

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

Issue 287 | August 2018



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

You'll forgive me if I indulge myself in a little self-pity this month.

Some 27 years ago I remember going to the Triple C factory in Corby to specify the build of my Challenger E type. At the time you could get a totally rebuilt Vicarage E Type for £100,000 which I certainly wasn't going to pay (equivalent to £225,000 today - and we thought today's prices were excessive!) when, by chance, I saw an article about the Challenger. In fact specifying the car didn't take too long as the standard car came well specified with a zinc coated space frame chassis (to the same BS standard as North Sea oil rigs). A very high quality glass fibre body and paint job (no rust - whoohoo!) stainless steel exhaust, Getrag 5 speed gearbox, Mohair hood and so on. I remember choosing the colour of the body (red) and the leather seats (cream) and that was about it.

Over the years I have enjoyed lots of foreign tours including track days at places like Spa, Le Mans, Hockenheim, Magny Cours and so on and, with a 450 lb weight saving and more sophisticated front suspension, it could show a clean set of heels to an E Type. And since then it has made a good show car. So why the self-pity? Well, I decided now is the time to sell with joints beginning to creek



(mine) I would rather sell now while I can still drive it than in a few years when I can't. Anyway, look on the bright side, I still have the XK, which might be a bit of an old man's car compared to the Challenger, but is still great top-down motoring and gives me an entrée into most car shows, so I won't be missing much.

Colin Masterson

Colin Masterson

Publication Information

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
Andy Webber CICPO

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 **September 3rd 2018**.

ADVERTISING

Colin Manconi
email: advertising@jecsouthwales.co.uk
Telephone: 07977 474637

SUBSCRIPTIONS

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

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

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

Web: www.trendy-designs.co.uk
email: hello@trendy-designs.co.uk
Tel: 0845 366 58 48

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

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

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



20



16



24



27

IN THIS EDITION



REGULARS

- 2** MASTERSON'S WORDS
- 4** REGIONAL NEWS
- 8** THE TORBAY FLYER
- 32** THE HISTORY OF JAGUAR
- 34** HUMOUR & ANECDOTES
- 37** EVENTS CALENDAR
- 39** MONTHLY MEETING INFO

FEATURES

- 16** SHERBORNE - CLASSICS AT THE CASTLE
- 20** ROCKING & ROLLING @ SILVERSTONE CLASSIC
- 24** SOUTH GLOUCESTERSHIRE COUNTRY SHOW
- 27** IS THE BEST JAGUAR E-TYPE SERIES 3 EVER?
- 28** ARWEL RICHARDS ON E-TYPE AUCTIONS
- 31** JAGUAR XJ @ 50: DRIVING THE ORIGINAL & CURRENT



REGIONAL NEWS

By Colin Manconi

Worrying times at JLR

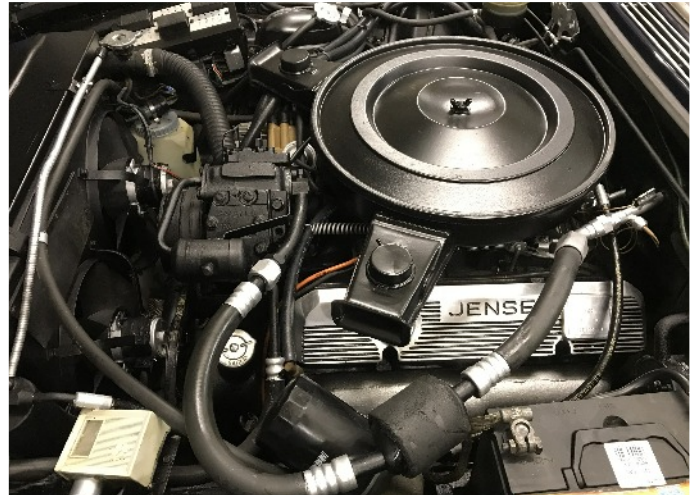
Jaguar Land Rover has reported a drop in profits after slower sales growth and rising business investment. Annual pre-tax profits fell to £1.5bn from £1.6bn the year before and fourth quarter profits almost halved from £676m to £364m. Annual sales grew 1.7%, helped by strong demand in China. But it blamed a sharp fall in UK sales on "consumer uncertainty surrounding diesel models, Brexit and vehicle taxation". UK sales dropped 12.8% to 108,759 cars, while European sales also fell. However, overall car sales in the year to 31 March increased 1.7% to 614,309 cars compared with the previous year. That is a sharp slowdown in growth from 2016/17 when overall sales grew 15.8%. China was a bright spot last year. Sales there jumped 19.9%, while North American and sales grew 4.7%. Jaguar Land Rover chief executive Ralf Speth said: "Strong demand in our key overseas markets has offset the challenging conditions in the UK and other parts of Europe." He said that heavy investment in "new vehicles, manufacturing facilities and next-generation automotive technologies" will continue. In April, the firm said it would shed 1,000 contract staff at two UK factories after uncertainty over Brexit and changes to taxes on diesel cars. Jaguar Land Rover, which is the UK's biggest carmaker, is owned by India's Tata Motors.

The Indian car giant said its fourth quarter net profit had halved to 21.25 billion rupees (£233.25m, \$310.74m), from 42.96 billion rupees a year earlier, missing analyst expectations. "In the near-term, the challenges of market, technology and geo-political uncertainties are likely to persist," Tata Motors Chairman Natarajan Chandrasekaran said in a statement.

I hope that this is just a "blip" and not a downward trend. In recent years JLR have invested a considerable amount of money in the classic car market. With their new Classic Works at Ryton and another in Germany a huge amount of money has been spent with not much return at the moment. Will this investment continue or will it be one of the first things to be cut back. I think it is great that at last the heritage of Jaguar Land Rover is being recognized. Long may it continue.

Jensen News

I have been working hard on the Jensen Interceptor to at last finish it for sale. The engine bay is a problem, unlike Jaguars which mainly have nice painted engine bays the Interceptor is all black



under seal from new. I have replaced all the hoses and all the clips, redone the under seal, removed the V8 rocker covers and polished them, replaced the decals with new but still it does not look as good as a Jaguar! I have the bumpers to replace and a new exhaust pipe and then to detail the underside of the car. I had already stripped the 35 pieces of leather interior including the seats and headlining, there is no vinyl at all in the car, and re-coloured it and sealed it with the largest kit that the Furniture Clinic supplies. In fact it wasn't big enough and they had to supply extra. I cut new carpets to size and Steve from B.A.S of Cwmbran had them trimmed in leather for me. Almost finished but it is holding up work on the Jaguars!

E-Type Conundrum

I had a funny problem going to the South Gloucester Show last weekend in the E Type. As I was driving along the motorway the rev counter started to fluctuate back and fore. Then it cleared and then started again. I suspected that I had a slight misfire but with 12 cylinders it is very hard to be certain. I checked the car over at the show and it seemed ok. On the way back from the show it started again so on Monday morning I decided to find out what the problem was. I have had the car for over 43 years and no one has worked on the car but me so I have a pretty good idea what can go wrong with these cars. The first thing I checked was the fuel pump. It is original and has been on the car for 45 years with no problems. No it was not the pump. It is a twin pump and both were ticking nicely. I stripped the fuel filter, not expecting any muck in it as I had taken the tank out last year and cleaned it and the filter was clean.

Next was the ignition system. The coil can give this sort of problems but changing for a spare did not do any good. It still has the Lucas Opus amplifier system on the car commonly know as the Lucas hopeless amplifier. It had failed on the way home when I bought the car and at the time neither the Jaguar main dealer, Howells Garages, nor the Lucas main agent knew how to check it. A new one was £25.00, more than a week's wages 43 years ago, but I found that when the car stopped, if I hit the amplifier hard while turning the key the car would start again. Picture the scene on St Marys Street in the centre of Cardiff on a Saturday lunch time with the bonnet of the car open and me beating hell out of the amplifier on the centre of the engine with



the handle of an umbrella while turning the key on the ignition switch! It certainly brought some smiles to the faces of the people walking passed. I eventually saved up enough to buy a new one. The problem with the amplifier we found out later is that the heat of the engine shrinks the solder on the circuit board and that is enough to stop the car. To solve the problem I made up a heat sink out of perforated stainless steel sheet bent around the amplifier and covered in an asbestos board. Asbestos was not recognised to be dangerous in those days, but that's another story! I changed the amplifier for a spare one and it seems the problem has been cured but I need to run the car a bit more and let it get really hot to see if everything is alright.

SILVERSTONE CLASSIC

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 10000 classic cars attending and 28 classic races over the weekend



with over 1500 classic cars racing.

I had booked 24 of us in our usual hotel the Premier Inn at Harpole. Last year we had to move to the Travelodge as the price for the premier Inn was too expensive, but the beauty of the Premier Inn is that it has a Beefeater restaurant alongside for breakfast and drinks in the evening before we go to our favourite restaurant the Cromwell Cottage. We met at the Magor Services and travelled up in convoy, stopping at the services just outside Silverstone to fill up with petrol and sandwiches. The food in Silverstone is not great. Some of the boys went later and met us up there.

The weather was great and we had three marvellous days at the circuit helping out on the JEC stand parking members and helping out with the raffle car etc. and watching the racing.

Friday and Saturday nights after getting back from the circuit we went by taxi to the Cromwell Cottage at Kislinbury for our evening meals. They are very good there and always look after us with good service and excellent food.



Continued >

PARTS FOR JAGUAR CARS
HERE ARE SOME OF OUR TOP SELLERS

JAGUAR PARTS QUALITY CODE
Here at David Manners we offer you the choice of Genuine Jaguar Parts, Original Equipment Jaguar Parts and Quality Aftermarket Jaguar Parts.

