonald
www.wheels.ca

Ian Callum, the award-winning director of design for Jaguar Land Rover - whose E-PACE compact performance SUV was a big hit at the 2018 Canadian International AutoShow at the Metro Toronto Convention Centre - is concerned that today's children have lost the ability to amuse themselves.

With everything available to kids these days, from smart phones to virtual reality with a dollop of artificial intelligence thrown in, "they don't have to use their imaginations any more - in fact, they don't know how to use it - and they're losing the power of creativity," he told me in an interview.

This observation had come about because, during our chat, I'd asked Callum - who's 63, by the way, and originally from Dumfries, Scotland - where his passion for designing cars had come from. He said he couldn't say for certain, because it sure didn't come from his parents.

"It started off at a very young age," he said, "even before I went to primary school, and it just evolved. Little toy cars might have had something to do with it, but I must have gotten a sketch pad at Christmas and I just started drawing. We didn't have a television set, so I had to amuse myself. I feel sorry for later generations because they don't know how to amuse themselves. And it's so easy with a sketch pad.

"And I remember taking a bunch of old cardboard boxes and I made my own car interior, complete with a steering wheel, at the age of 5. I wanted to be part of that world; I wanted to be in it. My parents were brilliant, and my father was hugely encouraging - he was a lawyer; neither of them (mom as well as dad) had any interest in cars or art - but I did have a problem at school.

"You're in streaming by the time you're 14 (in the U.K.), and I wanted to do engineering and art, and they said you can do one but you can't do two. They had to redo the curriculum so I could do both, and they couldn't understand for the life of them what one had to do with the other."

When it comes to automotive design, they are both important, of course, and the decision to allow Callum to study each paid huge dividends. He was able to go on to earn a degree in industrial design from the Glasgow School of Art and then got a postgraduate degree in vehicle design from London's Royal College of Art.

And the rest, as they say, is history. Callum first worked with Ford ("I travelled the world - I lived in Detroit, Germany, Japan, Italy, and Australia") before teaming up with racer Tom Walkinshaw at TWR (he didn't do Formula One directly but was responsible for the graphics on the Benetton cars). Then he worked with Aston Martin before joining Jaguar 18 years ago.

What got me talking to Callum was the introduction late last year in Detroit of the E-PACE. There were probably 50-plus automotive journalists in the room and one of them - a woman - had interrupted his speech to ask a question. Where, she wanted to know, would she be able to put her purse?

As I have received letters from readers who have the same concern, I sought out Callum - who'd put the questioner off till later - to find out what he'd said to her and what I could tell Wheels readers.

"When I went and spoke with her after, I explained that there is not a square millimetre of the interior left untouched," he said. "Everything

has a reason for being there. We put as much room in the place as we can around the constraints we've got and what's left of what we've created for you is as good as it's going to get. I can't create space out of the ether.

"Then I said, 'What size is your purse?' and she showed me, and I said it could probably go in the side pocket. If you have a purse that's like a backpack, then we have a problem. But we've maximized the space. The amount of room in the centre cubby is really quite large, and she may well be able to get her purse in there."

How Vehicle Accessibility is on Reader's Mind

But then he told me something really interesting about electric cars - something that I, at least, had never considered.

"When you get to the I-PACE (which is Jaguar's first all-electric car that will be in showrooms sometime this year), you don't have a big centre console with a driveshaft through it, and the floor is much lower, so when you open up the bin of the I-PACE, you will see that it's huge inside and there will be a place for purses. The great thing about electric cars is that it offers you the opportunity for space like never before."

I had been in Los Angeles a year ago November when the I-PACE concept had been unveiled and reminded Callum that he'd told me at the time that 95 per cent of what had been in the concept would eventually make it into the car you could buy for the road.

And that's when he told me something else I didn't know. He called it the "rule book" for show (or concept) cars.

"On any show car we've ever done, every surface has been slightly exaggerated," he said. "When you put a concept into a huge hall, you have to exaggerate it a little bit. You have to shout just a bit louder. The wheels are a bit bigger on the show car, the body flares are just a little bit bigger. We do it to get the maximum effect when we take the covers off."

