

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

One of the issues that keeps arising is the lack of a communication system between members of our South Wales Region. In particular it would be very useful to not only to know what shows are coming up but to inform everyone of the meeting points and who is going, so we don't keep waiting for people who are not coming and for Colin and Paul to anticipate the number of butties and burgers to cater for. Clearly the technology is available for this, maybe using Facebook.

Alternatively this could included as a tab in our website www.jecsouthwales.co.uk (*Something we are currently in the process of*), but what would work best for you - our members?

The reason for writing this is to see if there are any members out there who have any ideas on the subject - if so please contact us.

Colin Masterson

Colin Masterson

Nothing better than seeing the shocked expression on Andy Webbers face as he comes to terms with having a Jaguar with a 'proper engine'!



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REGIONAL NEWS

By Colin Manconi

We have quite a number of events to write about in this issue of the magazine, starting off with Berkely Castle Classic Car Show, then Scolton Manor and then the Big National show at Wroxall Abbey.

I reported last month on the servicing of my XJ220 and picking it up from Don Law ready for Wroxall Abbey. Unfortunately, it was not right and needed transporting back to Dons workshop near Stoke on Trent. Neville Padfield has a beautiful new transporter but we both thought it was too narrow for the 220 to fit in. After much measuring we decided that it would fit but there would be just one and a half inches clearance each side. I drove slowly over to Neville's unit and with Neville on one side and Michael on the other I slowly drove it into the transporter. It fitted, just. The idea was that Don would repair the car while we waited and we would re-load it and Neville would bring it home. Unfortunately, this was not possible so Neville left his trailer at Dons and we then drove back home intending to go back in two days' time to pick the car and transporter up. We arrived two days later after being assured the car had been road tested but when we arrived and I drove it I still was not happy. We had to drive back again without the car. It is now having extensive work done and I hope to have it back for Silverstone.



What to do about slow-selling older models?

On the one hand, Jaguar Land Rover (JLR) is on a roll these days thanks to new models like the Range Rover Velar and E-Pace crossover. Sales for both in markets like North America and China are more than meeting expectations. However, there's been a sales drop in some of its other models. What to do? Invest. According to Automotive News Europe via Bloomberg, JLR will invest some \$5.3 billion in this current financial year on not only new models, but also in new technologies that include autonomous, connected and electric.



For the financial year that just ended, the company spent slightly less. This all comes at a time when JLR is facing some uncertainty in its UK home market due to the upcoming Brexit. However, parent company, India's Tata Motors, is looking beyond this with an intensified focus on its two most successful markets, hence the increased investment. "We will continue with over-proportional investment in new vehicles, manufacturing facilities and next generation automotive technologies in line with our autonomous, connected, electric and shared strategy," said CEO Ralf Speth. One area of concern, however, is that despite high demand for new models like the Velar and E-Pace, these sales figures have so far failed to offset a sales decrease in older models.

For example, sales of the XJ large sedan dropped last year in the US, which makes sense considering it's nearly a decade old and the fact demand for sedans is decreasing across the board. The XF sedan also experienced a sales drop last year and is already down this year as well. This doesn't mean it's time for Jaguar to kill off its larger two sedans, but perhaps to re-examine this particular segment. We've heard a rumor (that makes a lot of sense) that the next generation XJ will be an all-electric Tesla Model S and Porsche Mission E fighter. But instead of retreating, JLR is investing even more money than last year, a clear-cut sign there's a proper plan in place.

CAERPHILLY MOTORING FESTIVAL

This was held on the 8th of July at the Llan-caiach Fawr Manor. Unfortunately due to family commitments I could not go to this show but I believe Derek, John, Paul and Neville all attended. They managed to park under the trees so they were in the shade so it was not too hot. Paul produced his

usual bacon rolls for breakfast and burgers for lunch. They all said it was a good show.

JAGUAR SUMMER FESTIVAL at WROXALL ABBEY

This was the big national show held on the 29th of June to the 1st of July. It was held at Wroxall Abbey, Warwickshire.

Andy, Peter & Sian, David & Kay, Dave & Ruth, Bob & Pat, John & Jan and myself stayed for the three days. Mike, Scott, John & Leigh came up for the Sunday.

On Friday night there was a Champagne Reception on the Terrace of the Hotel followed by a BBQ in the marquee. Anton & Erin from Strictly Come Dancing had been booked for the weekend and there was a "meet and greet" with them.

Saturday gave you the option of a tour around the local countryside, an open day at the Jaguar Classic Works at Ryton or just to relax in the gardens of the hotel. Lessons could be booked with Anton and Erin in the marquee for any aspiring dancers.

Saturday night was the Gala Dinner with Anton and Erin as the star attractions. We had some special guests from our Title Sponsors, Jaguar Land Rover Classic, Director Tim Hannig and Sales Manager Stuart Kilvington. After the dinner I was outside with Tim and Stuart looking at the Jaguars parked nearby. I remarked that I had just bought a 1967 E-Type coupe in dark blue with a Webasto roof. It turns out that Tim has a series 2 E-Type in his favourite colour, dark blue with a Webasto roof. He actually came to the show on the Sunday in it.

Sunday was the main show with David marks running a technical workshop in the Courtyard. Caroline Hawley, an antique expert was giving a talk and valuation. Andrew Swift an expert on



Jaguar Brochures and advertising material entertained many with his knowledge of his subject. Paws for Thought Dog Display Team were performing their displays in the arena and Rob & Letitia had assembled a wonderful timeline of XJ's and XK's as it was the 70th anniversary of the XK and the 50th of the XJ. We also had the Pirelli F1 simulator. Terry Dye brought a range of Jaguar race cars. Over 850 jaguars attended. The show closed at 4.30pm. Mike and I helped to pack everything away and got home around 9.30pm.

See page 21 for a full report.

OUR NEXT EVENTS ARE:



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

Continued >



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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.



SOUTH GLOUCESTER SHOW

This is a two day event on the 4th and 5th of August at the Windmill Fisheries Showground just passed Bristol. Some of us went up on the Sunday last year and had a really good time. I hope more members will attend this year to support the show as it is going from strength to strength. We meet up with the Bristol Region and have a large stand. Please enter on line or see me for application forms.

THREE COCKS STEAM & VINTAGE RALLY

This is on Sunday the 12th of August and is organised by one of our old members Howard Harper. It is a great show with a lovely run to the showground. Please see me if you require an entry form.

PONTHIR MUSIC & CAR FESTIVAL

This is being held on the 26th of August at the cricket ground at Ponthir near Caerleon.

Now in its 4th year, it is organised by Andy Webber so please come along to support him.

There is a very nice hog roast stand which also has a nice selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.

Later starting time for this one, with cars to arrive between 1.30pm - 2.30pm.

Ponthir Music & Car Festival 2018

Sunday August 26th

In its 4th year the show continues to grow rapidly with fantastic support from the Jaguar Enthusiasts Club, Usk Valley Classic Car Club and Aston Martin Owners Club.

www.ppsc.co.uk Find us on [facebook](#)

©2018 Ponthir Music & Car Festival. All rights reserved. No charge for parking, club displays welcome. Due to health & safety no vehicles will be allowed to leave before 2pm. There will be signs & barriers from the Festival entrance through the grounds - please follow the signs. All proceeds go to the local community sports club.

Live Music from 2pm onwards
Hog Roast
Licensed Bar
Pizza Oven
Raffle
Classic & Sports Car Show
Children's Entertainment
Llanfrechfa Scarecrow Festival Finale

JEC BRISTOL REGION BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". It is being held on the 9th of September. Would you please let me know if you intend to go as I have to notify the Bristol Region of the number going?