ORIGINAL EQUIPMENT
* HIGH QUALITY REPLACEMENTS

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



ENJOY EXCLUSIVE CLUB MEMBER DISCOUNTS



PLEASE ENSURE YOU QUOTE YOUR CLUB MEMBERSHIP REFERENCE NUMBER TO RECEIVE YOUR DISCOUNT

XJ SERIES 1,2 & 3	Front Crossmember	Floor Pan RH/LH	RR Lower Qtr Panel	Repair Panel RH	Radius Arm Assy
	12101* £84.00	JS604RP / JS605RP £104.45 each	11870* / 11871* £52.80	JHP1038 £42.00	C41831* £66.00
XJS	Front Crossmember	Floor Pan RH/LH	Radius Arm Assy	Bonnet Gas Strut	Fuel Injection Pump
	CBP313* £70.00	XJS604RP / XJS605RP £102.19 each	C41831* £66.00	BD48027* £12.00	CBC5657* £38.80
X300/XJ40	Undertray	Anti Roll Bar Link	Brake Master Cyl	Water Pump Assy	Boot Lid Gas Strut
	BEC19639* Also XJ8 £54.00	CAC9627* Also XJ40 £10.74	JLM805* £88.80	EBC4437* £87.60	BEC13514*WOODH £14.40
X-TYPE	Lower Control Arm	Upper Lambda Sensor	Radiator Top Hose	Expansion Tank	Lower Lambda Sensor
	C2S50863* £34.80	C2S51801* £55.68	C2S43430# £58.80	C2S46861* £48.00	C2S38497* £46.80
MK2	Piston + Cyl Front	Front Brake Pads	Door Rubber Set	Tie Rod Assy Adjust	Air Filter Element
	8777# Also XK150 £86.94	10821* Also E-Type 3.8 £12.96	DSK0100 £132.00	C22678/1* £34.80	C16484* £16.80
E-TYPE	Front B/Master Cyl	Steering Lock	Radius Arm Assy	Brake Servo	Bonnet Gas Strut
	C19967* / C19968* 3.8 £66.00	C37103# S 2 & 3 £258.00	C37945*MTL Also 420 £103.80	C35564* Also 420 £240.00	BD42224* £19.20
XK 120/140/150	Rear Wheel Cyl	Front Wheel Cyl	Water Pump	Brake Pad Set	Heater Valve
	39377* 120 & 140 £78.00	30635 120 & 140 £55.20	C6746* 120, also MK7 £186.00	8346* 150, also early MK1 £31.50	C16559* 150, Also E-Type £30.00
MODERN S-TYPE	Lower W/bone Bush	On Plug Coil	Wheel Speed Sensor	Rear Shock Bush	Front Lower W/bone
	XR88759BUSHKIT £38.40	C2S42673LUCAS Also XF,XJ8,X350 £24.40	XR822753* Also XK8,XJ8,X350 £35.70	C2D4013* Also X350 £12.00	C2C39683* Also X350, XK8 £78.00
XF	Gearbox Sump Pan	Radiator	Stabilising Link	Alloy Wheel Nut	Water Pump
	C2C38963# Also V8 £67.20	C2C36506# Also X350 £189.60	C2D5993* Also S-Type, X350 £38.40	C2C35294# Also X/S-Type £3.60	AJ88912* Also XK8, XJ8, X308 £34.68
XJ8/XK8	4 Pin On Plug Coil	Fuel Pump	Sec Chain Tensioner	Alloy Thermo Housing	Rear Brake Discs
	LNE1510ABLUCAS £29.40	C2N3866/1* Also X308 £69.00	C2A1511# / C2A1512# Also XF S-Type £43.20	AJ82217KIT £29.40	JLM20342*TRW Also XJS, X300 £22.98

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

XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | SP250 | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE



f t i p
0121 544 4040

E-MAIL: ENQUIRIES@DAVIDMANNERS.CO.UK
OR VISIT OUR OLDBURY TRADE COUNTER - B69 4RJ

WWW.DAVIDMANNERS.CO.UK

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

Saturday morning we took the bus over to the International pits to look at the hundreds of race cars there and also to go to the Silverstone Auction and see what gems were to be auctioned.

Sunday was a bit more relaxing and we spent it catching up on the things we had missed, it does need three days to see it all.

After helping taking the JEC stand down we then had a good run home.

This is a great event, probably one of the best all year. The dates for next year, 2019, have been announced as the 26/27/28 of July.

I have already booked our hotel rooms; they have to be booked early as the hotel fills up quickly. If you would like to come next year please let me know as soon as possible. I can highly recommend it!

A full report on this event is on page 20.

SOUTH GLOUCESTER SHOW

The event was held on the 4th & 5th August at the Windmill Fisheries Showground, Westerleigh Road, Bristol.

We met up as usual at the Chepstow turn off at the old Seven Bridge. The weather was good and we had a nice run up to the showground.

We were the first there and had the gazebo up and Paul was cooking the bacon before the Bristol region arrived. The show did not seem so big this year there certainly weren't as many cars on our stand and the overall number of classic cars seemed down.

We walked around the dozens of stands which were arranged around the arena. There were lots of different events going on in the arena, including dog displays and pigs racing!

It was then time for lunch, with Paul cooking his delicious beef burgers. We spent the afternoon looking at the other classic cars and devouring a large slice of Ruth's famous chocolate cake.

A full report on this event is on page 24.

OUR NEXT EVENTS ARE:

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.

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".

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This is on Sunday the 14th of October at the Three Counties Showground at Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.

JAGUAR INTERNATIONAL SPARES DAY AT STONELEIGH

This is on Sunday the 21st of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world.

CASTLE COMBE AUTUMN CLASSIC

Held on Saturday 6th October, this popular event returns for another year. The quality of cars and racing have been compared to Goodwood but its not as crowded and with that typical friendliness that sets Castle Combe apart from other circuits.

Since its inception the JEC Pre-66 Race for the Norman Dewis Trophy has been one of the highlights of the event for its close and entertaining racing. The other six races present a mixture from the very ancient Vintage sports cars to sixties single-seaters in the shape of the popular Formula Juniors. The GT and Sports Car Cup for pre-1966 GT and pre 1963 Sports cars, The Historic Touring Car race for pre 66 cars is a new edition and the Healey International Race returns once more, joining the historic Aston Martins and a huge grid of 1950s sports cars for the Fiscar Inter-marque race. Alongside the racing over 30 car clubs attend providing a varied selection of classics to see.

The JEC has the largest stand which you can join in any age of Jaguar! Early bird tickets priced at only £15 per adult or £10 per Senior for JEC members!

But you must pre-book via the Club. So go online to www.jec.org.uk/events search on Castle Combe and enter your details, or give us a ring on 0117 969 8186 to secure your place. The Clubs early bird bookings close on 6th September so don't delay places will be limited.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from the hottest and sunniest South Devon for many years!

Congratulations to South Wales members spotted on pages 82 and 104 of the current JEC magazine! I wonder, did Andy buy ice creams for Steve Cocks and Patch Jobson!? Also well done to Colin & Michael for keeping to the speed limits on their way to the Silverstone Classic in the XJ220! You may have already seen this film clip: <https://tinyurl.com/xj220cm>

The classic car show season continues to get busier than ever! During the last few weeks we have been to or taken part in:

- Powderham Castle Historic Vehicle Gathering
7th & 8th July
- Westcountry Classic Vehicle Show at Torre Abbey
15th July

- Our own TOWC Show on Paignton Green
22nd July
- Dubs at the Beach, Paignton
29th July
- Torbay Steam Fair, Brixham
3rd August
- Classic and American Car Event and Summer Fayre, Mount Edgcumbe
5th August

POWDERHAM CASTLE HISTORIC VEHICLE SHOW

- 7th & 8th JULY

This is easily the largest annual show in the south west and is organised by the Crash Box and Classic Car Club. Our own TOWC had good displays on both days - next to the JEC Devon Region display which included the latest JEC raffle car! I went up as a spectator (together with Artiom) on the Saturday in our VW Camper van. On Sunday I took our

Daimler V8 250 & squeezed it on-to the TOWC stand. We were later allocated much more space! Chris Juniper had travelled down on Saturday 7th taking in the 1940s Show at Buckfastleigh (see my report last month) and stayed the night with us before travelling with me to the Powderham show. There is so much to see and do at this show with classic cars, commercials, steam engines, military vehicles, car club displays, trade stands, autojumble, craft stalls, arena displays, refreshments and children's entertainment (as per their advertising flier).

During the course of the day the TOWC celebrated Val's 86th birthday - she's still a real livewire and does a lot of work for the club. We also had our usual party with lots of cakes in the afternoon!

The following is part of Chris' report on Facebook:



"We headed along the coast road via Teignmouth, Dawlish & Starcross to the showground in the grounds of Powderham Castle. Starcross is the location for Brunel's Atmospheric railway which was a marvellous idea, but 150 years too soon. The technology of the 1840's simply wasn't up to the task. Fragments of the system survive, most notably the pump house which was used to generate enough vacuum to move a train along a track using an innovative system involving iron pipes sealed with leather flaps.

At the showground Harry gave me a lift in his Daimler V8 to the Torbay Old Wheels Club stand which was located close to the entrance. The stand was extremely well organised with plenty of room for the member's pavilion as well as their cars. From here we made our way along the stalls to the tea tent for a welcome cup of tea, which is where we were when Russell found us. We parted company for a while to tour the stalls. There was rather more autojumble this year compared to last, but not as much as in previous years. Having loaded up with souvenirs we made our way back to the car for lunch of Cornish Pasty and Radler bier (lemonade shandy), before heading back to view the car clubs.

Here we met up with Mark and the South West Region

A30-35 club. From here we did a few more cars before heading off to the main arena to view some of the steam engines. Rather unusually the owners were allowing members of the public to experience the thrill of driving a steamer. We continued to view the private entries, although by this time I for one was suffering from the heat. I was very glad that there were standpipes available on the site so that I was able to refill my water bottle, at least twice! There were several cars that really stood out from the crowd. In particular a nicely restored Vauxhall Victor with some subtle modifications which took the form of a Rover V8 engine combined with a Jaguar back axle. From the exterior though it was standard. Then there were well preserved examples of Datsun's Sunny and Cherry models. Although once a common sight on the roads there are very few examples left today.

From here it was off to the Arena to view the parade of the steam powered vehicles. It was so hot sitting in the sun that I nearly dosed off! Instead we returned to the Torbay OWC stand for a mug of tea with Harry before we headed for home along the M5."