Callum doesn't do the design job all by his lonesome. There are nearly 900 people - designers, engineers, clay modellers, project managers - working on projects at any one time. "Half of them report to me at any given moment," he said. "They move around from project to project."

Callum said the all-electric I-PACE was designed from the ground up, and he was involved from the very beginning. "It was something I wanted to do personally," he said. He explained that the E-PACE was changed a lot in the process.

"Julian Thompson is my assistant director," he said, "and he and I work very much as one team. We have three other directors who work for me at



various times. We agree and disagree, that's all part of the fun; we throw things around and then they'll say, 'Well, which way do you want to go?' and I'll give them direction. I still draw, but I'm not the person doing every single detail in the car. I can't. But I'm giving them the big picture."

I asked Callum if he ever got a sense that something they were working on was going in the wrong direction, and he acknowledged that it happens.

"We still do clay models, and we look at them and all the details - interior, exterior, all the ergonomics - and we're constantly analyzing whether it's right or not. The way I organize the team is I say if we're going to look at something subjectively, which a lot of this is, I want you to pretend somebody else has designed it; not you or your team, somebody else. And then criticize it to the nth degree; give it the acid test. At that point, you have to be ruthless, and if it is the case, say it's not good enough. You can't be shy if it's wrong."

Callum, who insists he doesn't have ambitions beyond where he is now, said auto designers are extremely creative and could probably design just about anything. "Being car enthusiasts, it's quite a unique situation. It's hugely romantic. People say to me, 'What would you do if you weren't a car designer?' and all I could think of is songwriting."





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Photo: Stirling Moss Collection

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

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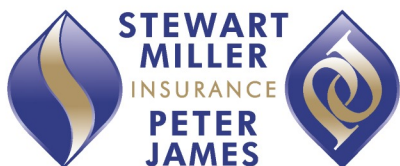
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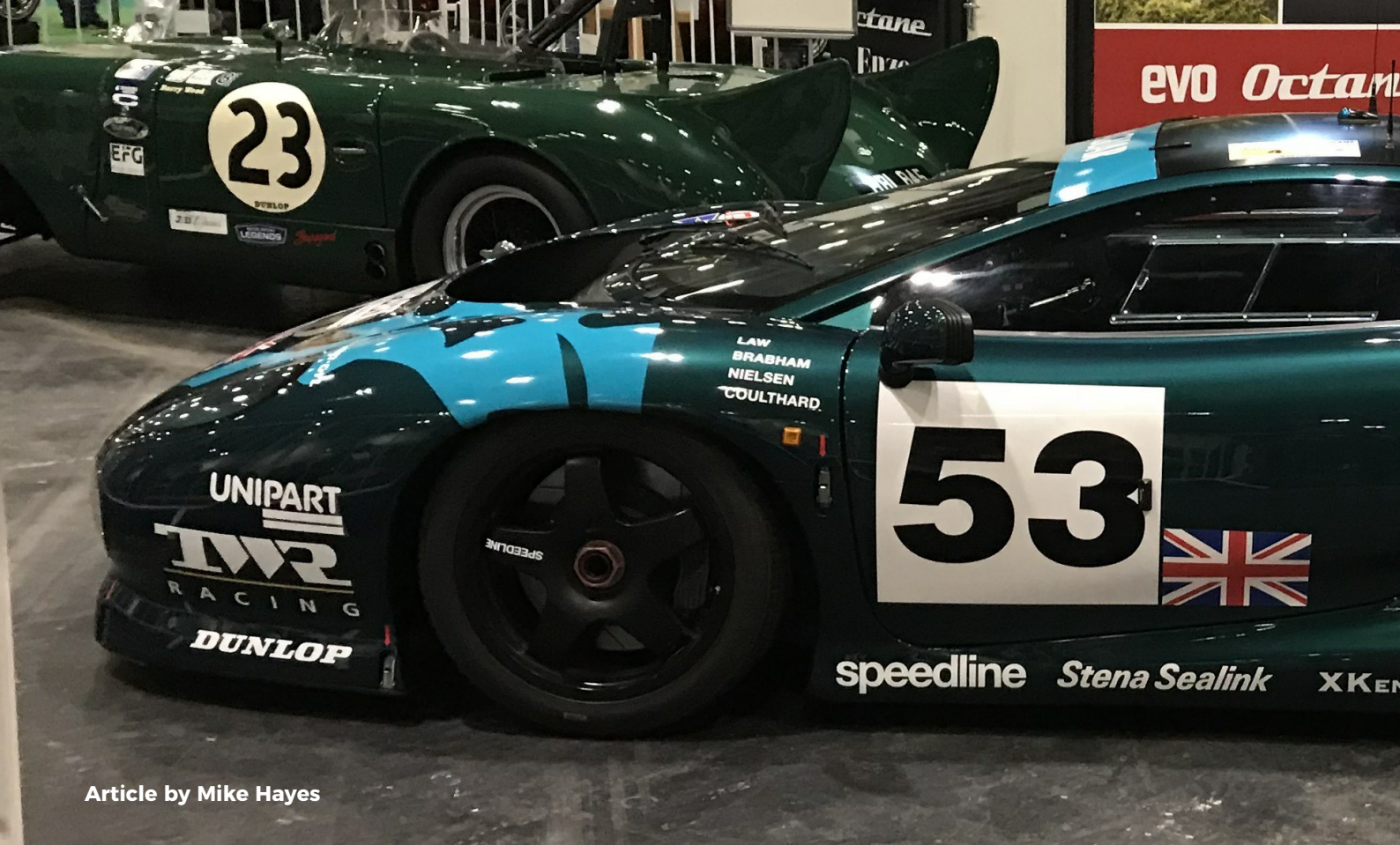
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Article by Mike Hayes

