

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

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www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

For Many of those who missed the washout at the usual season opener at Coleford in the Forest of Dean, the Drive it day was the first time their classic Jaguars were given a decent run. A full report appears later in the magazine.

The South Wales Region always has a good number of shows to attend and the more the merrier and a list of ones we will be attending is near the back of the magazine. Look out for Colin Maconi's description of times and meeting places in his regional report. Having enjoyed a Winter of shows in Florida I look forward to seeing many of you during the summer.

Also, don't forget our monthly meeting at the BBC Club on the Llantrisant Road, Llandaff Cardiff CF5 2YQ at 7.30pm on the third Wednesday of each month. The meeting is very informal and new members are always given a warm welcome.

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

Mike Hayes Contributor

ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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Web: www.trendy-designs.co.uk

email: hello@trendy-designs.co.uk

Tel: 0845 366 58 48

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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 **June 4th 2018**.



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REGIONAL NEWS

By Colin Manconi

At last we have some nice weather and car shows coming thick and fast most weekends.

One of the best events is the Silverstone Classic, with over 10,000 classic cars and 1000 of them racing, it has something for everyone. Many of our members are going. We are staying on the Friday and Saturday nights and eating in our usual restaurant "The Cromwell Cottage". I will be sending out menus in the next few days for your choice of meals. I still have a few hotel rooms available for anyone who would like to come so please contact me immediately before I cancel the rooms.

At Bonhams Monaco Auction this month this unique Michelotti-bodied XK140 made seven times its upper estimate.

The barn-find Jaguar was undoubtedly the day's most heart-warming sale.

The 1955 XK140 SE Coupé was rebodied by famed coachbuilder Michelotti early on its life, and at some point was also fitted with a Jaguar C-type engine.

Rescued from a garage in Belgium after its owner passed away, it was up for auction with an estimate of €20-50,000 (£18-44,000), with proceeds due to go to an animal rescue charity in Ghent.

Incredibly, it finally sold for €356,500 (£313,720), more than seven times that upper estimate and presumably enough to keep the charity in dog biscuits for some time.



DRIVE IT DAY

April saw us take to the roads for 'Drive it Day' organised by our own member Colin Masterson with a little help from myself. We gathered at The Priory Hotel in Caerleon, 21 cars and over 40 members and their guests arrived. We had a wide range of Jaguars including MK10's, E types, XJS's, various



XJ saloons, XK8's, XKR's and F- Type's.

After TEA, coffee, bacon sandwiches and a short briefing it was time to zero the trips on all of the cars before setting off.

The first half of the trip took us to the Big Pit on the eastern edge of the Welsh coal mines. Big Pit is part of the World Heritage site. Some members took the opportunity to go down the Pit, a 300ft descent in one of the original cages. Others visited the museum and restaurant. Some tried the King Coal experience which replicates the coal faces with a guide on TV leading you from one coal face to another. We then headed North past the Brecon Mountain Railway and the Talybont reservoir, back through Crickhowel for our second stop and then on to the Priory Hotel for a marvellous lunch, with many of us sitting outside, in the late sunshine, for coffee and deserts.

I would like to thank Colin Masterson for all the work he put into the very detailed route planners. Everyone said how accurate they were. Also to Benito and all the staff at the Priory Hotel who not only served us great bacon sandwiches in the morning and a fabulous lunch in the afternoon but allowed us to park on their beautiful grass.

A full report on this event is on page 20.

MONMOUTH STEAM AND COUNTY SHOW

This event was held on the 6th of May and is organised by the Boarder Counties Vintage Club. We have missed this show for the past couple of years due to the bad weather on the day of the event, but this year the weather was sunny and really warm! We had arranged to meet in the usual car park in Monmouth not realising that there was a large

gathering of racing cyclists filling the car park for a road race that day, so we stopped on the main road and were soon on our way to the showground. Due to the age limitations put on the cars by the organisers only six of us attended the show. Luckily Scott had returned the gazebo and we certainly needed it for some shade as the weather was so hot. There are lots of different stands, a bit of auto jumble and a boot sale on the Sunday so there was plenty to do. There were a few other Jaguars mixed in with the usual array of classic cars. We packed up the gazebo at about 4.00pm, left at 4.30pm and had a great rum home with the tops down in the late afternoon's sunshine.

A full report on this event is on page 16.



OUR NEXT EVENTS ARE:

SWCCC ANNUAL CLASSIC CAR SHOW

This event is being held on the 20th of May at Cardiff City Football ground. We go every year and have a large stand. Paul and I will be going early to mark out our stand and put the gazebo up. Please let me know if you are coming so I can allocate space on the stand. When you arrive ask for the Jaguar Stand.

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 6rd 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.



Continued >

JAGUAR

SUMMER FESTIVAL 2018

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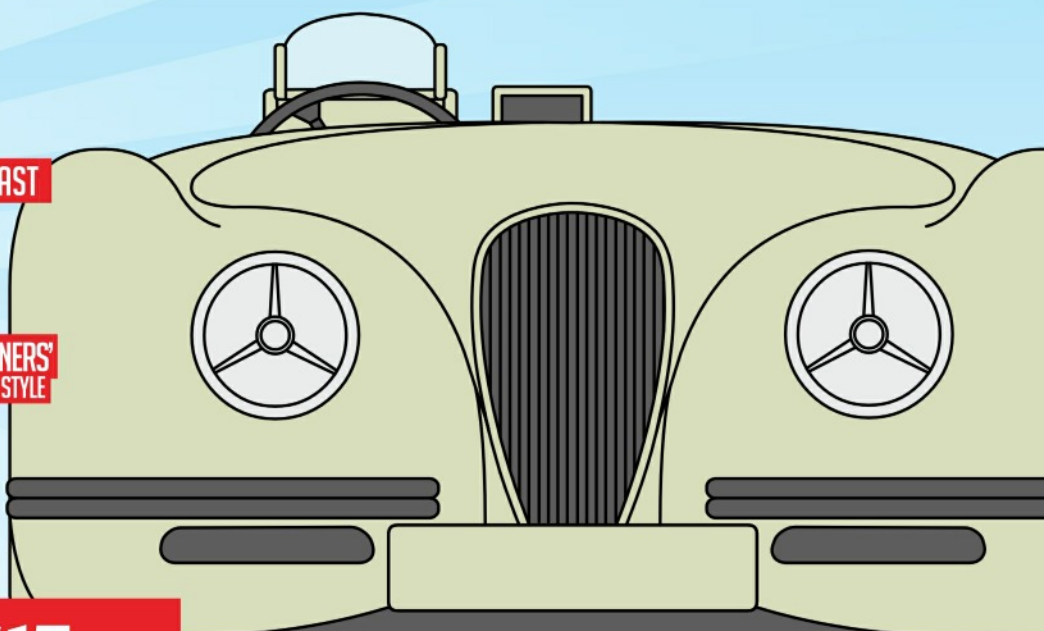
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Sharing the Passion

JAGUAR SUMMER FESTIVAL at WROXALL ABBEY

This is the major JEC event being held this year. It is being held on the 29th of June to the 1st of July. Many of our members have booked to go up on the Friday and stay over to the Sunday. On Friday night there is a welcome BBQ, a Champagne Reception where you can meet Anton Du Beke & Erin Boag from Strictly Come Dancing, plus live music from the Swingettes.