My personal gaffe of the day happened when I thought I was taking a drink of fruit juice to help quench my thirst on a very

hot day. It turned out that the bottle that once held fruit juice actually contained washing up liquid put there by dear Natalea ready to wash up dishes in the camper! I was blowing bubbles for quite a while and washing my mouth out with lots of water! Not recommended!

My commiserations to my near neighbour (Peter) who suffered a major problem whilst driving home in his XK150 Roadster on the Saturday. As he was driving down the slope into Teignmouth a rear calliper came adrift taking with it part of the brake disc which also came off the hub. The disc ended up in three pieces one of which was still clamped in the calliper when Peter retrieved it from the road! Thankfully Peter was able to stop the car without any further damage by switching off the ignition. He said there was a hell of a loud bang when it happened! He is now in the process of repairing the braking system and is currently using his 1962 Austin Healey 3000 for shows.

If anyone from JEC South Wales Region is considering a weekend in this area next year I highly recommend taking part in or visiting this particular show. Next year's dates are 13th & 14th July. Lots more information and photos can be seen on the website <https://historic-vehicle-gathering.info>

Continued >





WESTCOUNTRY CLASSIC VEHICLE SHOW AT TORRE ABBEY - 15th JULY

The local (based in Newton Abbot) Westcountry Classic Vehicle Club organise several smaller shows during the year at Newton Abbot, Torre Abbey, Teignmouth & World of Country Life (Near Sidmouth). A group of us from TOWC arrived early in order to park together. Another extremely hot day & we were thankful we had brought our parasols. On the same day some pedal car races were taking place on the fields between us and Torre Abbey Beach. I went for a walk around their stalls and displays & even

saw "The Stig" (not really - just someone dressed up as the Stig!). Back up at "base camp" Dave & Phil were busy brewing up lots of tea! Dave's fresh strawberries and cream were very welcome. My congratulations to Dave for winning the trophy for "Car of the Show" with his immaculate Ford Capri 3000GT. John (Humber Sceptre) also came to the rescue of a Rolls Royce with a flat battery with his battery booster and jump leads!

TORBAY OLD WHEELS CLUB SHOW ON PAIGNTON GREEN - 22nd JULY

After many months of

planning our big day finally arrived! During the week before the show a group of volunteers (me included) had helped mark out Paignton Green for all the different classes & club areas. This was checked a couple of times during the week with sprayed markings refreshed as necessary. We also had a final "Helpers Meeting" on the Thursday evening before the show when we were briefed on our responsibilities, allocated yellow jackets & advised on "Health & Safety" by Martyn our Safety Officer.

On the Sunday I arrived at Paignton Green in the Daimler at 5.30am - just beaten by Dave in his Ford Capri! It was good to take photos of the sun rising over Torquay. Most of the helpers arrived at around 6am & worked to set up the field ready for the display vehicles as well as barriers & entry points for the public. Welcome breakfasts of burgers, sausages & egg rolls were provided by our cooking volunteers. After a final check by our Safety Officer (Martyn) the vehicles were allowed to enter. I was given the task of marshalling the Riley and "Bump Start" Clubs into their allocated areas. I had to "Google" Bump Start Club in order to find out it was a Mini club and that Rex (who designed the layout) had allocated far too much space for them! I changed it slightly to accommodate a late entry Bentley!



Once all the vehicles were settled my next task was as a judge for the best Jaguar (3 entries) on their display as well as judging the best car club display (18 entries). The winning Jaguar XJ6 was a "no brainer" as was the winning Volvo Club display which included one of the original Volvo P1800s used by Roger Moore in "The Saint" TV series.

As one of the official club photographers (along with Phil who didn't feel very well in the intense heat) I went around the field taking lots of photos for posterity and our club website. I also took photos of the prize presentations later in the day. Lots of the photos can be seen on our website - <https://www.towc.club> Just click into "Gallery" and "Photo Albums". Last year I went up on the "Wild Mouse" to take photos from a higher position. This year I went across the road & took a number of photos & short video from a hotel balcony overlooking Paignton Green. The video is now on the cover for the TOWC Facebook page.

Our "Star Car" for this year's show was "Chitty Chitty Bang Bang" which was brought along by a local theatrical group. This attracted a lot of attention and looked very impressive.

My commiserations to Phil. Not only did he have a headache most of the day & was unable to take too many photos he



also ran out of petrol with his Jaguar 240! Just as he entered Paignton Green in the morning the car came to a stop even though it was still showing ¼ tank of petrol. We had to push it into position. Later on Adrian (who helped rebuild my Daimler engine) walked to a petrol station and got a can of petrol for Phil!

For the third year in a row we have broken previous records for entry takings with a brilliant total of £11,373. We will be making a record donation to local charities during our August club meeting on 30th August. Last year we donated £5,500.

I finally got home at about 6.30pm (after helping to pack up)

and stood in a cold shower for at least 10 minutes! Bliss!

DUBS AT THE BEACH, PAIGNTON - 29th JULY

This was an event organised purely for classic VW vehicles & hence I entered our VW T25 Camper. Unfortunately the weather was very poor with forecast high winds and rain! There had been a lot of overnight rain & I was worried that Paignton Green might have become waterlogged (as happened for our TOWC show in 2015). On the day, even though there was some rain and a lot of high winds, the turnout was very good. It was interesting to see the

Continued >





B|A|S

International

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

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

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

JUST ASK OTHER JAGUAR OWNERS.



B|A|S Jaguar

British history in the making.



Trade enquiries for finished parts or raw materials welcome



INTERIORS



HOODS



TRIM MATERIALS



PLASTIC MOLDINGS

World Renowned Jaguar Interiors

Check out our website **www.bas-international.com**

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

We know about Jaguars!

 **B|A|S** International

VW vehicles especially the campers many of which were the desirable & coveted early "Bay Window" models. I counted just fourteen T25 models like ours and reckon ours was the best! After walking around the show and the town for a few hours I departed at approx. 1.00pm.

On the same day the annual Totnes Show was due to take place. This would have been their centenary show. Sadly the weather was very bad just a few miles inland and I think only about 5 exhibitors turned up. It was a complete washout.

TORBAY STEAM FAIR, BRIXHAM - 3rd, 4th & 5th AUGUST

This is another very large annual local event run over three days. Organising such an event must take a great deal of time as well as having an army of volunteers to help and act as marshals. I went along in the VW Camper on the Friday and thoroughly enjoyed the spectacle of seeing the magnificent steam engines as well as the other vehicles - classic cars, commercials, tractors, stationary engines, Land Rovers (celebrating their 70th anniversary), birds of prey, funfair, large marquee with smaller displays, fairground organs etc. Another extremely hot day & I was thankful to sit in the front of the camper (in shade)



with the breeze blowing through the open windows! Initially I thought we would just use the camper at shows where the weather is poor. It's also very comfortable on the hot days!

Some information may be read on their website (not yet updated at time of writing) - <http://www.torbaysteamfair.co.uk>

CLASSIC AND AMERICAN CAR EVENT AND SUMMER FAYRE, MOUNT EDGCUMBE - 5th AUGUST

This is another large annual event which takes place in the grounds of Mount Edgcumbe on the opposite side of the

estuary by Plymouth. I met up with Phil (Jaguar 240) & Dave (Ford Capri) in Marldon and we travelled in convoy to Mount Edgcumbe (via the Torpoint Ferry). We had seven cars on our TOWC display including a BMW Z3, Humber Sceptre, Vanden Plas 1100 & Vauxhall Viva GT. The TOWC numbers were lower as quite a number of members went to the final day of the Torbay Steam Fair. I believe there were approx. 800 exhibits at this show. There was a little autojumble in amongst other stalls. The venue is interesting as it overlooks the estuary and has quite large gardens, the house itself as well as a crafts centre. There are



Continued >

GENUINE JAGUAR PARTS

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

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



Brakes

Your defence against accident and injury.



Steering and Suspension

Vital to your ride, handling, comfort and responsiveness.

Oil

The essential fluid for your Jaguar engine.

Filtration

The essential fluid for your Jaguar engine.



First Time fit

Original equipment parts to maintain original performance.

Warranty

Peace of mind for every part.

2 YEAR WARRANTY
on all parts supplied



PARTS 02920 549339

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

All prices include VAT

Pricing	XF 2.7D 3.0 & 4.2	XF 3.0D & 5.0	X-TYPE Up to VIN:J60204	X-TYPE From VIN:J60205	XJ (Prior)	S-TYPE
INTERIM SERVICE	£199	£199	£199	£199	£199	£199
MAJOR SERVICE DIESEL	£329	£329	£299	£329	£329	£329
MAJOR SERVICE PETROL	£245	£275	£245	£245	£275	£275
CAMBELT CHANGE**	£375	-	-	-	£375	£375
FRONT BRAKE PADS	£129	£129	£109	£129	£129	£129
FRONT BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
FRONT BRAKE PADS AND DISCS	£295	£295	£225	£255	£295	£295
FRONT BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
REAR BRAKE PADS	£129	£129	£129	£129	£129	£129
REAR BRAKE PADS INCLUDING SENSORS	-	£169	-	-	-	-
REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
REAR BRAKE PADS AND DISCS INCLUDING SENSORS	-	£325	-	-	-	-
BRAKE FLUID CHANGE	£55	£55	£55	£55	£55	£55
FRONT WIPERS	£45	£45	£45	£45	£45	£45

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

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

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

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

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

£199
FIXED PRICE
INTERIM SERVICE*
QUALIFYING MODELS



SERVICE 02920 546702

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

*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months old from date of 1st registration booking with a participating dealer for work to be carried out within the period of the relevant promotion. An interim service includes oil and oil filter replacement, a major service additionally includes air filter and fuel filter replacement (Diesel) (where specified by the vehicle service schedule). In addition all functional and safety checks will also be completed in accordance with the defined service schedule. Additional items not specified for automatic renewal/replacement (e.g. seat air filters / spark plugs) will be replaced based on age / mileage at an additional cost. All R / Super Charged models are excluded. **Cam belt replacement offer only available on the following qualifying models with 2.7 Diesel engines, Jaguar XF 2008-10, S-Type 2004-08 and XJ 2006-09. Cannot be used in conjunction with any other offer and may be amended or withdrawn at any time. Please consult dealer for full terms & conditions applying to their supply of parts and services.

also extensive pathways through the wooded areas & I must have walked for miles exploring!