THE LONDON CLASSIC CAR SHOW

I attended the London Classic Car Show and taking advantage of the JEC offer, I took a friend from work which was great value for money. After an early start we arrived in Paddington on time at 09.00 and then it was off to the Excel via the Tube and the Docklands Light Railway.

The show opened at 10.00 and as we were early we had a coffee and viewed our first car - a Mercedes-Benz 300 SL sitting outside the show entrance. The only difference was that this one was made of wood!!! I thought it was great but as I live in a wooden house and spend half my life varnishing I certainly didn't want to add to my workload. I did admire the workmanship but did wonder why?

The show opened and we went in and decided to methodically work our way around so as not to miss anything. There was plenty to see and some really

great cars although at times it took a couple of looks to decide whether the cars were originals or replicas. The cars on show ranged from a Ford Transit to a GT40 and even the Batmobile so lots to look at. For Andy there was even an Aston Owners Club although I was surprised by one exhibit on one Aston Stand.

We also came across RED 10 which was one of only 10 Aston Martin Vantages themed on the Red Arrows, RED 10 being the prize in a charity draw for the RAF Benevolent Fund a truly impressive car with lots of fine details including miniature detonating cord in the canopy (roof), green seats (aka flying suits) and rear seats replaced by helmet holders (helmets included).

After a couple of hours we found the JEC Stand with some lovely cars on show and young Tom flogging the gifts and T-Shirts.

Also attracting a lot of attention on the JEC stand was this year's Charity Car - a 2013 F-Type convertible looking resplendent in red.

Other Jaguars were well represented including an XJ220 on show and another parading up and down the Avenue.

F1 was also well represented with cars from Jordan, Williams and Lotus examples.

Jaguars were well represented with one or two interesting cars including Princess Diana's XJS with special Child seats to pop in her boys.

E-Types were clearly the most popular with many restoration companies having examples on display.





Then there was the art which even included an E Type wall.

As a young man I was an avid follower of Le Mans and the John Wyer run GULF Team Porsche 917 of the early 70s. So when I say this very large canvas I was sorely tempted but resisted the impulse buy (plus how do I get it home on the train). Maybe at Silverstone?

So after 6 hours of oil and petrol, cars to admire and displays to watch as well as the thunder as they ran some cars down the Avenue it was time to go having had a great day and would recommend a visit next year - especially if JEC gets a similar deal to this year.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 35
1980 | XJ S3



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The Jaguar achievement is an evolutionary one. In refining our classic sedan, we studied the car long and thoughtfully. Only then did we make the changes that are apparent in the Series III.