On Saturday you can book dance lessons with Anton & Erin. There are runs through the Warwickshire countryside and also it is possible to book a visit to Jaguar Classic Works. In the evening there is a Gala Dinner.

Sunday is show day with an XJ & XK timeline & parade, Concours & Pride and Joy Competitions, Arena events, RAF Hurricane fly past, trade and food stands, an XJ technical workshop by David Marks plus much more. This is an event not to miss!

Update: Friday & Saturday tickets are now sold out, Sunday Day Tickets are limited so please book now to avoid disappointment. Tickets can be purchased directly via the club website www.jec.org.uk/events/jaguar-summer-festival-2018 or over the phone for those not tech savvy by calling 0117 698186.



SHERBORNE CASTLE CLASSIC CAR SHOW

This show is being held on Sunday the 15th of July.

Now in its 15th year, Classic & Supercars can now be regarded as certainly one of the premier classics and supercar shows in the South of England with upwards of 2,000 cars on display, from veterans to the latest supercars. In the last 4 years the show has raised in excess of £130,000 for national and local charities.

This is a massive show and our stand is being organized by Graham Searle. We have 40 places on our stand for three different regions and I need to inform Graham how many places we need. The cost is £10 per car. Please e-mail me or telephone to book your place.



SILVERSTONE CLASSIC

Being held on the 22-24 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.

<https://silverstoneclassic.seetickets.com/event/car-club-display-packages/silverstone-circuit-northamptonshire/1157404>

You must enter under the Club Display Package and use the JEC code of **18008CCD**

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 £120.00. **This is for 3 days, Friday, Saturday and Sunday**, single days can also be booked.

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





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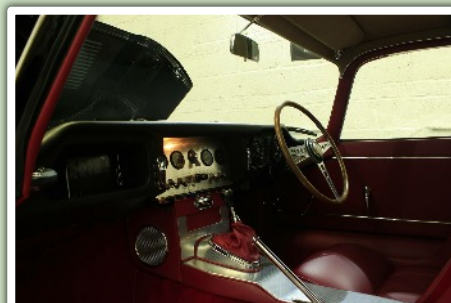
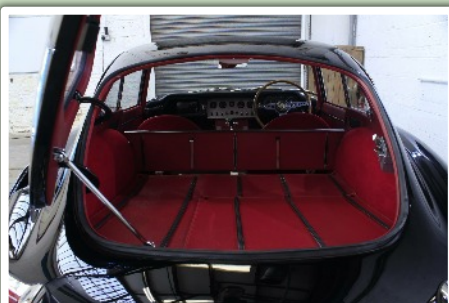
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For a friendly chat about the work your Jaguar requires, please call

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





RACE SERIES FOR RICH OVER 50'S WILL USE 200MPH JAGUAR F-TYPE GT4S

The first one-make race series for the freshly-developed Jaguar F-Type GT4 racing car has been announced. The Series Elite championship is targeting "high net worth individuals" - all of whom must be at least 50 years of age.

Offering "more mature drivers an opportunity to compete on a level playing field", the turn-key race series is aiming to field a grid of 20 cars when it holds its inaugural event in autumn 2018. The plan is for a six double-header race championship in 2019.

"Currently there is no series that caters specifically for older drivers who want to compete at a high level with like-minded racers," said series director, Graeme Glew.

He said that although competitors will buy their own cars, everything else will be done for them - including preparation, transport, arranging hospitality plus sorting travel and accommodation. "With time at a premium, it will allow drivers to fulfil their desire to go racing with minimal effort and fit (it) into their busy lifestyle."

The race series will extend further too, offering competitors the chance to take part in flash lifestyle events away from race weekends - and "expand the race experience into new areas, such as ice driving".

Both amateur and more experienced drivers

are welcomed with a training, testing and race experience programme tailored to suit.

The Jaguars will all be stored at a central race prep facility. They're FIA GT4-spec cars, based on the 200mph F-Type SVR and originally developed for Invictus Games Racing. Apparently, said JLR director of vehicle personalisation Greg Clark, "the concept and series profile is an obvious fit for Jaguar".

The first race will be held at Brands Hatch on October 27-28, and expand to events at Silverstone, Donington and Rockingham in 2019 - with an end-of-season international finale also being planned.



NEWS

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



JAGUAR HEAVEN AT THE GREEN HELL: HAIL AN F-TYPE SVR AND XJR575 RACE TAXI AT THE NÜRBURGRING

Performance car fans can now hail the ultimate taxi rides around one of the world's most renowned race circuits. The Jaguar Race Taxi experience gives thrill-seekers a full-throttle hot lap in the Jaguar F-TYPE SVR and XJR575, around the famous Nürburgring Nordschleife circuit.

Jaguar Race Taxi passengers will be driven around the world's most demanding circuit by hand-picked professional drivers, encountering cornering forces of up to 1.2g on the most challenging sections. They can also relive the excitement of their experience around the 20.83km, 73-turns Green Hell, with an HD video recording of their lap.

The F-TYPE SVR has been developed by Jaguar Land Rover Special Vehicle Operations as a 200mph all-weather supercar and is the pinnacle of the F-TYPE range. Powered by a 5.0-litre supercharged V8 engine with 575PS and 700Nm

and benefiting from an enhanced chassis and driveline and active aerodynamics, the all-wheel drive F-TYPE SVR delivers supercar performance – in all conditions – and can accelerate from 0-100km/h in just 3.7 seconds (0-60mph in 3.5 seconds).

The Jaguar XJR575 is the fastest and most powerful XJ ever made in the iconic luxury saloon's 50-year history. Also powered by a 5.0-litre supercharged V8 developing the same maximum power and torque as the F-TYPE SVR, it can reach 0-60mph in 4.2 seconds before reaching an electronically-limited top speed of 186mph while delivering the luxury, refinement and comfort for which the XJ is renowned.

Passenger laps in the two supercharged Jaguars are available until November. The price is €199 per lap in both the F-TYPE SVR and XJR575 and can be booked via:

www.jaguar.de/jaguar-live/race-taxi-english-booking.html



XJ50 CELEBRATES FIVE DECADES OF JAGUAR'S LEGENDARY SALOON

Jaguar is marking 50 years of its flagship XJ luxury saloon – the choice of business leaders, celebrities, politicians and royalty for five decades – with the launch of a new special edition model. Revealed at the Beijing Motor Show, the Jaguar XJ50 celebrates half a century of trademark performance, technology and luxury.

Available in both standard and long wheelbase with a 3.0-litre diesel (300PS) powertrain, the exterior updates for the XJ50 include Autobiography-style front and rear bumpers. These mark the anniversary edition out alongside purposeful new 20-inch Venom wheels, a black front grille and unique badging to the rear and side vents, while the striking colour palette includes Fuji White, Santorini Black, Loire Blue and Rosello Red.

Inside, the luxurious cabin features soft-grain diamond-quilted seats with an embossed leaper on the headrests and an XJ50 logo on the centre armrest. Unique intaglio branding and XJ50-badged illuminated treadplates also differentiate the anniversary edition, alongside anodised gearshift paddles and bright metal pedals.