THE BIG WELSH CLASSIC CAR SHOW for LEUKAEMIA RESEARCH

This is being held at Chepstow Racecourse on the 16th of September. It is the same venue as last year. Tickets have to be ordered on line, type in "The Big Welsh Classic Car Show".

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a hot and (mostly) sunny South Devon!

The classic car show season has been getting busier than ever! So many local events to take part in or just to go and spend a few hours viewing and chatting. During the last few weeks we have been to or taken part in:

- Skittles evening TOWC v Westcountry Classic Vehicle Club 15th June
- Morwellham Quay show 17th June
- Babbacombe Vintage Fayre 20th June
- Westcountry Classic Vehicle Show at Teignmouth 24th June
- Donkey Sanctuary Show 1st July
- South Devon 1940s Festival At Buckfastleigh 6th July

SKITTLES EVENING at FORDE HALL, NEWTON ABBOT - 15th JUNE 2018

During the course of the year we usually have two skittles matches against the Westcountry Classic Vehicle Club in Forde Hall, Newton Abbot. Our clubs take it in turns to organise food or raffle prizes. WCVVC wanted as many "bums on seats" to justify to Forde Hall a lower charge for the use of the venue with more participants using the bar! In the event we outnumbered WCVVC by 2 to 1. We had also invited the Kickstart Club to join in. However we didn't anticipate the Kickstart members winning the skittles competition! It was a great fun evening & I even managed to score a maximum of 9 on my second roll!

MORWELLHAM QUAY SHOW (AND CLUB PICNIC) - 17th JUNE 2018

Another quite large show at a very interesting venue (just outside Tavistock) with lots to see. This includes "Ruth's Cottage" from the "Edwardian Farm" TV series. In 2017 we had a heatwave and were very grateful for the opportunity of a guided tour of one of the mines. It was much cooler in the mine. Unfortunately we did not have a repeat this year as it was very cool with some drizzle. On this occasion Natalea & I decided to use our classic 1984 VW T25 Camper - a good decision as we were quite cosy inside having our lunch, brewing up & playing some "holiday" music! Our club musician, Dave Doyle, was very good at guessing the song titles!

The TOWC also have an annual picnic get together & it



was decided to have the picnic at Morwellham Quay with scones for cream teas etc. provided by Terry & Lisa. It was decided to combine the two as we couldn't squeeze in a Sunday date avoiding all the shows! Sadly because of the poor weather the scones were just distributed and were consumed in our homes!

For the second year running the show clashed with the JEC Devon Region show at Torre Abbey, Torquay. A couple of our members went there in their rare Daimler V8 250 MOD car and, according to Joan's post on Facebook, froze!

BABBACOMBE VINTAGE FAYRE - 20th JUNE 2018

The Vintage Faye is an annual event organised by the local Rotary Club. TOWC are normally invited to display some cars on the lower section of Babbacombe Green. Once again we had a very good turn out of cars as well as some motor bikes from the Vintage Motor Cycle Club. Happily, the weather was very hot and sunny & we took the Daimler for this show. There were lots of stalls supporting local charities with lucky dip raffle tickets - sadly I didn't win anything! While this was going on Natalea & Artiom went down to Oddicombe Beach & walked along the coast to the Cary Arms owned by the De Savary family. They were treated



to the sight of a couple of seals "playing" with the fishermen. The fishermen usually threw their smaller catches to the seals!

WESTCOUNTRY CLASSIC VEHICLE SHOW - 24th JUNE

This was the first time Natalea & I

had gone to this annual show. Another very hot and sunny day & again we took the Daimler. There were approximately 100 cars on display at the show. A very good venue at "The Den" alongside the promenade and beach.

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XJS	Front Crossmember CBP313* £70.00	Floor Pan RH/LH XJS604RP / XJS605RP £102.19 each	Radius Arm Assy C41831* £66.00	Bonnet Gas Strut BD48027* £12.00	Fuel Injection Pump CBC5657* £38.80
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E-TYPE	Front B/Master Cyl C19967* / C19968* 3.8 £66.00	Steering Lock C37103# S 2 & 3 £258.00	Radius Arm Assy C37945* MTL Also 420 £103.80	Brake Servo C35564* Also 420 £240.00	Bonnet Gas Strut BD42224* £19.20
XK 120/140/150	Rear Wheel Cyl 39377* 120 & 140 £78.00	Front Wheel Cyl 30635 120 & 140 £55.20	Water Pump C6746* 120, also MK7 £186.00	Brake Pad Set 8346* 150, also early MK1 £31.50	Heater Valve C16559* 150, Also E-Type £30.00
MODERN S-TYPE	Lower W/bone Bush XR88759BUSHKIT £38.40	On Plug Coil C2S42673LUCAS Also XF, XJB, X350 £24.40	Wheel Speed Sensor XR822753* Also XK8, XJB, X350 £35.70	Rear Shock Bush C2D4013* Also X350 £12.00	Front Lower W/bone C2C39683* Also X350, XK8 £78.00
XF	Gearbox Sump Pan C2C38963# Also V8 £67.20	Radiator C2C36506# Also X350 £189.60	Stabilising Link C2D5993* Also S-Type, X350 £38.40	Alloy Wheel Nut C2C35294# Also X/S-Type £3.60	Water Pump AJ88912* Also XK8, XJB, X308 £34.68
XJ8/XK8	4 Pin On Plug Coil LNE1510ABLUCAS £29.40	Fuel Pump C2N3866/1* Also X308 £69.00	Sec Chain Tensioner C2A1511# / C2A1512# Also XF S-Type £43.20	Alloy Thermo Housing AJ82217KIT £29.40	Rear Brake Discs JLM20342* TRW Also XJS, X300 £22.98

Prices subject to change, listed prices correct as of 10th May 2018. All prices inclusive of VAT.

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Eventually it was decided to pack up at approximately 1.00pm. A very wise decision! As we queued to leave I took a short video of the noisy downpour through the Camper's windscreen & shared it on Facebook. Our chairman, Julian, referred to it as a monsoon!



The Teignmouth Folk Festival was going on in the town with lots of live music as well as many Morris Dancing groups dotted around the town and promenade. Fascinating and very entertaining to watch. We enjoyed our gentle stroll along the promenade and even went for a paddle in the sea! According to information on a chalk board the air temperature was 21 degrees C and the sea temperature was 15 degrees C. I think the air temperature was much higher!

DONKEY SANCTUARY SHOW - 1st JULY 2018

This show clashed with the JEC



show at Wroxall Abbey. As the Donkey Sanctuary is a lot closer to us near Sidmouth I went to that show. The 2017 event was very hot and sunny. Sadly this was not the case for 2018! We were keeping a watch on the weather and forecasts during the day. Unfortunately it just got worse and worse. I made the wise decision to take the VW Camper and felt sorry for the members huddled outside under large umbrellas. Two (John & Lorna) did accept my offer of accommodation in the Camper. Lorna's lemon drizzle cakes were delicious! As the weather worsened I did not get a chance to look around the venue and didn't take any photos of the donkeys!

SOUTH DEVON 1940s FESTIVAL, BUCKFASTLEIGH - 6th JULY 2018

My thanks to Chris Juniper for advising me this event was on over the three days 6-8th July. Natalea & I paid a flying visit to the show on the Friday. Most of the displays were in place although some were still arriving as we left. Interesting to see the old WW2 vehicles and equipment as well as participants dressed up in uniforms etc. There was even a mock up of a Spitfire aircraft. I did advise one of the displays that their "Union Jack" flag was upside down - it was later corrected! As it was a very hot day we retired to the café for ice creams and soon afterwards went home! I then had to do my "homework" and type out this report!