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There is a new power sunroof that lets the sun shine in at the touch of a button. We created a cleaner, simpler grille and have more thoroughly integrated the rear bumper and taillight arrangement.

Additional refinements include new alloy wheels, recessed door handles and other thoughtful touches that enhance the car's classic visual integrity and make it even more of a pleasure to own.



Among the Series III's many conveniences are a self regulating heat and cooling system and a station seeking AM/FM stereophonic radio with cassette player and power antenna.

Four high quality stereophonic speakers are set into the doors to wrap you in superb sound.

Handling is quick and precise because the Series III has a power assisted rack and pinion steering system. The steering wheel is adjustable. Multi-purpose steering column levers put cruise control, exterior lights and wiper controls close at hand.

Cruise control with a "resume speed" capability helps you to maintain a constant, predetermined speed on long trips. Other controls in the center console include antenna, window and sunroof operating switches.

For the convenience of rear seat passengers, separate controls for the heating and ventilating system are readily at hand, as are map pockets and controls for the power operated windows.

The power operated sunroof slides open or shut at the touch of a button. The sunroof is standard on all Series III Jaguars.



TIMELESS ELEGANCE OF FORM. MASTERY OF FUNCTION.

Lean and elegant as its namesake, the Jaguar Series III comes most fully into its own in motion. True to its heritage, the Series III moves, handles and responds with a special grace.

It is powered by the most advanced version of Jaguar's legendary 4.2 liter double overhead cam engine, designed to be the most dependable Six in Jaguar's history. The latest state-of-the-art technology is evident in its advanced electronic ignition and separate cold start fuel enrichment system, which assures quick and dependable starts even in the coldest weather. Its Bosch Lucas electronic fuel injection system endows the engine with smooth and vivid response.

Four wheel independent suspension gives the car a remarkable feel for the road. A precise, power rack and pinion steering system assures positive directional response. Four wheel power disc brakes stop the car with authority.



EXOTIC METALS, RARE WOODS, SUPPLE LEATHERS AND DISCRIMINATING OWNERS: THE INNER WORLD OF JAGUAR.

The Jaguar owner has a world of luxury and advanced technology at his fingertips.

The dashboard is veneered in hand matched burl walnut. The seat facings are covered in hograin hides. The carpeting is deep. The silence in motion is awesome. And everywhere, state-of-the-art technology contributes to the ease and pleasure that is an inherent part of the Jaguar experience.

There is a stereophonic AM-FM radio with station seeking tuner and cassette. The driver's seat can be adjusted, electrically, at the touch of a button. The side view mirrors, the radio antenna and the door locks are also power operated. There is cruise control to maintain your preferred speed on long trips and a heating and cooling system which regulates itself, automatically, once you have selected your temperature. The sunroof too, is power operated.

The instrumentation is complete, with nine warning lights that back up the Jaguar's gauges monitoring the heated rear window, the lights, oil pressure, coolant level, battery condition and brakes. This is a superb information system that tells the driver everything he needs to know to get the most from this notably responsive machine.





GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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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.

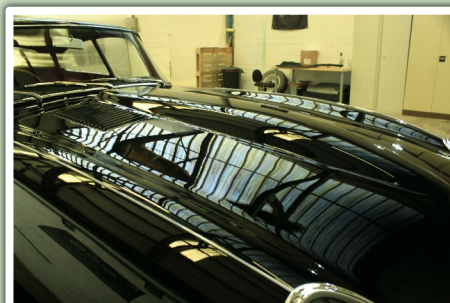
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring ANDREW for a club members discount or to discuss winter vehicle storage.