The XJ Series 1 started the distinctive dynasty in 1968 and for eight generations, the luxury saloon has been turning heads around the world. Whether transporting VIPs and politicians, or acting as the preferred vehicle for business leaders and royalty, the XJ has been a mainstay on our roads for five decades.

Innovating since its arrival, the XJ has epitomised the forward-thinking approach that has set Jaguar's luxury saloon apart over the past 50 years. Four years into its life it became the world's only mass-produced 12-cylinder four-door car and, with a top speed of 140mph (225km/h), it was also the fastest four-seater of its time.

Further models followed, sporting both standard and long wheelbases, as well as two and four-door body styles. The Series 2 was the first to offer a two-door coupé model in 1975 and the XJ40, in production for eight years from 1986, introduced the celebrated 'J' gate gear shifter and self-levelling suspension.

A revolutionary aluminium monocoque bodyshell helped reduce the XJ's weight by 40 per cent from 2003, before the current XJ model brought additional technologies such as all-wheel drive and a virtual instrument cluster. With the introduction of Jaguar Design Director Ian Callum's now iconic design language, it was also launched with a wraparound rear screen and distinctive cat claw inspired rear lights.

Constantly evolving while remaining one of the world's truly great saloon cars, XJ has enjoyed a series of high-profile screen appearances. Starring roles in movies like *Love Actually* and *The Long Good Friday*, as well as the James Bond franchise, are proof of the XJ's enduring cultural appeal.

The XJ50 is a fitting tribute to the enduring style and performance of Jaguar's luxury saloon. It is available to order now priced from £74,280 in the UK.

JLR STATEMENT ON 2018/19 PRODUCTION PLANS

As is standard business practice, JLR regularly reviews its production schedules to ensure market demand is balanced globally. In light of the continuing headwinds impacting the car industry, we are making some adjustments to our production schedules and the level of agency staff. We are however continuing to recruit large numbers of highly skilled engineers, graduates and apprentices as we over-proportionally invest in new products and technologies, including the latest plug-in hybrid options for the Range Rover and Range Rover Sport that are now being delivered to customers from Solihull.

We also remain committed to our UK plants in which we have invested more than £4bn since 2010 to future proof manufacturing technologies to deliver new models.

JLR is the UK's largest automotive manufacturer, built around two iconic British car brands: Land Rover, the world's leading manufacturer of premium all-wheel-drive vehicles; and Jaguar, one of the world's premier luxury sports saloon and sports car marques.

We employ more than 43,000 people globally and support around 240,000 more through our dealerships, suppliers and local businesses. Manufacturing is centred in the UK, with additional plants in China, Brazil, Austria and Slovakia.

At JLR, we are driven by a desire to deliver class-leading vehicles, which will provide experiences our customers will love, for life. Our products are in demand around the globe. In 2017 Jaguar Land Rover sold 621,109 vehicles in 130 countries, with more than 80 per cent of our vehicles being sold abroad.

Our innovation is continuous: we will spend more than £4 billion in the coming year on new product creation and capital expenditure.

From 2020 all new Jaguar Land Rover vehicles will be electrified, giving our customers even more choice. We will introduce a portfolio of electrified products across our model range, embracing fully electric, plug-in hybrid and mild hybrid vehicles as well as continuing to offer ultra-clean petrol and diesel engines.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny South Devon!

It was very sad to read in last month's magazine that Mike Jones has passed away. He was a great character & we were amazed on occasion to see him driving in his D Type replica in all weathers with no weather protection. RIP Mike.

At last, the classic car show season has started! We have had "Drive it Day" and have been to a couple of small local events. We also had a very interesting talk in our April club meeting.

DRIVE IT DAY - 22nd APRIL 2018

Once again our route was well organised by Wayne Bendell. We met up at our usual meeting point at Gallows Gate. A very good turnout with a lot of classic cars. Nice to see Phil Haste out for the first time in his Jaguar 240

looking very impressive after a part respray. A little bit shinier than our similarly coloured Daimler!

As is normal for the club we clipped on English flags to door windows. St George's Day is on the 23rd. We also attached a Welsh flag to our radio aerial and got a bit of stick for that! It is of course a much better looking flag!

Our route took us through Torquay along the seafront, over to Meadfoot Beach & up the Ilsham Valley (very close to our home!) to our coffee stop in the Range at Babbacombe. One of the ladies serving our refreshments had a look at the cars and told me her favourites were Chris Headon's GT40 replica and Alan Ashby's Morris 1000 Traveller. We then continued northwards along the coast through Teignmouth and eventually met up with the Crash Box & other clubs parking on the lawns at Dawlish. There

were a lot of classic cars taking part in the event. This included close neighbour Peter Hartley's XK150 Roadster. We stayed there for a couple of hours before parting from the other clubs and continuing on up to Powderham Castle for excellent cream teas in their café/restaurant.

BMAD (BIKERS MAKE A DIFFERENCE) FESTIVAL - 4th to 6th MAY 2018

This is a huge annual event based at Paignton seafront. The event started on the evening of 4th May and ended on Sunday evening 6th May. Natalea & I went there on the Saturday. We thoroughly enjoyed the spectacle of so many big bikes parked in every little space available as well as other parks dotted around the town. The main part of Paignton Green (where TOWC have their annual



show in July) was full of marquees selling all manner of bike regalia as well as other items - hats, scarves, jewellery etc. There were also displays by clubs and traders. It was all very enjoyable hearing the sounds of the big bikes & also seeing many characters with their long beards! Sadly I believe the event will be moved to Dawlish Warren next year.

OUR "GRAND TOUR" - KINGSTEIGNTON, DENBURY & COCKINGTON - 7th MAY

While most TOWC members went to the show at Uffculme (north east of Cullompton) Natalea & I visited a couple of local shows at Kingsteignton and Denbury. On this occasion we used our classic VW Camper although we did not enter the shows. They are very pleasant small "village" shows with a few classic cars & bikes on display. Perhaps about twenty on show at Kingsteignton and a dozen or so at Denbury. We stayed for an hour or so at each show. At Kingsteignton we missed the "Floral Dancers" and (sadly) the "Belly Dancing"! The space available for cars at Denbury is very limited & exhibits are only allowed to park on the roads surrounding the green. Quite a lot of stalls as well as children & parents dancing around the "Maypole"! Our lunch in the Union Inn was excellent.

We ended our "Grand Tour"



by calling in at Cockington for the annual blessing of the horses used for the carriage rides. We actually arrived just slightly too late although there were still a lot of people about. We took the opportunity to view the interior of Cockington Church for the first time.

CLUB MEETING - THURSDAY 26th APRIL 2018

The main event for the evening was a talk by Kate & John Manley-Tucker on their exploits taking part in the Paris to Peking

Continued >





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(Beijing) Rally some 30 years ago in their 1948 Allard! It was a fascinating talk by Kate while John operated a "Powerpoint" presentation of photos taken on their journey. The friendliest and most helpful people were in Georgia. On some parts of their route in China the local people had never even seen "western" people before! Kate & John had virtually no problems with their Allard which has a very good 10 inch ground clearance - much needed on some of the rougher tracks as well as routes along river beds!