CLUB MEETING - THURSDAY 28th JUNE

The main agenda for the meeting was to update on the planning for our own show on Paignton Green on 22nd July. Julian updated us

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on entries for the show and confirmed we are completely full! Too late now if you wished to enter! Please come down to Torbay, if you wish, for that weekend and take in the show. Lots to see and do in this area! The meeting went on for quite some time with allocations of duties for setting up fences, section/club areas, marshals, judges, photography, wrist bands, gate duties etc. I have several tasks including being a marshal, a judge and to take photographs. It will be a very long day!

There will be a final "Helpers Meeting" on Thursday 19th July. Fingers crossed for good weather again.

and finally...

VACATION AND GOOD LEADS

"Bless me father - for I have sinned. I have been with a loose woman."

The priest asks, "Is that you, little Tommy Shaughnessy?"

"Yes, Father, it is.

"And, who was the woman you were with?"

"Sure and I can't be tellin' you Father. I don't want to ruin her reputation."

"Well, Tommy, I'm sure to find out sooner or later, so you may as well



tell me now. Was it Brenda O'Malley?"

"I cannot say."

"Was it Patricia Kelly?"

"I cannot say."

"Was it Liz Shannon?"

"I'm sorry, but I cannot name her."

"Was it Cathy Morgan?"

"My lips are sealed."

"Was it Fiona McDonald, then?"

"Please, Father, I cannot tell you."

The priest sighs in frustration. "You're a steadfast lad, Tommy Shaughnessy, and I admire that. But you've sinned, and you must atone. You cannot attend church mass for three full months. Be off

with you now!"

Tommy walks back to his pew. His friend Sean slides over to his seat and whispers "well... what'd you get?"

"Three months vacation and five good leads!"





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WHO'S BEEN A SILLY BOY THEN?

Me of course, (Again)!!

Went up to Yorkshire a few weeks ago, dropping off my replica Mini Cooper Rally Car, to be sold on a sale or return basis, then collected my latest addition big cat.

Whilst Home, I think we were hit with a few bad weather spells so I was unable to take her out for a test run. Spoke to Scott and a few of the guys to see what rallies they were attending over the May Day holidays, to try and tag along. Most had already made arrangements to go elsewhere so I was Billy No Mates by the Monday.

Decided to pop up to the Monmouth Show, as there was bound to be a few of the JEC Clan there. Had an early start, couldn't help noticing I was the only Classic out on the M4, or A449, thought they must have been in front of me.

Hadn't been to a Monmouth Show before, so popped into the usual JEC meeting point in the Waitrose Car park, hoping to bump into a few. It was as empty as Andy Webber's pockets when it's his turn to buy the ice-creams! Wow, what's happened to everyone?

After a while I decided to get on to my mobile to ask Mr Google where the rally was being held. Surprise Surprise, the rally was the day before! What a Pratt!!

After going all that way, I decided to make the most of it and pop in to town for a well-earned coffee. So the moral must be, "To check with Mr Google or a reliable person from the JEC" before venturing off to a rally.

Mind you, it was a good test for the XK, she went like a bird, gaining me all the trust in the world for future trips, returning home to my Child Bride Stella whom I was sure would want me to take her out for lunch after such an embarrassing morning.

But as many of my JEC friends know, I managed to coax her to get in the trusty old 150 to attend our meeting at BBC club.

Disaster struck! She cut out just before the Security Barrier as we were leaving for Home, (the XK not Stella, she never cuts out, always something to say!).

Thankfully the guys pushed the car back into the car park, where she stayed until the Friday morning before I could collect it and winch her up in to my trailer.

She still remains in the trailer until this day, May 27th, in total shame, for embarrassing my wife. Thankfully Scott & Derek came to the rescue, chauffeuring Stel & I Home in their comfortable reliable Range Rover, thank you sincerely lads, saved me having to eat more humble pie having to get a taxi home, I owe you!! (Again, remember the Severn Bridge Breakdown in my Mk2?!)





Article by Scott Morgan

BERKELEY CASTLE CLASSIC CAR SHOW

The morning of 28th May, bank holiday Monday started off overcast and slightly grey but the main thing was, it was dry!

My father and myself met John Griffiths on the A470 at around 8.30 and made our way up to Berkeley. We had a lovely run through the Gloucester country side in the MK9 in convoy with John's Freelander as John didn't enter a car this year (personally I still think he thought we needed a support vehicle!) and arrived at around 10.00am. On entering the grounds of this fantastic castle it was evident that there was an excellent turnout of cars as usual. Soon as we got out of the MK9 we met Bob and Pat Lush, who at the time, were sitting down enjoying a cup of tea at the back of their E-type a few rows in front of where we parked.

The first car that really caught my attention was a 1969

Dodge Charger R/T. After a quick chat to the proud owner of this vehicle we soon learnt that this was a genuine R/T model sporting the famous 440ci engine (7.2 litre V8!) The Dodge charger has always seem to have had a cult following, presumably from fame found by many films and tv series such as Dukes of Hazard, Bullitt and more recently the Fast and Furious franchise. Still fantastic to see such a rare and genuine R/T

car here in the U.K. There really was a good turn out of American cars and pick-ups including some stunning Cadillacs, Buicks, Chevrolets and many more, all stunning with vast quantities of gleaming chrome and style!

One of the great attractions at this show is the fantastic collectors and antiques fair. John and my father had a great time searching for some hidden treasures! We soon found Bob and Pat doing the same too! It was soon time for lunch but in Paul Cogden's absence, his cooking was greatly missed!

There were some stunning Jaguars spotted around



the show, one being a stunning, recently restored, series 3 v12 E type roadster in red which I'm sure many will recognise from previous shows. Another fantastic example was a very

one) really did prove their capabilities during World War 2 as they were supplied to the army as Tank Transporters, Artillery tractor units and Recovery vehicles. Considering

1959 Daily Mail London to Paris Air race (even though it was called an air race it was actually a race by any means necessary including cars) This car driven by John Webb and co driver



early series 1 3.8 e-type roadster again in red. there was also a stunning maroon XK150 fixed head coupe on show. Red definitely seems to be the colour for Jaguars At Berkeley!

One vehicle that really stood out from the crowd and towered above everything else was a 1943 Military Scammell Pioneer. This really did look somewhat out of place parked in amongst all the classic cars! This 6x4 off road, 8 ton monster would apparently tow weights easily in excess of 19 tons, these massive vehicles (including this

the owners fuel costs of driving this monster to the show, us Jaguar owners have nothing to complain about!

There's always a good show of 1930s and 1940s cars at Berkeley including some old Austin's, Morris's and Standard's which is always nice to see as sadly there does seem to be a decline in this era of vehicles at some shows recently.

Two rare cars at Berkeley you don't see at shows often were two Jensen's 541 R, one of which is a particularly famous car being the winner of the

Alec Harris, famously completed the journey from the marble arch, London to Arc de Triomphe, Paris in a record breaking 2 hours, 27 minutes and 17 seconds! Still an unbroken record to this day.

Before we knew it, it was time to leave and make our way home so we packed our chairs up, safely stowed our new found bargains in the MK9 boot, said our goodbyes and then made our way back home through the lovely Gloucester country side.



Article by Scott Morgan

SCOLTON MANOR CLASSIC CAR SHOW

Sunday 3rd June was a glorious day with perfect sunshine all day. Perfect show weather!