In the show, we were particularly impressed with a 1930s MG supercharged racer which was in immaculate condition. Commiserations to the catering owners of a van. A large tree branch fell on it during the day and smashed the windscreen! Dave did sterling service brewing up cups of tea during the day & got lots of "Brownie Points" for more fresh strawberries! We were virtually the last to leave at approx. 6.30pm - after Phil & Dave had been chatted up by a couple of ladies (they were in an E Type!) wielding Prosecco! Happy days!

CLUB MEETING - THURSDAY 26th JULY

The main agenda for the meeting was to update on the results of our own show on Paignton Green on 22nd July. We all waited in eager anticipation to learn what were the final takings total for the day. Jim (our Treasurer) finally gave us the brilliant news that this year's total was a new record of £11,373. The public entry charges had been deliberately kept low at just £2.50 per adult. The day had gone extremely well & we had approx. 70 club members helping out on the day. A comment from the Devon Vintage Club (with twice as many members) was that they would be unlikely to field as many volunteers! Well done TOWC!

and finally...

DO YOU FART IN BED?

This is a story about a couple who had been happily married for years, the only friction in their marriage was the husband's habit of farting loudly every morning when he awoke. The noise would wake his wife and the smell would make her eyes water and make her gasp for air.

Every morning she would plead with him to stop ripping them off because it was making her sick. He told her he couldn't stop it and that it was perfectly



natural. She told him to see a doctor, she was concerned that one day he would blow his guts out. The years went by and he continued to rip them out. Then one Christmas day morning, as she was preparing the turkey for dinner and he was upstairs sound asleep, she looked at the innards, neck, gizzard, liver and all the spare parts, and a malicious thought came to her. She took the bowl and went upstairs where her husband was sound asleep and, gently pulling the bed covers back, she pulled back the elastic waistband of his underpants and emptied the bowl of turkey guts into his shorts. Sometime later she heard her husband waken with his usual trumpeting which was followed by a blood curdling scream and

the sound of frantic footsteps as he ran into the bath room. The wife could hardly control herself as she rolled on the floor laughing, tears in her eyes! After years of torture she reckoned she had got him back pretty good. About twenty minutes later, her husband came downstairs in his blood stained underpants with a look of horror on his face. She bit her lip as she asked him what was the matter? He said, "Honey you were right... all these years you have warned me and I didn't listen to you." "What do you mean?" asked his wife. "Well, you always told me that one day I would end up farting my guts out, and today it finally happened, but by the grace of god, some Vaseline and two fingers. I think I got most of them back in!



SHERBORNE CLASSICS AT THE CASTLE

Despite my satnav telling me to keep turning off the M5, those of us who met up at our new favoured meeting point of Magor Services on the M4 stuck to the M5 down to the Taunton turning and headed East to Sherborne. We were expecting to arrive at 8.30am to beat the usual jams getting into the show but arrived at 7.45am. No wonder we zipped straight in!

We joined the Dorset region and soon had our gazebo nuzzling up against theirs, providing a decent amount of shade against yet another hot day, something we were getting used to this summer. There was space for 40 cars so a fair amount of juggling was required to get them into a nice display with oldies like the very pretty little blue and white Austin Swallow and Neville's MK V convertible and Mk V saloon to moderns.

On one side of the JEC

zone Graham Searle set up the JEC road show van next to the red F-Type convertible that is to be raffled off at the NEC in November. Several of us took turns selling raffle tickets and signing up new members. It was interesting to see that once several people were queuing to buy tickets more people came and then all of a sudden there was no one queuing, strange.

In total there were

around 1,000 cars on display from Veterans to Supercars, augmented by the arrival around of tours organised by the Ferrari Club and the Pistonheads Club. There was a craft fair and model displays, trade stands, auto-jumble and Sherborne based auctioneers Charterhouse staged their 'Classic Vehicle Auction' which featured 100 varied lots. We went down to look at the cars offered for sale but there was nothing really to write home about and most of the good cars were tucked away out of sight in their marquee, viewable only by purchase of a programme.

In the American section



there were plenty of Ford Mustangs, now that they have been selling in right hand drive form for the last couple of years and there was a bit of everything, from a 1932 Ford hot rod to a

painted in a wood grain finish, this time with a huge drinks bar on the rear with the sign "lowering standards since 1999", typical of Andy's sense of humour. I was hoping to catch up with him but

Carlo Rally and there, in a marquee was Paddy Hopkirk himself autographing photos of the car and still looking good at aged 85. Also there was another famous Mini, 6EMO, winner of the 1990



1991 Mitsuoka Le Seyde - no, I had never heard of it before either. Funnily enough it was being sold by Andy Saunders and around twenty years ago I bought a 1955 Cadillac sedan from Andy and visited his workshop where he created automotive magic. He still holds the record for the World's shortest Mini and the World's lowest car at 21" as well as some very creative custom cars. He was even nominated for the Turner Prize category for abstract art in 2001. Another one his cars at the show was another lowered Mini

never managed it. Elsewhere in the American section was a '71 Cadillac Coupe de Ville with longhorn cow horns on the hood, a Ford Edsel named after Edsel Ford, son of Henry Ford was subject to a yearlong tease marketing campaign before it was unveiled to the public, it was considered to be unattractive, overpriced, and over hyped and the car bombed. There was a parade of famous rally cars including 33 EJB, the 1963 Mini Cooper S capable of 94mph from its 1071cc 70bhp engine, that won the 1964 Monte

Pirelli Classic Marathon. One of the oldest cars there must have been the 1903 Darracq owned by the Haynes museum and is in full running order. It was found in a scrap yard in 1954 and was then owned by the same family for over 50 years and now takes part in the London to Brighton rally. Also up near the castle were a number of more exotics like the 1931 Cadillac, the flagship model of the company with an imposing body by Fleetwood and a very refined V16 engine, *Continued >*



FOR YOUR JAGUAR

BIG NAME BRANDS...

NEW PRODUCTS...

E-TYPE WARNING LAMP MODULE BMK1092JU



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

SPIN-ON OIL FILTER KIT OFK17/1



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

UPGRADES...

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



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

MADE IN-HOUSE...



LOCKHEED BRAKE MASTER CYLINDER C26767#

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

PARTS & ACCESSORIES
FOR
CLASSIC & MODERN JAGUARS

WWW.SNGBARRATT.COM



not many cars could boast that. It was launched in January 1930 just 4 months after Black Tuesday big crash in the stockmarkets and sold until 1940 but most were sold in the first year or so. Also there was a 1922 Rolls-Royce Silver Ghost with very nice coachwork by Hoopers. The Silver Ghosts were built from 1906 to 1922 and sold only in chassis form. 16 years was a long time to

parts availability from Don Law. In fact he is usually badgered by the organisers of the show to bring his own 220. Now he knows why he didn't get the usual calls as they already had one lined up.

Sydney Allard's niece was there with a K2 model. A similar car, a J2 that won the Monte Carlo Rally in 1952, the first British car to do so since Donald Healey, 21 years before, the only man to

there was a 1949 Delage D6-3L that was originally purchased by a Tony Keegan who took it on a marathon drive across Europe to Moscow and St Petersburg, accompanied everywhere by a KGB minder. Unfortunately, his health deteriorated and the car was eventually laid up in 1961. The present owner bought it in 2006 and totally rebuilt the car, whose body was pretty rotten and rusted,



be producing the same car at a time when cars were developing at a pace although the Great War obviously put a stop to this.

Of great interest to Colin was the Jaguar XJ220 also owned by the Haynes Museum. Colin had an interesting chat with the Haynes representative comparing notes on their experiences with

do so in a car. Next to it was a really unusual modern car, the 171 mph 1999 Venturi Atlantique bi-turbo described by its owner as the fastest production car to be built in France. Also nearby was a great display of Norton motor bikes from very early models from the 1920's through to moderns.

One of the prettiest cars

to a design similar to the style of Figoni and Falaschi and the engine was rebuilt to rally standard.

The trip home was pretty uneventful via the M5. I decided to skip past the M49 shortcut to the new Severn River crossing and went up to the old bridge via the M48 and zipped straight through the tolls.

SILVERSTONE CLASSIC



Article by Colin Manconi

Billed as the "Biggest Classic Motor Racing Festival in the World" with over 10,000 classic cars attending and 28 classic races over the weekend with over a 1500 classic cars racing-what more could you want?

How about some non car related Entertainment you say? Well Friday night there was live music featuring 80's and 90's legends Soul II Soul supported by tribute bands U2 2 and Noasis. Fast forward to Saturday evening and British reggae and pop legends UB40 featuring Ali, Astro and Mickey, topped the live music line-up.

The world's biggest classic motor racing festival features the cream of historic racing action from Formula One, Sports Cars, GT and Touring Car grids with over 28 races and demonstrations. In other words, more racing action than you'll see anywhere else in the world in one weekend! Not only that, there is unlimited access to the paddocks where you can get close to the cars and talk to the drivers and race mechanics.

Friday is for qualifying with the chance to see every grid

on track, whilst Saturday and Sunday host a packed schedule of races each day.

The Silverstone Classic has built an enviable reputation for hosting record-breaking celebrations in recent years including the Aston Martin 100th, Maserati 100th, Jaguar E Type 50th and Jaguar XJ220 25th, Porsche 911 50th, Mustang 50th, the 50th anniversary of CanAm, Ferrari F40 25th, a special tribute to Bruce McLaren, and of course Silverstone's very own 25th anniversary in 2015.

2018 built on these successes and details of some of the special celebrations this year were the 70th Anniversary of the first Grand Prix at Silverstone, also the 60th anniversary of BTCC. The Ace Cafe 80th Anniversary Celebrations and of course the Jaguar Enthusiasts Club celebrating the 50th anniversary of the XJ, and the 70th anniversary of the XK.

There were also 31 other clubs celebrating other anniversaries, ranging from the Welsh Ford Owners Club celebrating the 10th anniversary of the club to the Porsche Club GB celebrating

the 70th anniversary of the first Porsche.

Silverstone Auctions, returned to the Silverstone Classic once again with another unmissable schedule of auctions and produce some fantastic sales, including the world record for an XJS and also the 3rd highest sale price, this time for an early manual XJS.