Although Kate & John no longer take part in long rallies they have also done many around Europe and North America. They have also taken part in the "Pirelli Classic Marathon" as well as the Monte Carlo Rally. I still haven't managed to find my old video of the Pirelli Classic Marathon as I'm sure they will be appear on it somewhere!

After a short break and rafle Julian updated us on entries for our own TOWC Rally on Paignton Green on 22nd July 2018. We have spaces for approx. 330 entries and to date we are nearly full! Get in quick if you wish to enter! An entry form may be downloaded from our website - www.towc.club

and finally

Dear Tech Support:

Last year I upgraded from my Boyfriend 5.0 software program version to Husband 1.0 and noticed a distinct slow down in the overall performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as NFL 5.0, NHL 4.3, MLB 3.0, and NBA 3.6. Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system. I've tried running Nagging 5.3 to fix these problems, to no avail.

What can I do?

Signed,
Desperate

RESPONSE FROM TECH SUPPORT FOR MEN:

Dear Desperate:

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System. Try to enter

The command:
"C:/ITHOUGHTYOULOVEDME"
to download Tears 6.2, which should automatically install Guilt 3.0. If that application works as designed, Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5.

But remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Beer 6.1 is a very bad program that will create snoring Loudly. Whatever you do, DO NOT install Mother-in-law 1.0 or reinstall another Boyfriend program. These are not supported applications and will crash Husband 1.0. In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. I personally recommend Hot Food 3.0 and Lingerie 7.7.

Good Luck,
Tech Support





Article by Colin Masterson

MONMOUTH STEAM AND COUNTRY SHOW

Once again the Border Counties Vintage Club organised their Steam and Country Show at Monmouth on the early May Bank Holiday. Usually this show is dogged with bad weather, often heavy rain and this and the pre 1985 date line has limited our attendance of the show in previous year. This year the forecast was for record high temperatures in the mid to high 20's, with full sun all day long so it was agreed to take our gazebo as a shady oasis to return to from viewing the show.

Meeting at our usual car park in Monmouth, Colin and Paul (E Types), Lee (XK8) and myself (XK due to Challenger E Type being hors de combat) we avoided the mass gathering of racing cyclists and set off for the show field across the river Usk from Monmouth town centre

The show included trade and craft stalls, Children's entertainment, Licensed bar and

refreshments, Car Boot Sale, Two Fair Organs all the way from Belgium, Birds of prey flying displays and a tug of war, children v a steam engine. As well as this of course were the working static steam engines, steam traction engines, classic cars and caravans, commercials, tractors, motorcycles and

military vehicles.

After setting up the gazebo two further members arrived, Howard (XJS) and Bob (E Type). With fewer numbers expected Paul was granted "excuse boots" (am I getting old or does any one else remember The Army Game?) so we did not have our own in house chef so, after getting settled in it was time to look for a source of bacon roles. Fortunately, we were not disappointed and found an excellent source of said delicacy among the catering vans.





Next on the agenda was a quick turn of the trade stalls to see what we could find and, in anticipation of a trip to the Loire Valley this summer I managed to buy an almost new robust red warning triangle, I also bought three new reflective vests for £5, which I thought a bargain. For those of you who have not travelled in France recently, as well as the above, it is necessary to carry two alcohol breathalysers, and although it is an offence not to carry them there is no longer a fine for the offence. As well as this you need a Crit'Air sticker displayed on your car when travelling to certain cities. It costs £3.60 and drivers face an on-the-spot fine of almost £120 if they don't have one.

What I hadn't known before is that, as French motorways are privately managed, you are

not allowed to request your own assistance company to attend to you if you breakdown. If you breakdown you should use the orange emergency telephones that are situated every 2km along main roads and motorways to call the police or the official breakdown service operating in that area. You will be towed to a safe designated area at a cost of €123.90 where you can then be met by your chosen breakdown provider. It seems that European breakdown cover is not all what it seems.

The car show was well attended with an eclectic mix of, mainly, British cars including several other Jaguars including a Heritage SS100 (similar to the Suffolk) an XK120, Xk140 and a Mark II. The show ring allowed those attending to take their cars into a ring where owners were

quizzed a bout their cars although the man with the mike tended to be a bit critical about some of the cars, which seemed a bit odd, and the sound of the tannoy was pretty intrusive and we relished the piece and quiet when it was silent.

Of course, with such warm weather, ice creams were the order of the day and fortunately there was a van selling ice creams from a local farm's Guernsey milk and they were delicious. Of course we bought one for Andy but, as he wasn't with us today, we had to have it ourselves; still, your round next I think, Andy.

Following an unexpectedly hot but enjoyable day it was almost a relief to pack up the gazebo and drive off with the top down, enjoying a refreshing breeze all the way home.





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COMING SOON FROM LISTER - THE WORLDS FASTEST SUV

The Jaguar F-Pace SVR is fast. Blisteringly fast. With its 550-horsepower, five-liter V8 it will hit 60 mph in just 4.1 seconds and go on to 176 mph. That sounds like the perfect blank canvas for Jaguar outfitter Lister, doesn't it?

Known for its Jaguar-based race cars and road-going specials, Lister has built some legendary cars in its time. Now, accompanied by the teaser image the company's account tweeted yesterday, Lister says it'll build the world's fastest SUV out of the F-Pace SVR. It'll actually have to be really, really quick, as several sports utility vehicles now hit 60 mph in well under 4 seconds.

The Tesla Model X P100D does that in 2.9 seconds with Ludicrous Mode selected, thanks to its electric grunt. On the fossil fuel side of things, there's the Grand Cherokee Trackhawk, which relies on the 707hp Hellcat V8 to reach 60 mph in 3.5 seconds. That number is matched by the Lamborghini Urus, and another Italian, the Alfa Romeo Stelvio Quadrifoglio can get to 60 in under 4 seconds. Beat all of those, Lister, and the throne is yours.

Earlier in an Autocar interview, Lister's Lawrence Whittaker claimed the Lister-tuned SVR will have as much as 670 horsepower, a good hike up from the stock vehicle's power figure.

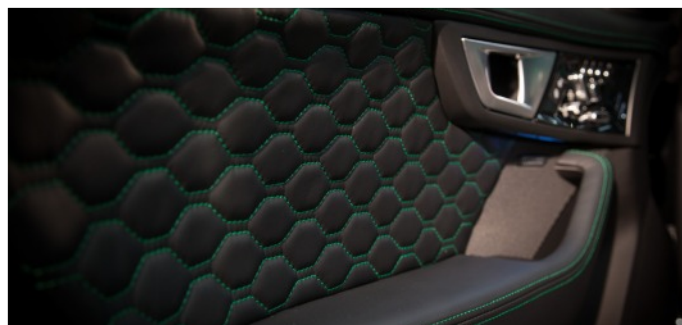
The reborn British company recently showcased a development version of the Lister Thunder, a heavily reworked F-Type R that is the first in a series of models based on Jaguar Land Rover. The

firm's ultimate plan is to produce a new bespoke Lister Storm.

While Lister has only teased the new SUV in a tweet saying it is 'coming soon', the F-Pace lineage of the machine can clearly be seen in the accompanying image.