I started off in the XK8 and met John Griffiths in his mini and Leigh Woolford in his XKR on the A470 at around 8.10AM (Should have been 8.00 but I was late again!) We then started off and made our way to Scolton Manor in Haverfordwest. A fair drive but always worth the journey to this show. Mostly motorway driving but the closer you get to Scolton it really does open up into a lovely country drive. On arriving there was a slight queue into the show through the small village of Bethlehem (when I see that sign post I really did think we had driven too far!). Just in front of us in the queue was a group of, what must of been, a dozen minis, John was in his element! As we made our way into the field we realised there really was quite a collection of cars

again this year in this beautiful setting of Scolton Manor grounds.

On parking the cars and preparing for a wander we realised just how hot it was going to be and quickly got the sun cream out! There's always a great selection of classic cars and modern classics at Scolton. One car that caught my attention was a 1972 Rover P6 with a very distinct registration spelling BOF, I instantly recognised this as a car my great uncle owned in the 70s (obviously too young to remember that far back but always remember my father pointing the car out to me as a child in various car shows) On speaking to the owner it was indeed the same car that he had recently bought and was very pleased that I would be able to fill in some of the blanks of its history and may even be able to find some old photographs. It was great to see a

classic car that we had thought had long since disappeared and been lost but has had new life breathed into it once again and to reappear many years later!

There were a few jaguars spotted around the show, not many, but the ones that were on show were in superb condition especially a silver 1964 S-type which was a credit to its owner! I've always been a fan of this, what seems to be an under rated model, compared to the MK2. Another lovely example was a superb Daimler V8 250. A car with its very distinct v8 burble!

There was also a fantastic red Volvo P1800. Another car I have always admired. Despite being the wrong colour I couldn't help over hear some passer by making the "it's the Saint's car" comment (which I too am guilty of sometimes!) It always makes me wonder how many car's success was aided by use on the big screen! A fantastic car but I'm sure Roger Moore and his halo helped the sales at Volvo no end!

One car I couldn't avoid stopping to photograph was a red MGB GT. But what really

caught my eye was the near concours condition under the bonnet! It really was in spectacular condition with incredible attention to detail including all the Lucas decals! They really did have everything at Scolton this year ranging from a Pink Cadillac to a DeLorean (and yes it really did come complete with flux capacitor!) The Pink Cadillac mentioned really was a fantastic sight with

cars we made our way down to the what must be an Antique and collectors fair (or junk stalls as some people might say!) but as they say, one man's rubbish is another man's treasure! So we had a look for some bargains. One thing they always seem to have no shortage of at this show are Militaria stalls. Very interesting, but sales of knives and other historic weapons to the public is

We then had some lunch. Paul's cooking was once again missed! But thankfully John had kindly brought some Cornish pasties along for us. Thank you John!

Another car that caught my attention was a S3 Lotus Esprit Turbo anniversary model. It was immaculate! One I'm sure Howard Cox would have liked to have seen! There were also a collection of commercials including Bedford's



everything pink and white even down to the engine bay! complete with a figurine of Betty Boop. One very rare sight was a recently restored 1968 Bristol 410 V8. This car really was superb and presumably must go as well as it looks considering its 5.2 litre V8 hiding under the bonnet!

After a look around the

somewhat a grey area in this day and age I would have thought.

After an ice cream to try and cool down we made our way back to the cars for a sit down. I really didn't realise we would need our umbrellas but am I glad I took mine! Not for rain but shelter from the intense sun! It really was hot. Not that I was complaining!

and Morris's. There were even a few Land rovers on show.

Before we knew it the show was nearly over. The time really did fly by! So shortly after we made our way back home still in glorious sunshine, the weather really couldn't have been better, and along with a great show it really was a great day out!



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THE 2018 JAGUAR SUMMER FESTIVAL AT WROXALL ABBEY



Held at Wroxall Abbey, Warwickshire over three glorious days, Friday the 29th of June, Saturday the 30th and the main show on the Sunday the 1st of July, this was the "Big Event" for 2018 and it did not disappoint!

Continued >



It was a cause for a double celebration as we, well, “celebrated” the 70th anniversary of the XK and the 50th anniversary of the XJ.

Headlining the weekend were the Strictly Come Dancing stars Anton Du Beke and Erin Boag to show off their dancing skills and even offer lessons.

Caroline Hawley an antique expert from BBC’s ‘Bargain Hunt’ and ‘Flog It’ TV shows was giving a talk and valuations on Sunday, while Andrew Swift an expert on Jaguar Brochures and advertising material entertained many with his knowledge on this subject.

Not to be upstaged the excellent ‘Paws for Thought’ Dog

Display Team were up to their usual tricks in the main arena.

With a whole host of TV stars and activities taking place, Dave Marks took centre stage in the ‘Courtyard’ on the Sunday afternoon to hold an (as usual) excellent technical workshop, this time on XJ’s. David’s knowledge on these cars is incredible, while he is very engaging and a superb presenter.

We were also honoured to have a fly past by a Hurricane from the Battle of Britain flight. Pirelli brought its renowned F1 Simulator for members to try. We also had our usual Concours and Pride and Joy awards.

As you can see there was lots going on during the weekend!

The weekend started for me when I drove up early on Friday morning, following Andy in his newly purchased Daimler V12 saloon. I think he wanted me to follow him in case it broke down or was it to find petrol stations as he said he could see the petrol gauge going down very quickly when he put his foot down! Jan and I had booked to stay the three days but unfortunately Jan has not been too well and I ended up going by myself.

We joined Graham, James, Tom, Ray, Rob and Letitia who had started setting up the field. The first thing to mark out was the arena and then the regional stands. Then the Jaguar Classic area and by early





afternoon Jaguar Heritage and Pirelli were marked out. Graham and I then set about laying out the car parking areas. This was difficult because we were hoping to use the adjacent field, but it was too rough so we had to make do with what we had. In the meantime, Rob and Letitia had been setting out the timelines for the XK's and XJ's. Boy it was hot in that field! James set up part of the Traders area and then we decided to leave the rest to the morning and retreated back to our hotels to get ready for the evening reception.

Friday evening we assembled on the patio of Wroxall for the Champagne Reception in the early evening sunshine.

There was a "meet & greet" with Anton & Erin. I am sorry but this did not do anything for me but some of the

“ he could see the petrol gauge going down very quickly ... ”

ladies enjoyed it. Then after a few more glasses of champagne and some canapés it was time to walk over to the marquee where the BBQ was being held. Many people had gone directly to the

marquee and it was quite full. Some tables had been kept for us and after a trip to the bar we were soon enjoying the food. Later on we moved over to the bar in the hotel for night cap before retiring to bed.

Saturday was another beautiful day and we were on the field straight after breakfast to carry on setting up. Dave Fisher and I had arranged to travel over to the Jaguar Classic Works at Ryton as they were having an open day for all members who were at the event. Tony O'Keeffe met us at the entrance and showed us in. It is a fantastic place, a 14,000 sq ft state of the art facility. We really enjoyed our

Continued >



couple of hours there. (There is a separate article in the magazine).

We drove back to the hotel parked up just as some of the cars that had gone on the arranged tours were arriving back. We passed the marque where Anton & Erin were giving dancing lessons. Needless to say we did not stop. It was then back in the field to finish the setting up.

The Gala Dinner was held

entertainment was Anton & Erin performing their dancing. Lots of people came to the front to watch them dance. They performed one dance and then Antony spent the next ten minutes talking, one more dance another 10 minutes talking, a last dance and that was it. Not very good value for money in my opinion.

Sunday was the big day! I was on the field to move my car

It quickly became apparent that as we thought there just wasn't quite enough space, so some Jaguars were parked alongside the lake, Abbey drive and ornamental gardens alongside the hotel. In all there were over 850 cars parked in the various areas. Quite an achievement!