With a stunning selection of competition cars, classic cars and modern sports cars on offer, the auctions were one of the key destinations of this year's event, with pre-event access being available on the Thursday for the race car and BRDC charity auction.

During the event, the JET Village Green was the perfect





place to get a bite to eat, something to drink, or just sit down and relax (preferably under an umbrella!). There was also a big screen showing all the racing, so you didn't need to miss any of the track action.

There was plenty going on for all the family to enjoy, with the JET Big Wheel offering panoramic views of the circuit, traditional funfair rides, including the helter-skelter, dodgems, Miami Trip, carousel, and the big caterpillar coaster. The F1 Pitstop challenge and the JET virtual reality motion simulator & play seat virtual reality simulators were a big draw and kept the staff in the massive JET marquee busy all weekend.

There were meet and greets with race car driver and JET brand ambassador, Nicolas Hamilton, who was there with his Renault Clio Cup car, a daily treasure

“ Andy tried to buy a hideous Aston Martin shirt on the cheap... ”

hunt, and not forgetting Mike Brewer's Car Clinics.

Add to all that some serious retail therapy in the dedicated Shopping Village (where Andy tried to buy a hideous

Aston Martin shirt on the cheap), and where else could you see a replica Spitfire fire up its engine on the hour ever hour, while playing a round of 9 hole Crazy Golf!

Rolling back the clock to Friday and Peter in his XKRS, Scott in his XK8, John in his E-Type, Leigh in his XKR, Mike in his F-Type, Dale in his XK8, Trevor in his XK8 and Michael and myself in the XJ220 all met at the Magor Services early Friday morning for the trip up to Silverstone. Keith and Andrew in his XK150, Dave & Ruth in their XK8 and Neville with his XK150 and his grandson were coming up later. Andy had gone up on Thursday to help set

Continued >



up the stand. Peter kindly came to our house on the way to pick Michael and my luggage as there is no room in the 220 for any luggage. Thanks Peter!

This year the weather forecast was good and we had a good run to Silverstone, stopping to fill up with petrol and sandwiches, as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which this year was situated on the outfield not our usual spot at Copse Corner by James, Rob, Letitia, Tom and Andy who had set the stand up the previous day. In my opinion this is not such

booked 23 of us including the club events team into the hotel. I left the 220 on the club stand, all covered up, I think it is safer there than parked in a hotel car park! Peter and Mike kindly drove us back and forth to our hotel. Thanks both.

This year we had managed to get back into our normal hotel, the Premier Inn at Harpole. I had booked our favourite local restaurant, the Cromwell Cottage for our evening meals on the Friday and Saturday nights. It is sometimes nice to stay at Silverstone on the Friday and Saturday evenings to listen to the

nights - watch this space!

I think this is the fifth time we have booked the restaurant and they always look after us and provide a good service and excellent meals. For the Friday evening I had pre-booked four taxis to take the 23 of us to the Cromwell Cottage, where we have a very pleasant meal in the company of James, Rob, Letitia and Tom from the JEC. Every year we have problems getting taxis back to the hotel after the meal but last year I found a good local taxi firm and booked them in advance and sure enough they all turned up.

We were up early on the



a good position but it appears that because we had two track parades for the XJ50 and XK70 anniversaries on the Saturday that this was the reason we were moved. It is much easier to get the cars onto the track from here.

There is so much to see that you do need the three days to see it all. We spent some time walking around all the auto jumble stands and admiring some of the classic cars and also helping out on the club stand selling raffle tickets for the club charity car. At about 5.30 we left the circuit to drive up to the hotel. I had

music and watch the Group C racing in the dusk, but most of the restaurants are shut by the time we get back. This always creates a bit of a conundrum - stay and watch the evening racing and entertainment while eating overpriced fast 'not so great' food at the circuit (possibly in the rain), or retire back to the hotel early for a nice meal at the Cromwell Cottage but miss out on the racing. In recent years we have choose the latter - hopefully in future years we can organise some catering and shelter so we can stay for at least one of the

Saturday morning and after a hearty breakfast in the adjoining Beefeater restaurant we drove straight into the circuit without any holdups. The morning was spent parking up members in their Jaguars as they arrived at our stand. Over 250 cars were expected on Saturday and it is fair to say we well exceeded that number! We even had to 'liberate' some extra space from the area behind the stand, luckily the Silverstone Marshall for our area was great and turned a blind eye to our 'land grab'!

The rest of the day was

then spent selling raffle tickets, talking to members and also the general public, with numerous comments about how good our displays looked and the variety of cars on show. We did find time for a quick walk around, taking in all the different attractions while on the way to the bus stop - yes, you read that correctly, the bus stop. For those who have not been to Silverstone Classic before, the event is so large and spread out that to walk it would take you hours. So we took the bus over to the International pits where the auction is held and hundreds of race cars are

one of the classic car consignor, who is from West Wales (Arwel is now writing an article each month for our magazine. we very much appreciate it Arwel!) and he kindly supplied us with some catalogues to enter the auction. We met the rest of the boys inside and spent some time looking at all the fabulous cars for sale, a large number of them Jaguars.

As the day wound down, we again packed up the stand, covered the car and headed for the hotel. In the evening the twenty-three of us met in the bar of the Beefeater and again went

he excels at! He will say he offered but only when we were inundated with people buying raffle tickets and then he was a good 30 foot away when he mumbled 'anyone want an ice cream' - so yet again he got away with!

The weather was great all weekend. Too hot at times in fact but we shouldn't moan about nice weather as I am sure it will change soon!

Then it was all over. We helped pack up the JEC stand and then had a good run home even though there was a bit of traffic leaving Silverstone.

This is a great event,



clustered in the pits area. The great thing about the Silverstone Classic is that you can walk anywhere in the pits, even right up alongside some of the most historic and multi-million-pound racing cars.

Silverstone Auctions had a very interesting auction as usual with many Jaguars for sale, of particular note was a pair of XJS's, one a 1990 V12 coupe with just 800 miles from new, and also an early 1975 manual V12 Coupe - both sold for incredible prices (see Arwels article on page 28). Michael and I met Arwel Thomas,

to the Cromwell Cottage for a very nice meal and to celebrate Neville's 65th (again!) Birthday.

Sunday was another fine day, the morning was once again spent parking up members in their Jaguars (or herding ferrets and Mike calls it), then helping out on the club stand selling raffle tickets for the charity car, while sneaking in a quick walk over to the far areas to see the different club stands and what they do. Always good to get some ideas for future years! All weekend Andy had got away without buying us ice creams, something

probably one of the best all year. The dates for next year, 2019, have been announced as the 26/27/28 of July, so put it in your diary!

I have already booked our hotel rooms; they have to be booked early as the hotel fills up quickly. If you would like to come next year, please let me know as soon as possible. I can highly recommend it!





SOUTH GLOUCESTERSHIRE COUNTRY SHOW

held on the 4th & 5th August at the Windmill Fisheries Showground in Bristol, the South Gloucestershire Show is a celebration of life in South Gloucestershire and a showcase for lifestyle and leisure in and around the county.

It brings together the people of South Gloucestershire and the surrounding areas for a weekend of fun and entertainment. They have a full weekend of local bands and artists as well as over 200 confirmed exhibitors, sports acts and gymnastic displays and a jam packed kids show there is so much to do for all the family.

Every year the Motor Zone is full of cars from all generations. Including Pre and Post-War Classic Cars, plus later Sports and Grand Touring cars and other cars of special interest, including Kit Cars, Specials, Replicas, American Cars, Custom and Modified cars.

S J Cook and Sons were at the show this year. Bringing the 4x4 driving course to the Showground once again, with the Dacia Duster on hand to give our visitors a firsthand experience of the off roading abilities of their vehicles. Even better it was a FREE experience!

The Main Arena was at the very heart of the show and was full of lots of exciting spectacles. This year there was entertainment not seen at the Show before, everything from daredevil horse riders, dog displays and beautiful birds of prey!

One of life's real pleasures is the enjoyment of live music and at the South Glos Show there were some of the best local bands performing during the weekend on the Bandstand and Music Stage.

From brilliant British bangers to delicious doughnuts, and everything in between, you were guaranteed to go home

from the show with a full stomach and some tasty treats. With foods from around the world there was something to tickle your taste buds at the show.

This year, saw the return of the Country inspired fair, with the Wye Valley Axe Men, heavy horses and live sheep show amongst many other activities. Plus a main arena packed with entertainment.

As you can see there were lots going on at the show this year.

As planned about a dozen of us met up on the Chepstow link road near the old Seven Bridge and left at 8.15 am. The weather was dry and we had a good run up to the Windmill Fisheries Showground. The JEC Bristol Region set out the stand on Saturday, but we were the first there and soon had our gazebo put up. The Bristol Region always makes us very welcome.

Paul soon got to work cooking the bacon for the bacon rolls. After a cup of tea or coffee and a couple of bacon rolls it was time to investigate the other events at the show.

As you can see there was a lot going on at the Showground with dozens of different food stalls, a large fairground, an Art & Craft marquee and a large beer tent.

Opposite us was the Bristol Jaguar LandRover Dealer with a range of different models from both companies. The show seemed smaller than previous years! There were fewer classic cars in the field and our stand

the classic cars and some of us sampling the beers in the beer tent.

It was then time to have a slice of Ruth's delicious chocolate cake with a cup of coffee. Ruth makes the most delicious chocolate cake.

At about 4.30 we took down the gazebo and made our way home. This is a good show with plenty to do for the family.



defiantly had fewer cars on it. Whether it was the very hot weather but there seemed to be fewer of the paying public walking around.

Paul cooked us all lunch, some of his delicious beef burgers which we shared with the Bristol Region. We then spent the afternoon walking around looking at



Don't be scared...

I won't bite.

We know it can be a bit daunting taking your beloved classic out on the open road.

When you've lavished so much love, time and money on your 'cat' what could be worse than some unforeseen event leaving you out of pocket or even worse, without your car.

The team at Peter James Insurance knows exactly how to make sure you and your vehicle are fully covered - on the road or in your workshop.

Go on, unleash the beast.

...If it's important to you,
it's important to us.