Lawrence Whittaker - who bought the firm in 2013 - recently told Autocar that it has begun work on an F-Pace SVR conversion, which could have as much as 670bhp. For comparison, the F-Pace SVR will feature a 542bhp 5.0-litre V8 petrol engine.

While the F-Type R-based Thunder will be limited to 99 models, the as-yet-unnamed SUV is set to feature a larger production run of 250 cars.





SOUTH WALES REGION DRIVE IT DAY 2018

The Federation of British Historic Vehicle Clubs 'Drive It Day' takes place every year, traditionally held on a Sunday at the end of April, to help raise awareness of the size and importance of the classic vehicle movement to the UK economy.

The Federation is a grouping of over 450 clubs and museums together with some 1500 trade and individual supporters. Their aim is to uphold the freedom to use old vehicles on the roads without any undue restriction and to support its member organisations.

As in previous years our region organised a run through some local countryside, with a couple of stops, using tulip style directions, but with written instructions rather than arrows, together with various waypoints to reassure participants that they are on the correct road and to enable navigators to keep track of their odometer mileage

readings which inevitably vary from the suggested readings, as all cars tend to over or under read, depending on the car, wheel size, tyre wear etc requiring a bit of mental arithmetic to keep on track.

As last year, we all met at The Priory in Caerleon for coffee and bacon butties and a briefing, some 44 participants setting off at 11am with our return set for a late lunch at 3pm, so we had around 2½ hours to drive over 70 miles of windy roads and 1½

hours for sight seeing at two stops. The main stop, only half an hour away, is Big Pit and the second one in the pretty town of Crickhowell, on the edge of the Black Mountains.

As expected, most people chose to spend more time at Big Pit on the Eastern edge of the Welsh coal mines. Big Pit, next to Coity Mountain is just part of the World Heritage site which also includes the Blaenavon Ironworks and the Blaenavon Railway, which runs steam trains most weekends.

The underground tour is very good, run by ex miners who are full of interested tales about a lifetime of work down the mine, but, with 50 minutes plus





queuing time for the tour it was something worth coming back to another day. You descend 300 feet in one of the original cages that took men and equipment down the mine and coal back out and you are taken to one of the coal faces and you also see the underground stables where the pit ponies lived for six months at a time. During the tour you are asked to turn off your helmet lamps and it is so dark you can't see your hand in front of your face. You can imagine how frightening it must have been for a 10 year old operating the doors for the coal trains, especially as they were given just one candle and, if it blew out, they could spend many hours in the dark.

As an alternative to the underground tour many of us tried the King Coal experience, which is replica of the coal faces underground with a video recorded guide leading you from one section to another. Further up the hill is the café where we stopped for some quick refreshments before carrying on.

Leaving Big Pit we headed north to Brynmawr and then headed west for a 13 mile run on the newly completed section of the Heads of the Valleys, which is as smooth as a racetrack and no doubt tempted some of our members to let their "cats" stretch their legs. After this we headed North again, past the Brecon Mountain Railway and on

past, first, the Pentwyn reservoir and then the Talybont reservoir, which, combined, cover over 500 acres and are up to 100 feet deep, a lot of water. We then followed the Brecon and Monmouth Canal towards Crickhowell our second stop.

Crickhowell is a pretty town with plenty of individual shops and plenty of pubs. Time was limited especially for those that had lingered at The Big Pit, but this was a Drive it Day, not a shopping trip, after all. After all of the windy mountain roads it was a fairly straightforward run back to our starting point, the Priory Hotel. Here everyone met up again and sat down to an excellent lunch, a perfect way to round off the trip.



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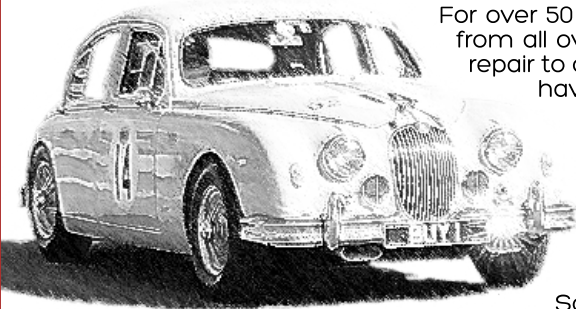
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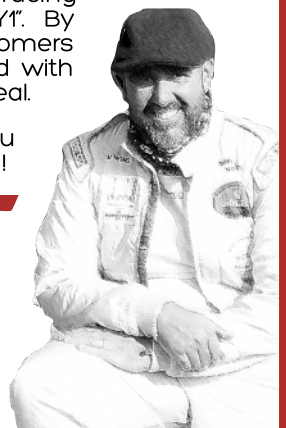
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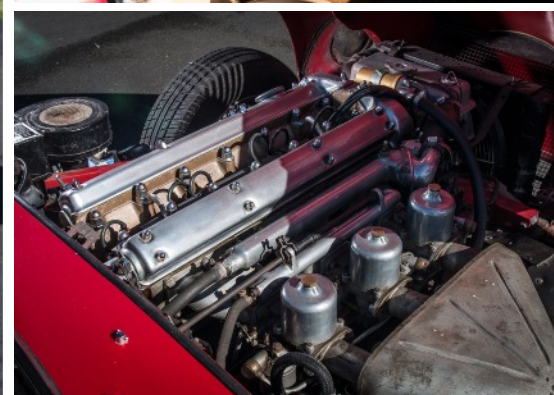
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THE 100TH E-TYPE FLAT FLOOR COUPÉ HEADS TO AUCTION

Silverstone Auctions has confirmed that a significant Jaguar E-Type 3.8 'Flat Floor' coupé will be offered for auction at its May Sale on 19th May at Silverstone racing circuit.

This Jaguar E-Type is particularly special as it is believed to be the 100th E-Type fixed head coupé built due to its chassis number, #860100, and has been given an auction estimate of £80,000 to £100,000 by the auction house.

Silverstone Auctions' classic car specialist, Richard Greenhalgh said, "The Jaguar E-Type is a consistently popular car with the public and enthusiasts alike, with its sweeping curves and stylish design making it one of the most beautiful cars of all time.

This is a unique opportunity to buy a significant numbered car, there is only one after all!"

This particular right-hand drive E-Type was first purchased on 21st December 1961 from RB Massey in Hull. The owner cherished the car but an expanding family necessitated two more seats so it was part exchanged in 1965 for a Jaguar MkII saloon. The car remained in Yorkshire until 1976 when it was purchased and moved to Glasgow.

The owner's aim was to restore the car when time and funds permitted. During this time various works were carried out including a colour change to red, but it doesn't appear to have ever been finished. The E-Type was sold on again in 2003, during which time the owner returned it to road-worthy condition before selling it to its current owner who has owned it for the past 15 years.

Chassis #860100 is fitted with its original 3.8

litre 6 cylinder engine that was sent to VSE Engineering for a full rebuild in 2004, and has only covered 1,200 miles since. At the same time as the engine removal the E-Type was treated to a full brake rebuild and rear axle removal.

The Jaguar was given a full re-trim in Tan leather and repaint in Carmen Red later on in its current ownership, along with a new fuel tank and a full stainless steel exhaust system.