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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

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JAGUAR

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29 JUNE - 1 JULY

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

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WARWICKSHIRE COUNTRYSIDE**

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WITH DANCE DEMONSTRATION FROM ANTON & ERIN
PLUS LIVE MUSIC

SUNDAY 1 JULY

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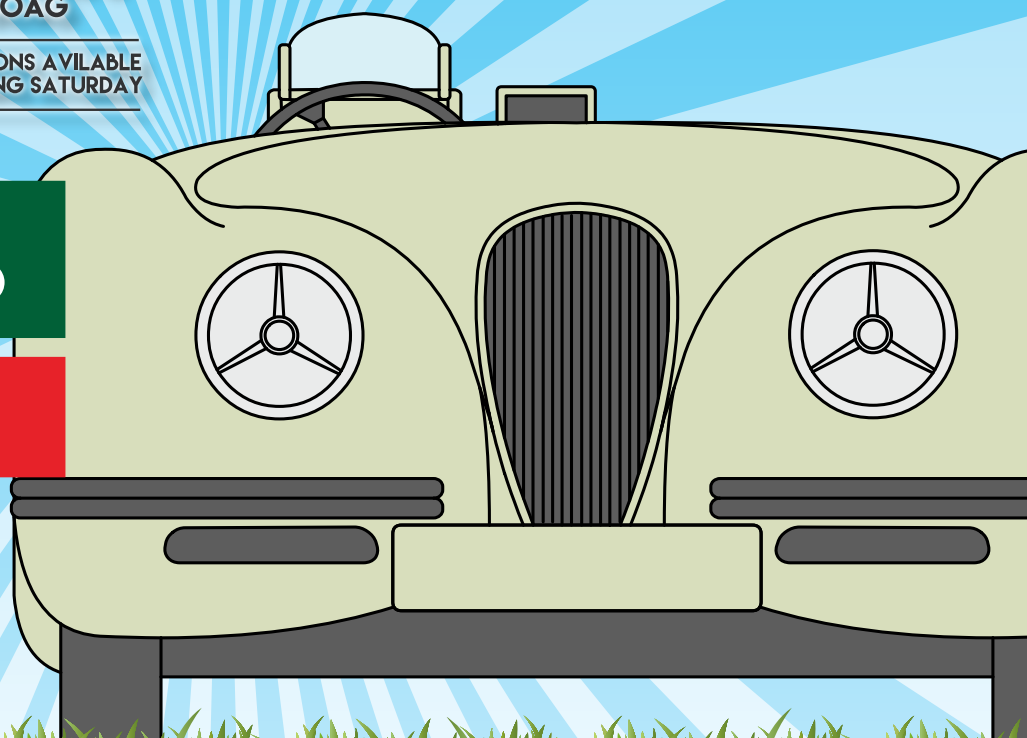
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Sharing the Passion

POOR GRANDDAD

Upon hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95 year-old grandmother and comfort her. When she asked how her grandfather had died, her grandmother replied, "He had a heart attack while we were making love on Sunday morning." Horrified, Katie told her grandmother that 2 people nearly 100 years old having sex would surely be asking for trouble. "Oh no, my dear," replied granny. "Many years ago, realizing our advanced age, we figured out the best time to do it was when the church bells would start to ring. It was just the right rhythm... nice and slow and even. Nothing too strenuous, simply in on the Ding and out on the Dong." She paused to wipe away a tear, and continued, "He'd still be alive if the ice cream van hadn't come along."

TAX AUDIT

At the end of the tax year, the ATO sent an inspector to audit the books of a local hospital. While the agent was checking the books, he turned to the executive of the hospital and said "I notice you buy a lot of bandages. What do you do with the end of the roll when there's too little left to be of any use?"

"Good question," noted the executive. "We save them up and send them back to the bandage company and every once in a while, they send us a free roll."

"Oh," replied the auditor, somewhat disappointed that his unusual question had a practical answer. But on he went, in his obnoxious way.

"What about all these plaster purchases? What do you do with what's left over after setting a cast on a patient?"

"Ah, yes," replied the executive, realising that the inspector was trying to trap him with an unanswerable question. "We save it and send it back to the manufacturer and every so often they send us a free bag of plaster."

humour

Members jokes & anecdotes

"I see," replied the auditor, thinking hard about how he could fluster the know-it-all executive. "Well, What do you do with all the remains from the circumcision surgeries?"

"Here, too, we do not waste," answered the executive. "What we do is save all the little foreskins and send them to the tax office, and about once a year they send us a complete prick!"