PETERJAMESINSURANCE.CO.UK
INFO@PETERJAMESINSURANCE.CO.UK

0121 506 6040

CLASSIC CAR | AGREED VALUE | LIMITED MILEAGE
LAID-UP | MODERN CAR | MULTI VEHICLE



Proud supporters of the JEC



Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.



Is this the BEST Jaguar E-Type Series 3 EVER? Or is it sacrilege?

Jaguar E-Type specialist E-Type UK has created what could be the ultimate Series 3 V12 E-Type, with a stunning 'RestoMod'. But is the restoration actually sacrilege?

The Classic Car world is a funny old place, populated by enthusiasts for every classic marque you can remember, enthusiasts with bank balances which range from the hand-to-mouth to rich as croesus, but all passionate about their cars.

Once upon a time the passion, particularly at the top end of classics, was for cars perfectly restored to 'as new', but lately classic car buyers seem to be going down the route of 'Patina is best', attempting to retain the wear and tear in a car without making it unusable.

For those, perhaps misguided, souls who want their classic to look old rather than fresh, what E-Type UK has done to create what they believe is the ultimate Jaguar E-Type V12 Series 3 will be sacrilege. But they have done a damn fine job.

Taking a 1974 example of the least loved E-Type - but perhaps the E-Type with the most potential for improvement, the Series 3 V12 E-Type - E-Type UK has created a V12 E-Type which is undoubtedly better than anything that ever left the factory.

Under the skin, the 5.3 litre V12 now becomes 6.1 litre V12 with a custom downdraft fuel injection system with Jenvy throttle bodies, an ECU and new wiring loom, creating a reliable 284bhp and sounding wonderful through a 12-branch stainless steel exhaust.

Extra stiffness is added with strengthened inner sills, new louvres and air ducting were added

to the bonnet, a sports steering rack was fitted, there's adjustable suspension and four-pot AP Racing brakes, a new 5-speed gearbox and custom 62 spoke 16 inch wire wheels fitted.

The interior gets a new fully bespoke leather makeover, with lower seats (so you don't have to be under 5'10" to drive in comfort) based on XJS seats, LED lighting, sound deadening, Bluetooth and a glowing red 'Start' button. It looks terrific.

It's a glorious 'Restomod', even if half the classic car world will be up in arms about destroying a classic E-Type.

But although there's a place for an original condition classic, why are we so precious about it? Do we object when Elizabethan houses have plumbing and heating, or newly discovered works of art are cleaned and restored? No, and nor should we object when a classic car is made better, especially when it's done with real expertise, love and sympathy for the original.

We say well done E-Type UK.





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

Our recent auction at the Silverstone Classic event at the end of July is something of a favourite of mine. It was the first auction I'd worked at for Silverstone Auctions, I'd been invited to work the floor; assisting buyers with cars (we offer a showroom service) and help on the phone desk with bidders who can't be at the sale.

I'd got in touch with Nick Whale, the managing director, to offer my ex-girlfriend's 1966 Ferrari 330 2+2 for the September sale as I'd heard that the company was growing fast within the industry. That was in 2014 and some 60 auctions later, or twelve auctions a year with our sister company CCA too, I still get the buzz from walking into a full set up auction hall on preview day. The smell of polish, leather and unburnt hydrocarbons is intoxicating and if we have an old MG (why is it always an MG?) that's leaked petrol everywhere then the room really is intoxicating.

For those of you who haven't been to the Silverstone Classic make sure you go in 2019, it's a superb long week-end of classic racing, car stands

and our auction in the Wing building. Go and see Colin Manconi on the stand and he'd give you one of the catalogues I normally ship in bulk to him for you JEC members. Like any auction house we always have E-Types and the odd XK, but this year we had two very special cars in the sale. Two cars that I hold in great affection as I've owned the model, twice. I bought my first XJS when I was 28, an Arctic Blue facelift model with the 4.0 litre engine and 70,000 miles. I loved it, and the body, paintwork and interior were great but it had so many electrical gremlins it was impossible to live with. One memorable moment was arriving at the Severn Bridge toll with horn blaring, hazards flashing and the windows going up and down, I nearly lost my hand paying the toll. It would spontaneously do this and twice I got pulled over by the police

thinking I'd stolen it. A year later I sold it, at a modest profit to an Italian.

The second and last XJS (I'm still looking) I had was a Cranberry Mica Celebration model with 50,000 miles, again with the 4.0 litre engine. This was a completely different car, the body was shocking but the engine was sweet and everything worked as it should. If

only I could've combined both cars! We all know that the biggest XJS killer is



Arwel Richards
Classic Car Specialist
at Silverstone Auctions

the lurking rust underneath the front scuttles. I had no problem here, they'd cut out the old ones and back filled with foam, with a nice skim of Polyfilla. Months later I had the body up to scratch, doing most of the work myself at my friend's welding workshop (always handy to have one of those) and the car was ready after a re-spray. It was worth the effort, the low miles and history file will always carry a premium. After a year of cruising around I received an offer from a chap outside the King Arthur on



800 Mile XJS Engine Bay



1975 Manual XJS

Gower I just couldn't refuse in 2013.

Since then I have owned a Rolls Silver Shadow II and still own my first Rolls, a Shadow I LWB but still hanker after an XJS. There's something about them, if I'm honest I prefer the facelift and Celebration models, that is just a bit roguish. They're not everyone's cup of tea, especially as a replacement to the E-Type, and who could follow that icon? But the styling, the ride, the smooth engine and raffish image of the car is up there with its contemporary the Aston Martin V8 in my view, and at a 10th of the price. So going back to the two XJS in our auction back in July the two cars couldn't be more different to each other.

The first was the scruffiest but most original XJS you'd ever see, a 1975 5.3 V12 with a manual gearbox, one of just 300 or so produced. The British Racing

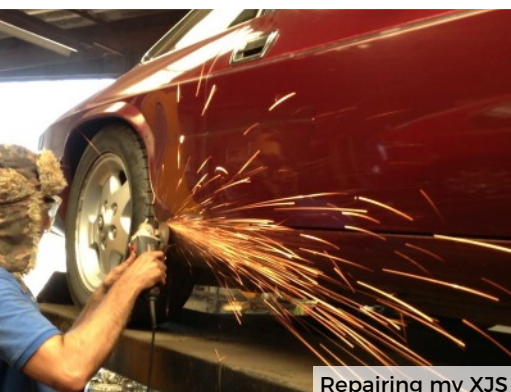
Green paint was blown, cracked and faded and the interior was falling apart. However mechanically it was tip-top, I couldn't wait to drive an early manual XJS and the E-Type gear stick was a bit odd but worked perfectly. With just 32,000 miles from its life in Jersey the car was presented with a fresh MOT. A few sceptical colleagues thought it would never sell but enough people in the room saw how special it was and it sold for a very reasonable £30,000. I can't wait to see it restored, it really was a special car, one of the last true survivors.

The second car couldn't be more different. A true one of the kind in today's market that I doubt could ever be replicated again. We were offered the 1990 5.3 HE from a long standing client, a collector and the car's second owner, he'd bought the car in 2015. The first owner had taken delivery from the Bristol Motor Company on 19th May 1990 and only travelled some 800 miles in the car over twenty-five years. We've sold some ultra low mileage cars in the past and

there's one thing that hits you when you open such a car - the smell. After all these years the new car smell was there and it presented beautifully. We had nearly as much interest in this one as the scruffy manual XJS and it sold for a new world record auction price at £42,000 including premium with, I'm pleased to say, the manual in third place in the global top ten record for a standard XJS.

So the appeal of the XJS goes on, and although 115,000 were produced the bad ones have gone and the money is there for good low mileage examples. The XJS is now cool, the raffish good looks, sophisticated interior and silky smooth engine are being appreciated, and rightly so. I'll finish with a quote from Jeremy Clarkson in 2011 "I like to think that most of the people in prison today for crimes like art forgery have an XJS in a barn somewhere. Rogues have brogues and a Jag."

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



Repairing my XJS

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



FOR ALL YOUR FINANCIAL NEEDS

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

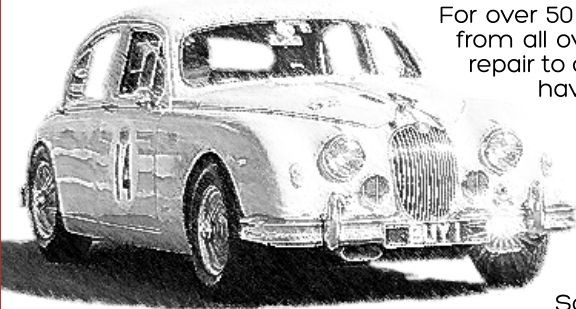
Following the pension reforms announced in the budget, it is more important than ever to understand your retirement options.

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

Director Peter Harris BA DipPFS
t 07770 822115 e peter@jacobsandharris.co.uk

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

GT
TYRES



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

Today the business is run by the very well respected Grant Williams, the famous classic Jaguar racing driver of the the ex-Coombs Mk I "BUY1". By constantly expanding and offering customers more choice and value, we negotiate hard with suppliers to ensure you always get the best deal.

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

A family run business for over 50 years

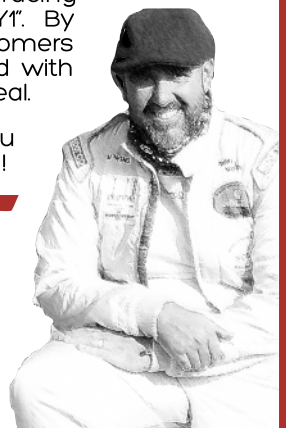
FRIENDLY EXPERT ADVICE FROM
PEOPLE WITH OVER 50 YEARS
EXPERIENCE OF JAGUARS

■ RACING TYRE EXPERTS

■ COMPETITIVE PRICING

■ WIRE WHEEL TYRE FITTING & BALANCING AVAILABLE

GT
TYRES



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



Jaguar XJ at 50: driving the 1968 original and the current model

With 2018 being the Jaguar XJ's 50th anniversary year, it provides the perfect excuse to see just how far the model has come in that time. And there can be no better way to do it than by driving one of the very earliest cars back to back with one of the latest to hit the road.