As the day progressed different attractions and events took place, David Marks ran his superb



on Saturday evening in the marquee. Most of our regional members were lucky enough to be seated together on our own table. Dave & Ruth, Peter & Sian, David & Kay, plus Andy and myself all enjoyed a few drinks over a pleasant meal and most importantly in great company.

Starting off the evenings

at 6.20am and showing traders were to set up at 6.30am.

I had not reserved a regional stand but set up a spot in a corner alongside the regional stands just for our members which quickly filled up.

Mike had driven up early and was helped by Graham at the entrance, greeting members.

and very well attended Technical Workshop from the Courtyard. The Dog Display was active in the main arena and the Pirelli F1 simulator was busy all day.

The excellent collection of XK and XJ timeline cars Rob and Letitia has organised paraded through the arena followed by the race cars and a great sight

and sound it was. The auto jumble was busy all day as were the catering outlets on the field, along with the hotel bars and restaurant that were overwhelmed with demand from hungry and thirst Jaguar owners. In fact I believe we drank the bars dry of certain beverages throughout the weekend!

Taking advantage of the break in activities Mike and I

off well, with the XJ50 Police Car and Fire Tender quite possibly stealing the show with the sheer amount of noise from their whaling sirens - not forgetting the copious amount of flashing red and blue lights!

Then within a few hours it was all over. Mike and I walked down to the entrance and waved all the cars out from the exit as they left. Nearly all had big smiles

about 7.00pm. Mike and I then went back to the hotel got the cars and arrived home after 9.30.

Most people arrive on the Sunday after 9.00am, leaving by 4.00pm and think that everything on the field has appeared and then disappeared by magic. I can assure you that months of planning go into arranging these events and lots of hard work by the Events Committee.



managed to meet up with Scott, John and Leigh who had driven up for the day, for a cold drink on the veranda of the hotel at lunch-time, followed by a quick sandwich. Then it was back to the grind and all hands to the deck to Marshall the parade route ensuring no spectators got run over, or drivers too enthusiastic. It all went

and waves for us, with many stopping to say what a great time they had! As Mike said, he welcomed nearly every one of them in and then all out!

With nearly all the cars gone and an empty field, it was then time to pack up! Everything had to be taken down and packed into the JEC Van. We finished at

If you would like to lend a hand, even just for a few hours during these events please do let me know - we are always looking for victims... sorry I mean volunteers! Your help would be most appreciated by all at the club.

A good show, great weather, a huge turnout and I think most people enjoyed it.



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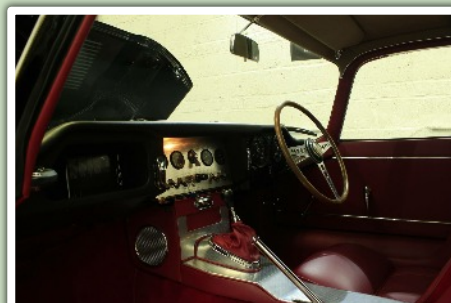
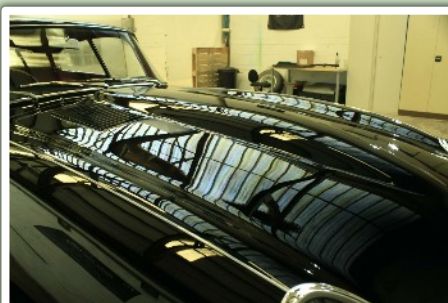
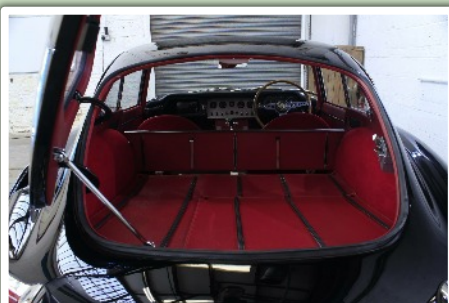
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Why a lovely story always adds value to a car...

Selling a car, of any marque or value is always a big responsibility for a classic car specialist at auction; the car could be a cherished member of the family or play a big part in the vendor's pension pot.

I have sold cars for clients to pay for weddings and nursing home fees. Each car is special, particularly to the vendor and when I'm contacted by someone who wants to sell a car, I always emphasise the need for a story. It makes my job a lot easier when picking up the phone to contact buyers pre-auction and it makes my job a lot easier, especially when the vendor is a private individual who has cherished the car and not a dealer out to make a profit.

So please allow me to share a memory of a particularly special E-Type I sold in 2016.

**1962 Jaguar E-Type
3.8 Roadster - 983 DNX**

I was telephoned during our Porsche Sale and on the way home to Wales I popped into to see the vendor on a Sunday morning. I was greeted by the vendor, a gentleman in his late

sixties who was surprised to see me on his doorstep in the suburbs of Solihull on a Sunday morning. After a coffee I was introduced to the car, delightful early 3.8 Roadster in Pearl Grey, a period but also contemporary colour, one of my favourites for an E-Type. According to the Jaguar Heritage Certificate, the delightful 3.8 Roadster was dispatched to its first owner, a Miss L. Williams of Shipston-on-Stour on the 24th June 1962, resplendent in Pearl Grey paint with a complementing Light Blue leather interior. Chassis number 850552 was to be just one of 943 OTS (open two-seater) cars produced in right-hand drive, and according to online sources, only some ten 1962 cars are currently licensed, with two on SORN at that time in 2016.

983 DNX was purchased by the vendor, at the tender age of 21, for £375 on the 22nd of

April 1973. He must have been a hard worker because this sum was saved entirely from his wages working as a car valet at a Birmingham Vauxhall dealership. The car was in a sorry state and after taking some initial advice from the mechanics at the dealership where he worked, our vendor went on, over a period of seventeen years, to gently restore the car, using professionals where needed. This labour of love was completed in 1990



Arwel Richards
Classic Car Specialist
at Silverstone Auctions

and the sparkling E-Type was then proudly driven to Donnington to take part in the E-Type 30th Anniversary Concours d'Elegance. His many years of painstaking effort were rewarded with a "Highly Commended" certificate signed by no less than Jaguar legend Frank "Lofty" England.

The vendor was a carpenter and 983 DNX was his daily driver (with his tools stowed in the boot), however, the Moss gearbox and Birmingham traffic were not good bedfellows, so the decision was made to change it. The original box



(EB5345JSO) was carefully removed and replaced with a post-1965 equivalent which had synchromesh on all four gears. The original gearbox, clearly stamped with the number, is included in the sale and, we can therefore state, with the inclusion of the original unit, that 983 DNX is a fully matching numbers car in component state, should the buyer wish to re-instate the old Moss box.

In 2013, the car was loaned to Jaguar to be driven by model and brand ambassador David Gandy in a promotional video for the launch of the Jaguar F-Type. A well-framed photo montage of the video, given as a gift by our vendor's daughter, is included in the sale. There are also lots of photos of the 17-year restoration which was completed in 1990. Lightly used, the car had only covered 13,000 miles since then.



The car was being sold at our headline sale in the November Classic Car Show at the NEC Birmingham. During the previous day of viewing I was beginning to see how many people appreciated the story, the condition and early status of the car. My vendor had no issues with me telling people the story, particularly the time when he got divorced a decade or so earlier and lost the house but kept the car! Representatives of Jaguar were bringing people over to see the car, we had booked a few private viewing, before and after the show had closed. One of whom was a UK-based Hollywood actor.