THE WISDOM OF AGE

When I was 13, I hoped that one day I would have a girlfriend with big tits.

When I was 16, I got a girlfriend with big tits, but there was no passion, so I decided I needed a passionate girl with a zest for life.

In college I dated a passionate girl, but she was too emotional. Everything was an emergency; she was a drama queen, cried all the time and threatened suicide. So I decided I needed a girl with stability.

When I was 25, I found a very stable girl but she was boring. She was totally predictable and never got excited about anything.

Life became so dull that I decided that I needed a girl with some excitement.

When I was 28, I found an exciting girl, but I couldn't keep up with her. She rushed from one thing to another, never settling on anything.

She did mad impetuous things and made me miserable as often as happy. She was great fun initially and very energetic, but directionless. So I decided to find a girl with some real ambition.

When I turned 35, I found a smart ambitious girl with her feet planted firmly on the

ground, so I married her. She was so ambitious that she divorced me and took everything I owned.

I am older and wiser now, and I am looking for a girl with big tits

THE PIRATE

A pirate walked into a bar and the bartender said, 'Hey! I haven't seen you for a while. What happened? You look terrible.'

'What do you mean', said the pirate, 'I feel fine.'

What about the wooden leg, mate? You didn't have that before.'

Well, we were in battle and I got hit by a cannon ball.

'Well okay, but what about that hook what happened to your hand?'

'Well, in another battle I got into a swordfight and my hand got cut off. But I got fitted with this hook so I'm fine really.'

'What about the eye patch?'

'Oh that? One day when we were at sea a flock of seagulls flew over. I looked up and got an eyeful of droppings.'

'You're kidding. You lost an eye because of bird droppings?'

Yes, it was my first day with the hook.

CONTRACTORS

Three contractors are bidding to refurbish the fence at 10 Downing street. One is from Birmingham, another is from Liverpool, and the third is some bloke from London.

All three go with a Downing Street official to examine the fence. The Brummie contractor takes out a tape measure and does some measuring, then

works some figures with a pencil. "Well," he says, "I figure the job will run about £900. £400 for materials, £400 for my crew, and £100 profit for me."

The Scouse contractor also does some measuring and figuring, then says, "I can do this job for £700. £300 for materials, £200 for my crew, and £200 profit for me."

The bloke from London doesn't bother to measure or figure, but leans over to the Downing Street official and whispers, "£2,700."

The official, incredulous, says, "You didn't even measure like the others! How did you come up with such a high figure?" The bloke whispers back, £1000 for me, £1000 for you, and we hire the guy from Liverpool to do the job."

PADDY & SEAMUS AIRLINES

Paddy & Seamus are flying a plane, as they approached the Dublin airfield, the tower heard:

PILOT - Bejeesus will ya look how fookin shart dat runway is?

CO-PILOT - Yer nat fookin kiddin, Paddy

PILOT - Dis is ganna be one a de trickiest landings I ever did, Shamus.

CO-PILOT - Yer nat fookin kiddin, Paddy !!

PILOT - Royt, Shamus, when I say 'go' put de engines in reverse !!

CO-PILOT - Royt, I'll do dat !!

PILOT - An den ya put de flaps down full !!

CO-PILOT - Royt, I'll do dat too, Paddy !!

PILOT - An den stomp an der brakes as hard as ye can an pray ta de Holy Mudder a Gad !!!

CO-PILOT - I'm prayin already, Paddy, but I'll hit de brakes as hard as I can.

So, as the wheels touched the ground, Shamus put the engines in reverse, put the flaps down, stomped on the brakes and continued to pray to the Holy Mother with all of his soul.

The brakes screeched, the tires squealed, and there was

smoke everywhere.

But, to the relief of all the passengers, as they untangled themselves from the overhead baggage and, not least of all, Paddy and Shamus, the aircraft came to a stop just a few meters from the end of the runway!!!

As Paddy and Shamus sat in the cockpit regaining some composure, Paddy looked out of the window and said to Shamus, "Dat has gat ta be deshartist fookin runway in de world!"

Shamus replied, "Yes, Paddy, but da ya see how fookin wide it is?"