Which is how I find myself rolling along Surrey country lanes in an early XJ6 Series 1, registration PHP 42G. This is a significant car, having belonged to company founder and long-time managing director Sir William Lyons.

Lyons used this car as his personal transport for two years before it later became part of the the company's Heritage Collection Trust.

Later known, for obvious reasons, as "Mister Jaguar", Lyons formed the Swallow Sidecar Company with fellow motorcycle enthusiast William Walmsley in 1922.

After producing coach-built versions of other cars, in 1931 Swallow revealed its first bespoke model, the SS1, a four-seater fixed head coupé. This was followed by an open tourer body-style.

In 1933 the company name was changed to SS Cars and produced its first "Jaguar" in

1935, although it retained an SS badge.

Lyons changed the company name to Jaguar Limited immediately after the Second World War, to avoid unfortunate connotations with the most feared of Hitler's Nazi troops.

Enough of the history lesson, back to the original XJ, the first in a line of Jaguar saloons to bar the name. The driving experience is remarkable, for despite its enormous, thin-rimmed steering wheel, lack of mod cons and heavily offset pedals, this XJ6 glides in a way I'm not sure any modern car can.

Turn the wheel and the response is crisp and stable, while the 4.2-litre version of Jaguar's famed XK straight-six engine has

enough pull to make for relaxed progress. The whole thing is a delight.

What a contrast it is to jump into a modern XJ, with its digital screens and hi-tech driver assistance systems. This particular car is a £94,000 XJR 575, which went on sale last year and features a supercharged V8 engine that pumps out 567bhp.

The result lacks almost all of the old-timer's charm, replacing it with brutal performance and a thunderous soundtrack. It's a giggle, but you've got to be on top of your game to keep it all in check.

What's telling is that when the two cars are parked after the drives it's not the speed and power of the newcomer that has left the greatest impression, but the sublime ride and handling of its 50-year-old predecessor.

And I didn't expect to be saying that.



THE HISTORY OF JAGUAR

BY BROCHURE
Supplied by Colin Masterson

No. 40
1992 | XJR-S V12

XJR-S

JAGUAR *SPORT*

XJR-S

THE ULTIMATE EXPRESSION

THE CONCEPT EMBODIED IN THE JAGUAR XJR-S IS A SIMPLE AND STRAIGHTFORWARD ONE. IT IS TO COMBINE TRADITIONAL JAGUAR VALUES - CRAFTSMANSHIP, COMFORT, POWER AND REFINEMENT - WITH PERFORMANCE THAT MATCHES, OR EXCEEDS, THAT OF THE WORLD'S MOST ILLUSTRIOUS SPORTING COUPÉS.

THE NEW XJR-S 6.0 LITRE NOT ONLY REMAINS TRUE TO THAT IDEAL, IT BUILDS ON THE FORMIDABLE STRENGTHS OF ITS PREDECESSORS TO PROVIDE LEVELS OF FINESSE AND EXHILARATION UNMATCHED BY ANY OF ITS PEERS.

VISUALLY, THE NEW CAR DIFFERS CONSIDERABLY FROM PREVIOUS MODELS. ITS PURPOSEFUL STANCE IS ENHANCED BY STRIKING AND SUPERBLY INTELLECTUAL BODY MODIFICATIONS, AND ITS PLEASINGLY AGGRESSIVE APPEARANCE IS HEIGHTENED BY A GE-CHROMED GRILLE AND HEADLIGHT SURROUNDS, NEW PATTERN ALLOY WHEELS AND THE REMOVAL OF ALL BADGING FROM THE REAR.

THE INTERIOR, RICH WITH THE BURNISHED GLOW OF HIGH-CONTRAST WALNUT VENEERS AND THE AROMA OF NATURAL-GRAIN 'AUTOLUX' LEATHER, PROVIDES FRESH EVIDENCE OF A PHILOSOPHY WHICH SAYS THAT THE PLEASURES OF ULTRA-HIGH PERFORMANCE NOTHING LOSE NOTHING BY BEING ENJOINED IN AN AMBIENCE OF UNASHAMED LUXURY.





RACE. 300. DAYTONA. NONSTOPPING. LE MAN. - FEW RACERS CAN POINT TO SO GLORIOUS A RECORD OF CONQUEST ON THE RACE TRACK AS JAGUAR.

THE XJR-S 6.0 LITRE - ONE OF THE FASTEST ROAD-GOING JAGUARS EVER BUILT - IS A WORTHY HEIR TO THAT HERITAGE.

THANKS TO RECENT DEVELOPMENT WORK ON ITS FORMIDABLE V12 ENGINE - INCLUDING NEW FETTER ENGINE MANAGEMENT TECHNOLOGY, A SPECIALLY DEVELOPED CATALYST EXHAUST SYSTEM AND A MODIFIED INDUCTION SYSTEM - THE NEW XJR-S DELIVERS 333HP (248KW) AND A MASSIVE 365LB FT (493NM) OF TORQUE.

BUT THIS MAGNIFICENT COMPETITION-BRED UNIT RESPECTS ANOTHER GREAT JAGUAR TRADITION. WHILE IT IS IMMENSELY POWERFUL, IT DELIVERS ITS POWER IN SILENCE AND WITH THE INIMITABLE SMOOTHNESS THAT HAS ALWAYS BEEN A JAGUAR HALLMARK.

FOR THE RECORD, THE XJR-S ACCELERATES FROM REST TO SIXTY MILES PER HOUR IN 6.5 SECONDS (0-100KM IN 8.8 SECONDS) AND HAS A MAXIMUM SPEED OF 158 MILES PER HOUR (254KPH), WHERE LEGISLATION AND CONDITIONS ALLOW.

BUT THOSE FIGURES ARE LESS GERMANE TO AN UNDERSTANDING OF THE CAR'S CHARACTER THAN THE WELL-BRED EASE WITH WHICH THEY ARE ACHIEVED.



XJR-S



SPECIFICATION

TECHNICAL SPECIFICATION	
ENGINE TYPE	6071cc V12, 24V, 2400 RPM, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A
DISPLACEMENT (CC)	6071
MAX. SPEED (MPH)	158 (254)
0-60 (SECS)	6.5
0-100 (SECS)	8.8
MAXIMUM TORQUE (LB-FT)	365 (493)
MAXIMUM TORQUE (KG-M)	46.5 (63.5)
COMPRESSION RATIO	11.5:1
VALVE TRAIN	DOHC, 24V, 2400 RPM, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A
INDUCTION AND FUEL SYSTEMS	Electronic Fuel Injection, 24V, 2400 RPM, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A
TRANSMISSION TYPE	5 SPEED AUTO
CLUTCH	5 SPEED AUTO
DRIVE SHAFT	5 SPEED AUTO
AXLE	5 SPEED AUTO
WHEELS	5 SPEED AUTO
STEERING	5 SPEED AUTO
SAFETY	5 SPEED AUTO
EXTERIOR	5 SPEED AUTO
INTERIOR	5 SPEED AUTO
PAINT AND PROTECTION	5 SPEED AUTO
PERFORMANCE	5 SPEED AUTO
RELIABILITY	5 SPEED AUTO
WARRANTY	5 SPEED AUTO
FINANCING	5 SPEED AUTO
DEALER	5 SPEED AUTO
CONTACT	5 SPEED AUTO
ADDRESS	5 SPEED AUTO
PHONE	5 SPEED AUTO
FAX	5 SPEED AUTO
EMAIL	5 SPEED AUTO
WEBSITE	5 SPEED AUTO
TECHNICAL SPECIFICATION	5 SPEED AUTO
DISPLACEMENT (CC)	6071
MAX. SPEED (MPH)	158 (254)
0-60 (SECS)	6.5
0-100 (SECS)	8.8
MAXIMUM TORQUE (LB-FT)	365 (493)
MAXIMUM TORQUE (KG-M)	46.5 (63.5)
COMPRESSION RATIO	11.5:1
VALVE TRAIN	DOHC, 24V, 2400 RPM, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A
INDUCTION AND FUEL SYSTEMS	Electronic Fuel Injection, 24V, 2400 RPM, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A, 2.1A
TRANSMISSION TYPE	5 SPEED AUTO
CLUTCH	5 SPEED AUTO
DRIVE SHAFT	5 SPEED AUTO
AXLE	5 SPEED AUTO
WHEELS	5 SPEED AUTO
STEERING	5 SPEED AUTO
SAFETY	5 SPEED AUTO
EXTERIOR	5 SPEED AUTO
INTERIOR	5 SPEED AUTO
PAINT AND PROTECTION	5 SPEED AUTO
PERFORMANCE	5 SPEED AUTO
RELIABILITY	5 SPEED AUTO
WARRANTY	5 SPEED AUTO
FINANCING	5 SPEED AUTO
DEALER	5 SPEED AUTO
CONTACT	5 SPEED AUTO
ADDRESS	5 SPEED AUTO
PHONE	5 SPEED AUTO
FAX	5 SPEED AUTO
EMAIL	5 SPEED AUTO
WEBSITE	5 SPEED AUTO



A PINT OF BRAINS

An Englishman, Scotsman and Welshman walk into a bar. Each orders a pint of Brain's but, as they're served, a fly lands in each pint.

The Englishman immediately pushes his beer away in disgust.

The Scotsman thinks for a few seconds, shrugs, and also pushes the pint away.

The Welshman turns bright red, picks the fly out of the beer and holds it over his glass shouting: "SPIT IT OUT! SPIT IT OUT!"

CITY FOLK

A farmer was out tending his flock when he saw a man drinking with a cupped hand from a stream. He shouted over in Welsh: "Don't drink the water! It's disgusting! There's sheep poo in it!"

The man at the stream lifted his head and carried on drinking. Realising the man couldn't hear him, the farmer moved closer and shouted the same thing in Welsh again.

But still the man couldn't hear him.

Finally, the farmer walked right up to him and repeated his warning. To which the man replied: "Dreadfully sorry, my good man, I can't understand a word you say. Can you speak English, old chap?"

"Oh I see," said the farmer. "I was just saying if you use both hands you can get more in."

TIGHT OLD FARMER

Jones the farmer and his son Berwyn sign up for a sight-seeing tour in a small aircraft. As always, Jones angles for the best deal possible.