When the vendor turned up on the day of the sale I had a smile for him. I told him he wasn't taking the car home. We had received a commission bid from one interested party, the reserve was £90,000 and the commission exceeded that. So I led him, his daughter and her husband to their reserved seats and told them to enjoy the show. I had the Hollywood actor on the phone who took the bidding, together with other phone, online and

in-room under bidders to £110,000. He wouldn't bid any higher and we finished the call. I went down to sit with the vendor and his family. His daughter was upset at seeing the car going, she'd known the car her entire life, and they used it as their wedding car. But she was pleased her father was getting a good price.

The vendor was very happy at that current hammer price, but the bidding didn't stop, merely stalled between one chap on the phone and one in the room. The auctioneer was taking his time, he's a master at extracting every last bid. My vendor's look of incredulity as the bidding went up in £5,000 increments when it hammered at £149,000 to a tremendous applause, he turned to me with tears in eyes and said, "You've just paid my mortgage off". I would be lying if I hadn't been caught up in the emotion of it all.

The buyer, a gentleman with a very good collection has since stated that he will never sell the car.

If you have any car you wish to discuss please do not hesitate to contact me.

Arwel Richards is a Classic Car Specialist at Silverstone Auctions and can be contacted directly on 07434 960868 or 01926 691141



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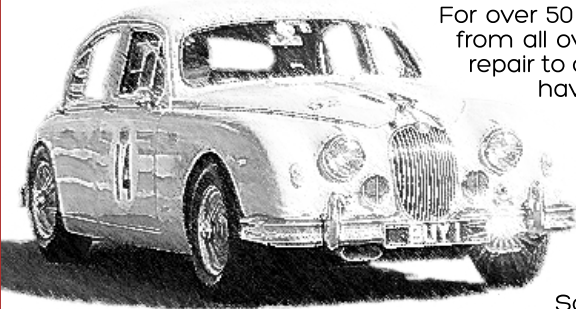
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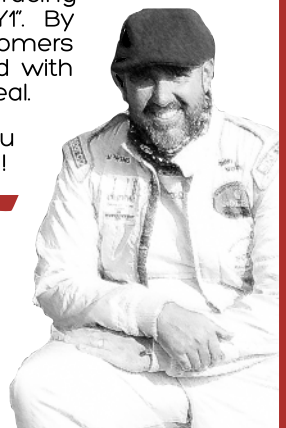
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JAGUAR LAND ROVER CLASSIC WORKS VISIT

On the Saturday of the Jaguar Summer Festival at Wroxall Abbey all members attending the show were invited to an open day at the Jaguar Land Rover Classic Works at Ryton.

Dave Fisher and myself decided to go along. As we left Wroxall a beautiful series 1 E-Type pulled out in front of us. After following it for about 10 miles it seemed obvious that it was also going to the JLR Works, but when we a few miles away it went a different way. We then took the wrong road and ended up coming in to the back of the Works. The E-Type then pulled in, they had also gone the wrong way.

Tony O'Keeffe met us at the entrance and showed us in. What a magnificent place. The 14,000 sq metre state of the art facility has consolidated all the Classic operations under one roof. Comprising of 54 individual strip down areas and workshop bays, a dedicated engine shop and space

for 480 vehicles. We signed in and it was explained that we could take as many pictures as we liked in the foyer but none in the workshops.

The car park outside would have made a good car show with all different models of classic Jaguars parked side by side. In front of the entrance was a new I Pace, the all electric Jaguar. In the foyer there was the unique Michelotti -bodied XK140 which was recently sold at auction for £313,720 even though it needs a full restoration. There were two XJ220's one in silver and one in black, a XJS coupe, one of the new XKSS, a XK8, a Series 1 E Type, a Series 3 E Type, an XK120, a XJ Coupe, and lots of Land Rovers.

We then moved to the workshops and had to have our phones sealed in a special bag so no pictures could be taken. I headed straight over to the special ramps that had been installed to

lift the XJ220's and spent a long time talking to the technician who has been working on the cars since 1992. It is an amazing place with special cars everywhere you looked. Many of the technicians were at their stations and you could discuss the various cars with them.

We then walked through to the storage area. It is extremely hard to describe the number of cars stored on double decked ramps. Hundreds of them! A lot of the cars are from the James Hull collection that Jaguar Land Rover bought a while ago. There is every different model of Jaguar and Land Rover that you can think of in there, many replicated. Unfortunately, because some of the isles are blocked off we could not see all the cars that were stored there.

We then went to the works canteen for a bacon or sausage bap, cup of coffee and a chat.

It was then time to return to Wroxall as I had to get back to setting up the show field for Sunday.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

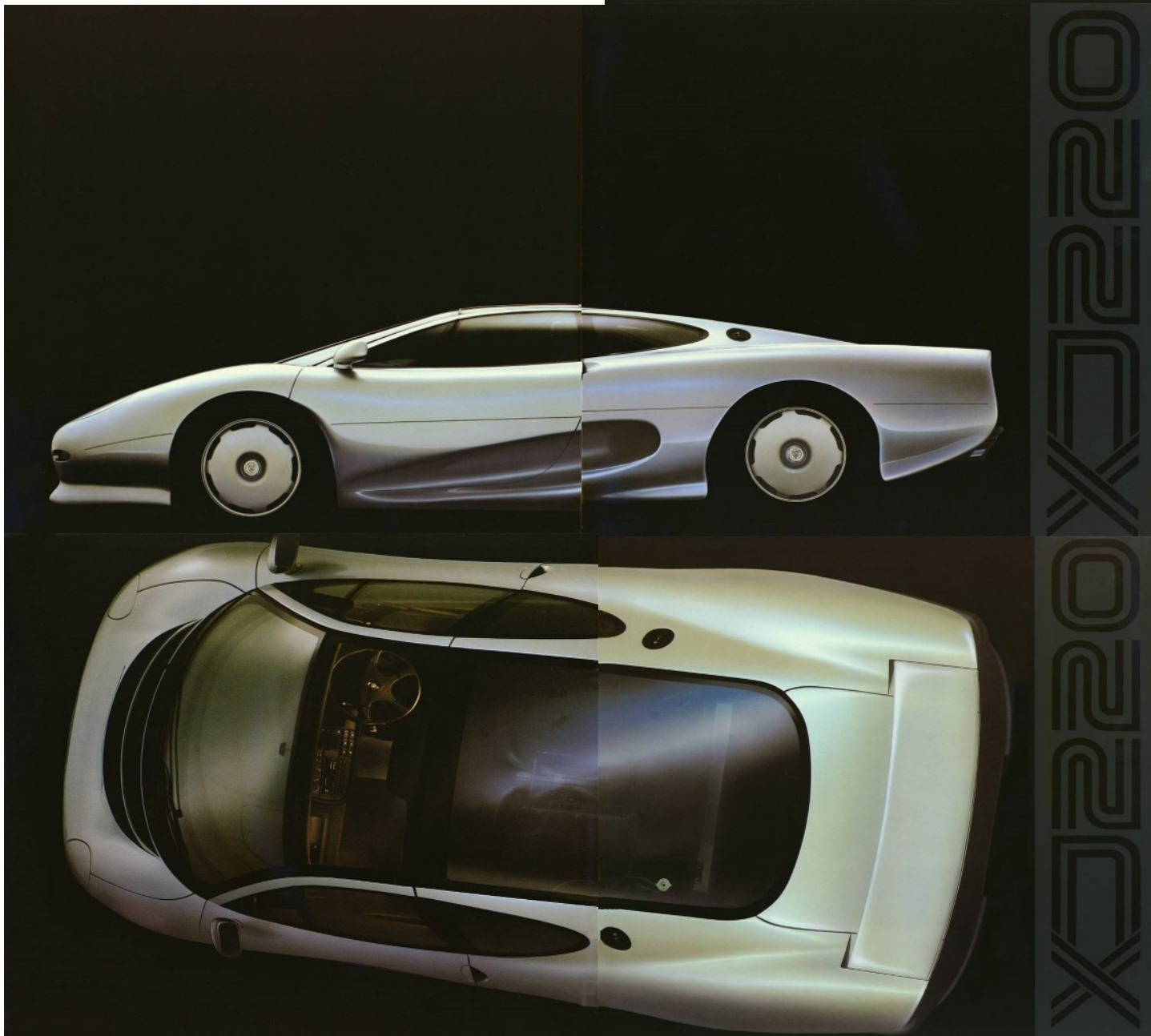
No. 39
1992 | XJ220

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XJ220 maintains Jaguar's heritage by echoing the styling traditions and philosophy of the earlier Sir William Lyons and Malcolm Sayer designs, yet has the contemporary lines now expected from the world's finest styling studios.