Today the beautifully presented E-Type has been used only occasionally for classic car runs and shows. The bodywork is described as solid with no obvious signs of deterioration.

"In early 1962 this would have been the most shockingly beautiful car the people of Hull had ever seen, and today she's a true survivor. Whether the new owner wishes to return her to those heady days or just keep her well maintained and treated to an occasional day out, it would be good to play a part in the next stage of that journey," concludes Richard.

The Jaguar E-Type is supplied with its Heritage Certificate, drivers' handbook and receipts for work totalling over £14,000. Also included is the VSE engine rebuild data sheet as well as MoT certificates dating back to 1990, along with a current MoT issued on 15/04/18 with no advisories.

To find out more about the 100th right hand drive Jaguar E-Type 3.8 coupe and the Silverstone Auctions May Sale.





Article by JLR

RACING LEGENDS RATE PROJECT 8: JAGUAR'S NEWEST STAR OF ROAD AND TRACK

Legendary Jaguar sports car racers Andy Wallace and Davy Jones joined the Special Vehicle Operations development team at Goodwood Motor Circuit last month, declaring the new Jaguar XE SV Project 8 "absolutely staggering" and "a winner" after testing it on the fast and demanding UK track.

British driver Andy Wallace won the Le Mans 24 Hours endurance race in 1988 driving the Jaguar XJR-9 and was part of Jaguar's victorious 1988 and 1991 World Sports Car Championship teams. The Goodwood test was the first time he'd driven the all-wheel-drive track-focused Project 8, which features a 600PS supercharged 5.0-litre V8 powertrain.

Andy Wallace commented: "Most road-legal cars on track are a massive disappointment, but Project 8 is really something.

It's absolutely staggering how it has been made to feel like a proper racing car. It keeps wanting you to push harder. It's not bothered by Goodwood's undulations, it just hunkers down and feels totally at ease, so you're happy to get on the throttle earlier. It inspires confidence straight away. The brake pedal feel is fantastic. It is absolutely linear and you can feel what it's doing. The steering too is brilliant. It feels like a car that's developed after days and days, and hours and hours, of testing. You don't just 'luck' something as good as this. Anybody can build a fast car. But to build a fast car that feels this good - that's quite an achievement."

Project 8 features an all new Carbon Ceramic Brake system, incorporating the latest technology to deliver consistent pedal feel, fade resistance and longevity under the most demanding

conditions. It also uses motor-sport-grade Synthetic Racing Fluid.

American Davy Jones was also a member of both the 1988 and 1991 championship winning Jaguar teams. He won the Daytona 24 Hours in 1990 in an XJR-12 (with Andy Wallace), and finished second at the Le Mans 24 Hours in 1991. He later went on to win Le Mans in 1996.

Davey Jones commented: "I'm used to powerful racing cars. But this feels really fast. The sheer acceleration didn't feel all that different from a 700bhp racing prototype - and that really surprised me. It's certainly Jaguar's best track car I've driven since the sports prototype Jaguars of the 1980s and 1990s. There is no body roll, loads





of grip, the braking is incredible. When you turn into a corner, it points in, when you step on the accelerator it wants to launch out of the corner. It doesn't do anything to spook you. It's such an accessible car to drive. The [8-speed automatic] gear shifts are so precise and so quick too."

With world-class motor-sport technology throughout, Project 8 has carbon fibre panels, adjustable aerodynamics, a unique suspension setup with adjustable ride height and camber, and is the first road car with F1-style ceramic wheel bearings. It's also the first Jaguar with a dedicated Track Mode, which activates electronic calibration settings tailored to circuit use.

With 600PS from a 5.0 litre Supercharged V8 engine, Project 8 is the most powerful road legal Jaguar in history. Total production will be strictly limited to 300 cars worldwide, each one hand-assembled at the SVO Technical Centre in Warwickshire, England. Choose between the two-seat Track Pack version and a road-biased four-seater – both exclusively available in left hand drive. Prototype versions have been running at proving grounds across Europe, the most famous of which is the Nürburgring Nordschleife. Project 8 has achieved the fastest lap ever for a Jaguar on the Nordschleife, faster than any other four door production-intent sedan in history and faster than many

renowned supercars.

The 200mph road-legal Project 8 is the world's fastest four-door sedan, having lapped the Nürburgring Nordschleife in a record 7min 21.23sec. Final tests are planned for Portimão in Portugal, Motorland Aragón in Spain and Laguna Seca in California, USA. Hand-assembly of no more than 300 cars will begin at Special Vehicle Operations' Technical Centre in June.

Jaguar XE SV Project 8 is available either as a four-seater or in lightweight two-seat Track Pack configuration (Track Pack is a market-dependent option at extra cost). Project 8 costs from £149,995 in the UK. Deliveries will begin this summer.





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FATHER TURNS £7K JAGUAR INTO A CUSTOM BUILT SUPERCAR FOR HIS SON

A cabinet maker has transformed an old Jaguar sports car into a "supercar" he hopes will help secure a stable financial future for his son, who has Down's Syndrome.

Father-of-three Graham Slater, who builds church organs, bought the 2003 Jaguar XKR car for £7,000 and has spent three years fixing it up.

After entirely remodelling the car using expanding foam and fibreglass, it now resembles a boat-tailed classic Bugatti of the 1930s.

The custom-made car, which still had its original Jaguar V8, 4.2-litre engine, is capable of reaching 165mph and has been valued at £120,000.

"My youngest child Cody was born with Down's Syndrome and I don't want him to struggle in life," Mr Slater from Wakefield, West Yorkshire said. "When he came along I decided I had to make this as good as it could be.

"I thought if I can create something which has that 'wow' factor someone may take an interest and that could help Cody financially in the future."

Cody is three years old and his is not yet trying to sell it, he said, adding: "If someone wanted to make an offer they would have to be generous."

Mr Slater enlisted a friend to help measure the car's shape using string lines and create a cardboard template.

They then remodelled the exterior using 54 cans of expanding foam and six layers of fibreglass panelling, before the car was painted a wine-red colour by a friend at nearby Colourcube Automotive in nearby Huddersfield.

Overall, Mr Slater has spent more than £50,000 on the refurbishment, he said.

The custom-made car retains elements of the original Jaguar design and the car also combines aspects of a Lincoln Zephyr and a Porsche.

Mr Slater said: "Every time I see the car I can't believe it - it feels like such an achievement. It's a lovely feeling when people react to it the way they do. Individuality is something money cannot buy."

Mr Slater said he had been modifying cars since the age of 16 when he started with a Morris Minor. He estimated that he has altered more than 15 cars in his lifetime.





A DRIVE IN THE 666BHP LISTER THUNDER

A riotous exhaust and a brutish bodykit mean the new, Jaguar F-Type R-based Lister Thunder is anything but subtle. We drive it.

We've not made it 50 yards when photographer Luc suggests that this is the most feral-sounding thing the sensible side of a Ferrari 812 Superfast.

He is probably correct too. Lacey isn't a man prone to hyperbole, which is funny in itself because the car we're driving trades committedly in the stuff: it's an inky menace with acid green highlights, enormous wheels satiating their arches with barely a toothpick's width to spare and bodywork draped to the asphalt like a studded leather ballgown. It sounds like a Nascar escapee, for pity's sake.