THE MAGIC PILL

A lady goes to the doctor and complains that her husband is losing interest in sex. The doctor gives her a pill, but warns her that it's still experimental. He tells her to slip it into his mashed potatoes at dinner, so that night, she does just that.

About a week later, she's back at the doctor, where she says, "Doc, the pill worked great! I put it in the potatoes like you said! It wasn't five minutes later that he jumped up, raked all the food and dishes onto the floor, grabbed me, ripped all my clothes off, and ravaged me right there on the table!"

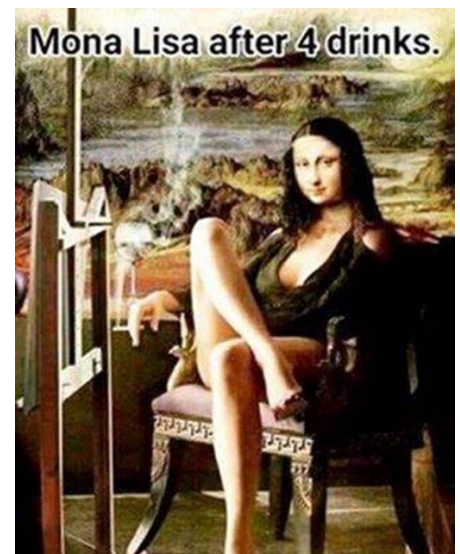
The doctor says, "I'm sorry, we didn't realize the pill was that strong! The foundation will be glad to pay for any damages." "Nah," she says, "that's okay. We're never going back to that restaurant anyway."

SPEEDING HUSBAND

A police officer attempts to stop a car for speeding and the guy gradually increases his speed until he's topping 100 mph. The man eventually realizes he can't escape and finally pulls over. The cop approaches the car and says, "It's been a long day and my shift is almost over, so if you can give me a good excuse for your behavior, I'll let you go." The guy thinks for a few seconds and then says, "My wife ran away with a cop about a week ago. I thought you might be that officer trying to give her back!"



Sad news from the Nestlé factory today. A worker was crushed beneath a case of chocolate that fell 20 feet off the storage racking. He called for help repeatedly but every time he shouted "The Milky Bars are on me" his colleagues cheered.



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CALENDAR

WHAT'S ON IN 2018

MARCH

18 Jaguar International Spares Day Stoneleigh

23-25 Practical Classics Restoration Show

21-25 Techno Classica Essen

23-25 Practical Classics Restoration Show

APRIL

2 Coleford Carnival of Transport

8 Bromyard Festival of Speed (Shelsley Walsh)

22 South Wales Region Annual Drive it Day

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

28 Berkely Castle Car Show

TBA Porthkerry Classic Car Show



JUNE

3 Scolton Manor Classic Car Show

6-8 Le Mans Classic

9-10 XK70 Classic

10 Barry Festival of Transport

12-15 Goodwood Festival of Speed

29-1 Jaguar Summer Festival, Wroxall

JULY

8 Caerphilly Motoring Festival - Llancaiach Fawr

15 Sherborne Castle Classic Car Show

20-22 Silverstone Classic

AUGUST

3-5 Gloucester Vintage & Country Extravaganza

4-5 South Gloucester Show

12 Three Cocks Steam & Vintage Rally

19 Tewksbury Classic Car Show

25-27 Pershore Plum Festival

26 Ponthir Car & Music Festival

TBA Bristol Region BBQ

SEPTEMBER

1-2 Beaulieu International Autojumble

7-9 Goodwood Revival

16 The Big Welsh Classic Car Show Chepstow Race Course

OCTOBER

6 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 18th April 2018

Wednesday 16th May 2018

Wednesday 20th June 2018

Wednesday 18th July 2018

Wednesday 15th August 2018

Wednesday 19th September 2018

Wednesday 17th October 2018

Wednesday 21st November 2018

Wednesday 19th December 2018

Wednesday 16th January 2019

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.

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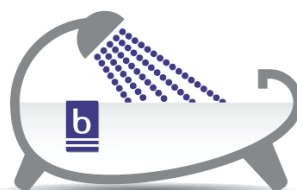
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