The race developed Jaguar 3.5 litre twin turbocharged V6 engine developing 500bhp (373kw) offers true 200+ mph capability – unquestionably the fastest road going Jaguar ever produced – while the fully trimmed, hand crafted interior provides all necessary equipment for practical road use in true Jaguar style.

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XJ220 Specification

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ENGINE

Race developed Jaguar 3.5 litre twin turbo V6
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Fuel board carried close to front left centre of gravity — optimises handling balance with reducing fuel load

DRIVELINE

Rear wheel drive with transverse incorporating 5 speed synchromesh gearbox, spiral bevel final drive and limited slip viscous coupling differential, 9mm plate 90° 'dog drive 4x4 racing clutch

RATIOS

1st 1.00:1
2nd 1.95:1
3rd 1.46:1
4th 1.15:1
5th 0.91:1

AXLE RATIO

2.26:1

BRAKING SYSTEM

Power assisted ventilated outboard discs with radial mounted four pot aluminium alloy calipers front and rear
Discs: Front 330mm (standard) x 32mm
Rear 305mm (standard) x 32mm

STEERING

Power rack and pinion

SUSPENSION

Double wishbone double control arm length adjustable, CVC machined from aerospace wrought aluminium alloy
Rear coil over independent coil spring dampers
Rear low control links and front and rear anti-roll bars

WHEELS

24" x 17" (diameter) front, 18" x 18" (diameter) rear
Centre lock aluminium

TYRES

245/40 x 17" front 345/55 x 18" rear 28" rated radial ply ultra low profile

AERODYNAMICS

Drag Cd 0.32
Downforce G2 0.25

DIMENSIONS (mm/inch)

Overall length 4860 (191)
Overall width 2000 (79)
Height 1170 (46)
Wheelbase 2660 (105)
Weight 1370kg

PERFORMANCE

Top speed Over 200 mph
0-60mph 6.0 secs
0-100mph 8.0 secs

STANDARD EQUIPMENT

EXTERIOR FEATURES

Unlimited windows
Green tinted front glass all round
Electrically operated and heated door mirrors
Concealed headlamps with height covers
Central door locking
Two speed intermittent rain windscreen wipers and washers

INTERIOR FEATURES

Fully adjustable competition style SPA seats with head restraints
Plastic race style steering wheel with leather, anatomic grip
Leather trimmed seats, fascia, instrument binnacle and glove box, door cappings and pockets, centre tunnel saddle, and storage compartment
Rear window conditioning system with 3 speed fan and face level vents
Rear console with interior and map reading lights

INSTRUMENTATION

Primary
Tachometer
Speedometer
Integral odometer with trip
Oil pressure gauge
Oil temperature gauge
Water temperature gauge
Voltsmeter
Secondary
Clock
Fuel level
Fuel pressure
Tacho boost

SWITCH GEAR

Headlights — steering column mounted finger tip operation
Parking lights — steering column mounted finger tip operation
Wipers/washers — steering column mounted finger tip operation
Indicators — steering column mounted finger tip operation
Headlamp flash — steering column mounted finger tip operation
Ignition key/lock inhibit
Rollover warning
Interior and map lights
Heater/air conditioning
Electric windows

For further information:

In the United Kingdom please contact any official Jaguar dealer.

Outside the United Kingdom please contact the official Jaguar importer in the country concerned.

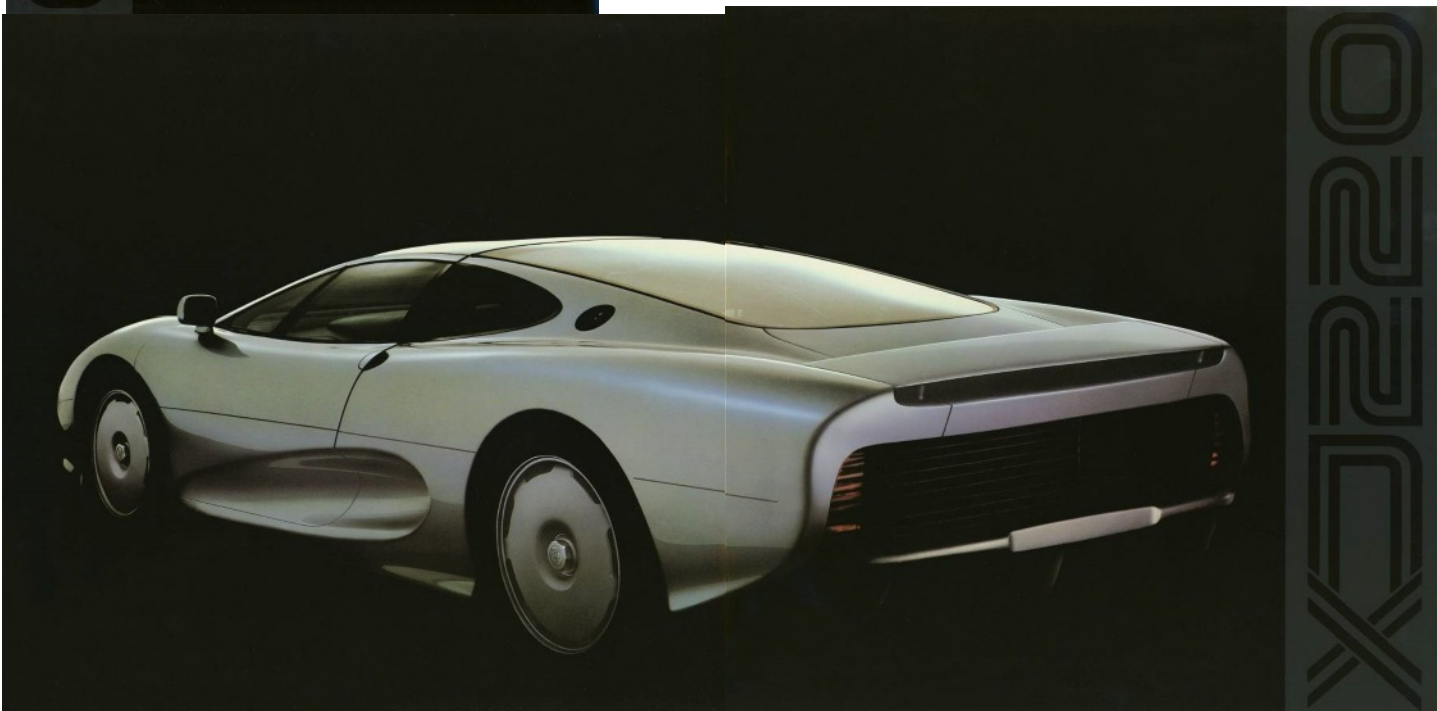
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A Man in a Hotel Lobby

Three blondes were all applying for the last available position on the Northern Territory Highway Patrol. The sergeant conducting the interview looked at the three of them and said, "So you want to be cops, huh?"