Welcome, then, to the Lister Thunder. While this development car is recognisably F-Type, any vestigial elegance of Jaguar's coupe? is buried beneath a truly gothic disposition.

At heart it's an F-Type R, only with new supercharger pulleys, an upgraded intercooler, improved induction and a tickled ECU that boosts the 542bhp 5.0-litre V8 to 666bhp.

A 0-60mph time of 3.2sec and a top speed of 208mph put its performance in the realm of supercars. Four-wheel drive and an eight-speed torque-converter gearbox from ZF are carried over from the donor car, while a new exhaust supplied by Quicksilver not only saves 10kg but also delivers the chased-by-a-Spitfire soundtrack through carbonfibre-wrapped tips of a riotous bore. Even the crackles on the overrun don't relent until you've picked up the throttle once again, meaning unrelenting noise of a murderous timbre is omnipresent.

What the name Lister means to you will almost certainly depend on your age. For a millennial such as your correspondent, it's the Storm: a

7.0-litre wedge that raced in various GT series in the late 1990s and was homologated with four £450,000 road cars. For Lister CEO Lawrence Whittaker (slightly older), it's most likely the Le Mans, which was a modified Jaguar XJS whose pulverising 600bhp was exceeded only by the blunt visual trauma of its bodykit.

For Whittaker's father, Andrew, with whom Lawrence bought the rights to the Lister name for a six-figure sum in 2013, it's the legendary Knobbly sports car. And, in fact, the Thunder we're driving today might never have existed were it not for a Knobbly of questionable provenance and a stash of forgotten parts in Cambridge.

It was the disappointment of learning that their '1958' Knobbly used a chassis dating from the 1980s and a body from the 2000s that led the Whittakers to George Lister Engineering in Cambridge. The place is genesis for Lister's original racers and it was here the pair discovered forgotten blueprints and parts and even an original chassis jig.

Naturally, at this point the



mission brief shifted from restoring a solitary Knobbly to purchasing Lister in its entirety and building a run of 10 recreation cars. Wealth acquired from another business - Warrantywise - proved handy in this regard, and with FIA certification for historic racing, even at £250,000 apiece the box-fresh Knobblys promptly sold out.

Fast-forward just five years and the company is preparing for June deliveries of the car before you here, which represents Lister's return to the road. Some car it is too. And yet, if the prospect of driving a 666bhp F-Type on damp roads flanked by dry stone walls patiently waiting to tear into that bodywork

sounds intimidating, the reality is different.

The Thunder is spectacularly quick in a straight line, but the supercharged delivery is so superbly linear that you're never taken unawares by the distance-compressing hops in a way you might be in some similarly formidable turbo charged rivals.

Moreover, and as you'd hope to find in an aspiring GT car, the Thunder allows you to establish a rhythm through and between corners. With seemingly bottomless reserves of torque, you're also permitted to set the tempo as you please.

There's traction too, and in circumstances like these we're grateful for the driveshafts in the

front axle. Without them you'd need to be exceedingly confident in your abilities to use even two-thirds of what this power-train can deliver. As it is - and absurdly so, given the numbers involved - you're encouraged to chase the throttle right from the moment that green-lipsticked nose is turned in and the body settled on its outside springs. A hot-rod? Not exactly, which just goes to show how deceptive appearances can be. If a valve big enough to tame that exhaust note could be found, the Thunder is comfortable enough to make a formidable tourer.

Certainly the interior is pleasing enough in an old-school

Continued >





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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manner. The black leather is from Bridge of Weir and broken up by green stitching almost everywhere you look. Jaguar logos on the air vents and steering wheel give the game away, and the digital displays are yet to be reskinned on-brand, but taken as a whole it feels adequately bespoke.

Acting as a metaphor for the entire car, the faintly aged feel of the architecture and switchgear is countered by a cossetting, focused ambience brought about by a low-slung driving position and a high scuttle. If nothing else, the place is rich in character.

Push on and it's apparent this chassis still needs some fine-tuning before the keys are in customers' hands. Those 21in wheels give the Thunder the stance of something that drove straight off the pages of Ian Callum's sketchbook but they mean tyre occasionally meets arch-liner with a 'pzizz' that cuts through the exhaust blare.

Despite using KW springs stiffer than those found on an F-Type R (the adaptive dampers remain factory specification), the suspension is still a little slow to mop up road surface corrugations, particularly when loaded up. On these Lancashire roads, it can precipitate a faint skittishness that's as welcome as cold hotpot, although it never threatens to incurably disrupt the balance of the underlying Jaguar chassis.

Indeed, one of the Lister's strengths is that its sheer drivability belies the ludicrousness of the noise and firepower at hand.

Snagging that carbonfibre splitter in town is going to be your greatest concern.

The price is £141,155, which puts the Thunder squarely in the crosshairs of Aston's V8-engined DB11, while the additional £14,850 for which Lister asks to fit a carbonfibre bonnet brings the new Bentley Continental GT into play.

Anyone considering buying a Lister would be mad not to sample alternatives of this calibre before putting pen to paper, and yet we'd understand the person for whom the Thunder's rarity and sheer eccentricity ultimately win out. There is work to be done here, not least with the finer chassis tuning, but encouraging first impressions suggest one of Britain's best-loved marques is properly back, and with a deafening bang.

THE NEXT CHAPTER

There are all sorts of risks involved in acquiring such a storied marque as Lister, and Lawrence Whittaker - as a young man in the context of his position - must have been relieved when orders totalling £3.1 million rolled in only 24 hours after announcing the Thunder. He and father Andrew had already orchestrated a successful run of continuation examples of the Knobbly, but this was proof there was also a hearty appetite for road cars. Those road-going Listers will be built at a new facility in Milton Keynes. Up to six cars can be worked on concurrently, with a three-month lead-time for the conversion.

Whittaker's medium-term

ambition is to develop his company into a tuning outfit with intimate links to Jaguar. He cites Alpina's relationship with BMW as an appealing model that would afford Lister early access to future cars and economise the modification process both in terms of expenditure and time.

As it stands, a Thunder begins life as a complete F-Type R, with Lister having no use for many of the parts it strips from the donor car. Jaguar - and particularly design director Ian Callum - has given short shrift to third-party tuners in the past, although the company has already been in touch to offer help with sourcing cars for modification. Where this will eventually lead is anybody's guess, but it's an encouraging start.

Once the run of 99 Thunder models is completed, attention will turn to the recently announced F-Pace SVR, for which Lister has already made plans. As much as 670bhp is on the cards, with a larger production run of 250 cars reflecting current market tastes. Don't be surprised to see a Lister-ised take on the Range Rover Sport, either.

The grand plan is to sell enough modified Jaguar Land Rover cars to build a bespoke Lister and revive the 'Storm' moniker. It would be an expensive project - a figure of £50m passes Whittaker's lips - taking the form of a hypercar to rival the likes of Pagani and Koenigsegg.

Annual production would be in single digits, with the asking price running to six. Before all that, however, there are the remaining Thunder build slots to fill.



LIGHTS OFF

There was this couple who had been married for 20 years. Every time they made love the husband always insisted on shutting off the light.