The blondes all nodded.

The detective got up, opened a file drawer, and pulled out a folder. Sitting back down, he opened it, pulled out a picture, and said, "To be a NTHP officer, you have to be highly observant. You must be able to notice things such as distinguishing features and oddities like scars and so forth." So he stuck the photo in the face of the first blonde and withdrew it after about two seconds. "Now," he said, "did you notice any distinguishing features about this man?"

The blonde immediately said, "Yes, I did. He has only one eye!"

The detective shook his head and said, "Of course he has only one eye in this picture! It's a side profile of his face! You're dismissed!"

The first blonde hung her head and walked out of the office.

The detective then turned to the second blonde, stuck the photo in her face for two seconds, pulled it back, and said, "What about you? Notice anything unusual or outstanding about this man?"

"Yes I do! He only has one ear!"

The detective put his head in his hands and exclaimed, "Didn't you hear what I just told the last applicant? This is side picture profile of the man's face! Of course you can only see one ear! You're excused too!"

The second blonde sheepishly walked out of the office.

The detective turned his attention to the third and last blonde and said, "This is probably a waste of time, but....."

humour

Members jokes & anecdotes

He flashed the photo for a couple of seconds and withdrew it, saying, "All right, did you notice anything distinguishing or unusual features about this man?"

The blonde said, "I sure did... This man wears contact lenses."

The detective frowned, took another look at the picture, and began looking at some of the papers in the folder. He looked up at the blonde with a puzzled expression and said, "You're absolutely right! His bio says he wears contacts! How in the world could you tell that by looking at his picture?"

The blonde rolled her eyes and said, "Well, Hel-loooooooo! With only one eye and one ear, he certainly can't wear glasses."

Glasgow Wedding

Two Glasgow boys, Archie and Jock, are sitting in the pub discussing Jock's forthcoming wedding.

'Aye, it's all going like clockwork,' says Jock. 'I've got everything organised already: the flowers, church, cars, reception, rings, the minister, even ma stag night...'

Archie nods approvingly. 'Hell, I've even bought a kilt to be married in!' continues Jock.

'A kilt?' exclaims Archie, 'Great, you'll sure look pure smart in that! And what's the tartin?'

'Not really sure,' says Jock, but I imagine she'll be in white.'

Golfing With Dentures

A couple of old guys were golfing when one mentioned that he was

going to go to Dr. T for a new set of dentures the next morning.

His elderly buddy remarked that he, too, had gone to the very same dentist two years before.

"Is that so?" asked the first old guy. "Did he do a good job?"

The second oldster replied, "Well, I was on the golf course yesterday when a guy on the next fairway hooked a shot. The ball must have been going at least 180 mph when it slammed me right in my nuts."

The first old guy was confused and asked, "What the hell does that have to do with your dentures?"

"It was the first time in two years my teeth didn't hurt."

Italian Fidelity Test

My wonderful girlfriend and I had been dating for over a year. So we decided to get married. There was only one little thing bothering me. It was her beautiful younger sister, Sofia. My prospective sister-in-law was twenty-two, wore very tight mini skirts, and generally her 34C was bra-less. She would regularly bend down when she was near me. I always got more than a nice view. It had to be deliberate. She never did it around anyone else. One day she called me and asked me to come over to check my wedding- invitations'.

She was alone when I arrived. She whispered to me that she had feelings and desires for me. She couldn't overcome them anymore. She told me that she wanted me just once before I got married. She said "Before you

commit your life to my sister"

Well, I was in total shock, and I couldn't say a word.

She said, "I'm going upstairs to my bedroom. I will wait for you. If you want one last wild fly. Just come up and have me".

I was stunned and frozen in shock as I watched her go up the stairs. I stood there for a moment. Then turned and made a bee-line straight to the front door. I opened the door and headed straight towards my car. Lo and behold, my fiancé's entire family was standing outside, all clapping and cheering!

With tears in his eyes, my future father-in-law hugged me. He said, "Frankie, we are very happy that you have passed our little test. We couldn't ask for a better man for our daughter. Welcome to the family, my son."

And the moral of this story is: Always keep your condoms in your car!

Hand Me The Shovel

Two Aussies were out hunting in the Outback & came across a huge hole in the ground. They approached it and were amazed at its size and depth.

The first said, "Wow, that's some hole. I can't even see the bottom. I wonder how deep it is."

The second said, "There's an old gearbox over there. Let's throw it in and see how long it takes to hit bottom."

Despite it being very heavy, they picked up the gearbox, carried it over to the hole, counted one-two-three, and heaved it in.

As they were standing there looking over the edge of the hole, a goat came crashing through the underbrush, ran up to the hole and without hesitation, jumped in head first.

They were so mystified by this that they stood staring at each other in amazement and peered into the hole, trying to figure out what that was all about.

Just then an old farmer sauntered up. "Say, you fellers didn't happen to see my goat?"

The first hunter said, "Funny you should ask. We were just standing here a minute ago, and a goat came running out of the bushes doing about a hundred miles an hour and jumped head first into this here hole!"

The old farmer said, "Naw, that's impossible! I had him chained to an old gearbox."

Old Uncle Seamus

Mick and Paddy had promised their Uncle Seamus, who had been a seafaring gent all his life, to bury him at sea when he died. Of course, in due time, he did pass away and the boys kept their promise.

They set off with Uncle Seamus all stitched up in a burial bag and loaded onto their row boat. After a while Mick says, 'Do yer tink dis is fer enuff out, Paddy?'

Without a word Paddy slips over the side only to find himself standing in water up to his knees.

'Dis'll never do, Mick. Let's row some more.'

After a bit more rowing Paddy slips over the side again but the water is only up to his belly, so they row on.

Again Mick asks Paddy, 'Do yer tink dis is fer enuff out Paddy?'

Once again Paddy slips over the side and almost immediately says, 'No dis'll neva do.' The water was only up to his chest.

So, on they row and row and row and finally Paddy slips over the side and disappears.

Quite a bit of time goes by and poor Mick is really getting himself into a state when suddenly Paddy breaks the surface gasping for breath.

'Well is it deep enuff yet, Paddy?'

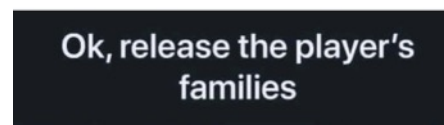
'Aye 'tis, NOW hand me dat shovel.'



"I fixed that 'funny' noise sir. I turned up the volume on the stereo and removed the knob."



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MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
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REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
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CALENDAR

WHAT'S ON IN 2018

JULY

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

SEPTEMBER

1-2 Beaulieu International Autojumble

7-9 Goodwood Revival

9 Bristol Region BBQ

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 scene of classic cars racing on a track at Silverstone. In the foreground, a red Ferrari Formula 1 car and a blue Ford Mustang are prominent. The background shows a large crowd, a Ferris wheel, and hot air balloons under a blue sky. The text 'SilverstoneClassic' is written in a stylized font with a red and blue swoosh above it. Below it, the dates '20/21/22 JULY 2018' are displayed. To the right, the text 'Be part of the world's biggest classic motor racing festival' is written in a mix of blue and red, with the website 'www.silverstoneclassic.com' below it. At the bottom, a red banner contains the text 'FOR JEC PARKING BOOKING USE OUR JEC CODE: 18008CCD'.

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

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 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
Wednesday 19th December 2018	Wednesday 19th June 2019
Wednesday 16th January 2019	Wednesday 19th July 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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