Well, after 20 years the wife felt this was ridiculous. She figured she would break him out of this crazy habit.

So one night, while they were in the middle of a wild, screaming, romantic session, she turned on the lights.

She looked down... and saw her husband was holding a battery-operated pleasure device... a vibrator!

Soft, wonderful and larger than a real one. She went completely ballistic.

"You impotent b*****," She screamed at him, "how could you be lying to me all of these years? You better explain yourself!"

The husband looks her straight in the eyes and says calmly:

"I'll explain the toy..... you explain the kids b****."

PREGNANT BRIDE

A 90-year-old man said to his doctor, "I've never felt better. I have an 18-year-old bride who is pregnant with my child. What do you think about that?"

The doctor considered his question for a minute and then said, "I have an elderly friend who is a hunter and never misses a season. One day when he was going out in a bit of a hurry, he accidentally picked up his umbrella instead of his gun. When he got to the creek, he saw a beaver sitting beside the stream. He raised his umbrella and went, 'bang, bang' and the beaver fell dead. What do you think of that?"

The 90-year-old said, "I'd say somebody else shot that beaver."

THE BAGPIPER

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a grave

humour

Members jokes & anecdotes

side service for a homeless man.

He had no family or friends, so the service was to be at a pauper's cemetery in Glasgow.

As I was not familiar with the back roads, I got lost; and being a typical man I didn't stop for directions. I finally arrived an hour late and saw the hearse was nowhere in sight.

There were only the diggers and crew left and they were eating lunch. I felt bad and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played 'Amazing Grace', the workers began to weep. They wept, I wept, and we all wept together. When I finished I packed up my bagpipes and started for my car. Though my head hung low my heart was full. As I was opening the door to my car, I heard one of the workers say, "I never seen nothing like that before and I've been putting in septic tanks for twenty years."

HEARD ON THE LONDON UNDERGROUND TUBE

A list of actual announcements that London Tube train drivers have made to their passengers...

1) 'Ladies and Gentlemen, I do apologize for the delay to your service. I know you're all dying to get home, unless, of course, you happen to be married to my ex-wife, in which case you'll want to

cross over to the Westbound and go in the opposite direction.'

2) 'Your delay this evening is caused by the line controller suffering from E & B syndrome: not knowing his elbow from his backside. I'll let you know any further information as soon as I'm given any.'

3) 'Do you want the good news first or the bad news? The good news is that last Friday was my birthday and I hit the town and had a great time. The bad news is that there is a points failure somewhere between Mile End and East Ham, which means we probably won't reach our destination.'

4) 'Ladies and gentlemen, we apologize for the delay, but there is a security alert at Victoria station and we are therefore stuck here for the foreseeable future, so let's take our minds off it and pass some time together. All together now.... 'Ten green bottles, hanging on a wall.....''

5) 'We are now travelling through Baker Street ... As you can see, Baker Street is closed. It would have been nice if they had actually told me, so I could tell you earlier, but no, they don't think about things like that'.

6) 'Beggars are operating on this train. Please do NOT encourage these professional beggars. If you have any spare change, please give it to a registered charity. Failing that, give it to me.'

7) During an extremely hot rush hour on the Central Line, the driver announced in a foreign drawl: 'Step right this way for the sauna, ladies and gentleman. unfortunately, towels are not provided.'

8) 'Let the passengers off the train FIRST!' (Pause) 'Oh go on then, stuff yourselves in like sardines, see if I care - I'm going home....'

9) 'Please allow the doors to close. Try not to confuse this with 'Please hold the doors open.' The two are distinct and separate instructions.'

10) 'Please note that the beeping noise coming from the doors means that the doors are about to close. It does not mean throw yourself or your bags into the doors.'

11) 'We can't move off because some idiot has their hand stuck in the door.'

12) 'To the gentleman wearing the long grey coat trying to get on the second carriage -- what part of 'stand clear of the doors' don't you understand?'

13) 'Please move all baggage away from the doors.' (Pause..) 'Please move ALL belongings away from the doors.' (Pause...) 'This is a personal message to the man in the brown suit wearing glasses at the rear of the train: Put the pie down, Four-eyes, and move your bloody golf clubs away from the door before I come down there and shove them up your @rse sideways!'

14) 'May I remind all passengers that there is strictly no smoking allowed on any part of the Underground. However, if you are smoking a joint, it's only fair that you pass it round the rest of the carriage.'

HOW THE INTERNET STARTED

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy. And Dot Com was a comely woman, large of breast, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, "Why dost thou travel so far from town to

town with thy goods when thou canst trade without ever leaving thy tent?"

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent.

To prevent neighboring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew to the People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drum heads and drumsticks.

And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are."

And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com.

Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside.

It soon became known as God's Own Official Guide to Locating Everything (GOOGLE).

That is how it all began. And that's the truth.

I'm hoping this guy will run for Parliament. He is laid back, looks intelligent, and appears to have what most current politicians lack.



Selling my stuff if I die

The older you are and the longer you have been married, the funnier this is....



One lazy Sunday morning the wife and I were quiet and thoughtful, sitting around the breakfast table when I said to her unexpectedly, "When I die, I want you to sell all my stuff, immediately."

"Now why would you want me to do something like that?" she asked. "I figure a woman as fine as yourself would eventually remarry and I don't want some other asshole using my stuff."

She looked at me intently and said: "What makes you think I'd marry another asshole?"



Council Estate KID 11 hrs · 🌐

A Nottingham woman (pictured here) has lost her case at Nottingham magistrates court today, after she tried to sue "NUH Queens Medical Centre" after her husband went in for an operation which left him unable to have sex with her afterwards.

Mrs DeMinger of Bulwell aged 67 said to reporters outside court this afternoon "Me and me 'usband Fred 'ave 'ad bangin' sex till 'e went ta 'ospital and 'ad 'is operation, now 'e's not interested 'n me and it's all down to them twats" !

The surgeon who performed the operation and attended court to give evidence said "all we did was removed Fred's Cataracts" !

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CALENDAR

WHAT'S ON IN 2018

APRIL

22 South Wales Region Annual Drive it Day

MAY

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. 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.



The advertisement features a dynamic image of a classic car race at Silverstone. In the foreground, a red Formula 1 car is leading, followed by a blue and white classic sports car. The background shows a large crowd of spectators and other racing cars. The text 'SilverstoneClassic' is prominently displayed in a stylized font, with the dates '20/21/22 JULY 2018' below it. To the right, it says 'Be part of the world's biggest classic motor racing festival' and provides the website 'www.silverstoneclassic.com'. At the bottom, a red banner contains the text 'FOR JEC PARKING BOOKING USE OUR JEC CODE: 18008CCD'.



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South Wales Region Monthly Meetings

Held on the **3rd Wednesday** of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

2018/2019 Dates

Wednesday 20th June 2018	Wednesday 19th December 2018
Wednesday 18th July 2018	Wednesday 16th January 2019
Wednesday 15th August 2018	Wednesday 20th February 2019
Wednesday 19th September 2018	Wednesday 20th March 2019
Wednesday 17th October 2018	Wednesday 17th April 2019
Wednesday 21st November 2018	Wednesday 15th May 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 storey's 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





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