"Very well, Mr Jones," says the pilot. "If you can go through the entire flight without making a sound, you and Berwyn can have your tickets for free."

So the plane takes off and the pilot makes sure it's a rough

humour

Members jokes & anecdotes

one, launching almost straight up, flying under the Severn Bridge, using every single bit of acrobatics in his repertoire and doing a loop at the end.

Jones says nothing. After they land, the pilot turns to Jones in disbelief.

"Mr Jones, I've been doing this for 20 years and no-one's ever been able to hold back from screaming. Tell me, was there ever a point in the flight where you wanted to say something?"

"Aye," Jones replies. "When Berwyn fell out."

GENIE IN A BOTTLE

A Welshman, Scot and Englishman are walking when they come across a lantern and a genie pops out and grants them one wish each.

The Scot says: "I am a sheep herder, like my dad before me. I want my country to be full of lovely sheep farms." Whoosh, and so it was.

The Englishman was amazed and says: "I want a wall around England to keep those damned Scots and Welsh out."

Bang, there was a wall around England.

The Welshman says: "Tell me more about this wall."

The genie says: "It's 200 feet high, 100 feet thick, it goes all around England, and nothing can get in or out."

The Welshman says: "Fill it with water."

COMPARING WIFE'S

Three friends married women from different parts of the world. The first married a Greek girl and

told her that she was to do the dishes and cleaning. It took a couple of days, but on the third day he came home to see a clean house.

The second man married a Thai girl and gave her the same orders, to do all the cleaning and cooking. The first day he didn't see any results but by the third his house was clean and dinner was on the table.

The third man married a Welsh girl. He ordered her to keep the house clean, dishes washed, lawn mowed and dinner ready for 6pm.

For the first two days he didn't see anything, but by the third day, some of the swelling had gone down and he could see a little out of his left eye.

GENERAL INTERVIEWS

A young Army officer was severely wounded in the head by a grenade, but the only visible, permanent injury was that both of his ears were amputated. Since his remaining hearing was sufficient, he remained in the Army.

Many years later he eventually rose to the rank of Major General. He was, however, very sensitive about his appearance. One day the General was interviewing three servicemen who were candidates for his headquarters staff.

The first was a Captain, a tactical helicopter pilot, and it was a great interview. At the end of the interview the General asked him, 'Do you notice anything different about me?'

The young officer answered, 'Yes, Sir, I couldn't help but notice that you have no ears.'

The general was displeased with his lack of tact and threw him out.

The second interview was with a Navy Lieutenant, and he was even better. The General then asked him the same question,

'Do you notice anything different about me?'

He replied sheepishly, 'Well, sir, you have no ears.' The General also threw him out.

The third interview was with an old and wise Senior Royal Navy Chief Petty Officer. He was smart, articulate, fit, looked sharp, and seemed to know more than the two officers previously interviewed combined.

The General liked this guy, and went ahead with the same question, 'Do you notice anything different about me?' To his surprise the Chief Petty Officer said,

'Yes, sir, you wear contact lenses.'

The General was very impressed and thought, 'What an incredibly observant man, and he didn't mention my ears.' He asked, 'Chief, how do you know I wear contact lenses?'

'Well, sir,' the old sea dog replied, 'it's pretty hard to wear glasses with no f****ing ears.'

A GOOD BUSINESS PLAN

Arthur went to the USA for the first time. He opened a furniture shop & a lingerie shop. In 6 months he did good business and sends an email to his wife in Liverpool saying:

Please pack up & come to the states. I sold 100 mattresses and 5000 pairs of knickers. I made £5000 profit.

She replies: It is better that you close your shop and come back fast. With 1 mattress & with no knickers, I made £10,000 profit!

THE DOCTORS VISIT

Mr. Jones woke up one day feeling a little queasy. Fearing it might be a nerve agent or

something, he went to the doctor.

The doctor checks him over thoroughly and says, 'I'm sorry, Mr. Jones, I have some bad news, very bad - you have a really nasty virus. It's called Yellow 24 because it eventually turns your blood yellow and patients usually only have 24 hours to live. As yet, there's no known cure, so just go home and enjoy your final precious hours on earth.'

So, terribly depressed, he trudges home to his wife and breaks the news.

Distraught, she asks him to go to the bingo with her that evening as he's never been there with her before. She'd never had much luck with it over the years but she met all her friends there, and at least it would be a new experience for him.

They arrive at the bingo and with his very first card he gets four corners and wins £35.

Then, with the same card, he gets a full line and wins £320.

Then he gets the full house and wins £5000.

Then the National Game comes up and he wins that too, getting £780,000.

The bingo caller gets him up on stage and says, 'Son, I've been here 20 years and I've never seen anyone win four corners, a line, the full-house and the national game, all on the same card. You must be the luckiest bugger on Earth!'

'Lucky?' he screamed. 'Me lucky? I'll have you know I've got Yellow 24!'

F**k me,' says the bingo caller. 'You've won the meat raffle as well' !!

COUNCILLOR JONES

After his election win, Dai insisted on everyone calling him Councillor Jones.

Coming back late from the pub after celebrating, he made a right noise trying to get into his house.

"Is that you Dai?" shouted

his wife down the stairs.

"Certainly not," he replied drunkenly. "It's Councillor Jones."

"Well, come up quick then, we've only got a few minutes before Dai comes back from the pub."

FARMER BARTERING

Aled the farmer wanted to buy his neighbour's cow, but was shocked to learn it was £50.

"Here I am, your friend and neighbour, and you ask a price like that?" he said.

"Seeing you are my neighbour I'll give you a 20% discount," said the neighbour.

Aled wasn't quite sure what this meant so he said: "I'll think about it."

He was still trying to figure it out when he saw the local schoolmistress. He stopped her and said: "Miss Pugh, if I were to offer you £50, less 20% discount, what would you take off?"

Miss Pugh said: "Everything except my earrings."

ENGLISH TOURISTS

On a beautiful summer's day, two English tourists were driving through Wales.

At Llanfairpwllgwyngyllgogerychwyrndrobwyllyllantysiliogogogoch they stopped for lunch and one of the tourists asked the waitress: "Before we order, I wonder if you could settle an argument for us. Can you pronounce where we are, very, very, very slowly?"

The girl leaned over and said: "Burrr... gurr... King."

DYLAN'S SCHOOL PLAY

Young Dylan comes home from school and tells his mother he's been given a part in the school play. "Wonderful," says his mam. "What part is it?"

The boy says: "I play the part of the Welsh husband." *The mother scowls and says: "Go back and tell them you want a speaking part."*



GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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

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

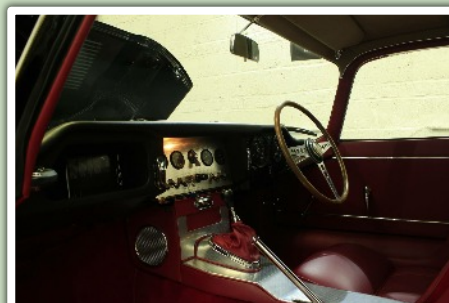
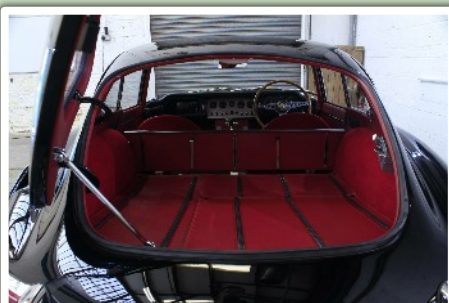
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring ANDREW for a club members discount or to discuss winter vehicle storage.



Full Body | Mechanical | Interior | Restoration Service



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



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

Andrew Douglass on 02920 708005
or email info@classiccarswales.co.uk
www.classiccarswales.co.uk

Glamorgan Classic Cars formally known as Gimber Motors

Vehicle Body Repair Association (VBRA)
www.vbra.co.uk

Retail Motor Industry Federation (RMIF)
www.rmif.co.uk



CALENDAR

WHAT'S ON IN 2018

AUGUST

- 19** Tewksbury Classic Car Show
- 25-27** Pershore Plum Festival
- 26** Ponthir Car & Music Festival

NOVEMBER

- TBA** Jaguar Enthusiasts' Club National AGM
- 9-11** Lancaster Classic car Show - NEC

SEPTEMBER

- 1-2** Beaulieu International Autojumble
- 7-9** Goodwood Revival
- 9** Bristol Region BBQ
- 16** The Big Welsh Classic Car Show Chepstow Race Course

DECEMBER

- TBA** Regional Christmas Dinner

OCTOBER

- 6** Castle Combe Classic Action Day
- 14** Malvern Classic Car Show
- 21** Jaguar International Spares Day Stoneleigh

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.

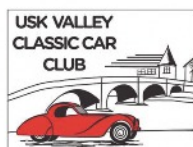
Ponthir Music & Car Festival 2018

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.



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



All monies raised help this club to keep supporting the local community sports club.

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

All cars to arrive between 1.30 - 2.30pm, no charge for passengers, club flags/tents welcome. Due to Health & Safety no vehicles will be allowed to leave before 5pm. There will be signs if coming from the Cwmbran direction through Llanfrechfa - just after entering Ponthir, turn right at The Star Inn, pub. If coming from Newport, drive through Caerleon, following signs to Ponthir and take a left at The Star Inn pub - Postcode NP18 1GA.

Contact Andy on 07771 852703 with any queries.



Insurance solutions*
for classics and more.

Proud Insurance Partners



CLASSIC + MODERN CAR

CLASSIC + MODERN BIKE

MULTI VEHICLE

COLLECTORS

KIT CAR

CLASSIC MOTOR TRADE

COMPETITION CAR

SUPPORT VEHICLE



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

Call our friendly UK team for a quote.

0333 207 6185

or visit: footmanjames.co.uk

Jaguar Enthusiasts' Club Scheme*

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



**Footman
James**

Part of the Towergate Group



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

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

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 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
Wednesday 20th February 2019	Wednesday 21st August 2019

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

HOW TO FIND OUR MEETINGS:

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

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

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

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

Committee Members

REGIONAL REPRESENTATIVE

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

PRESIDENT FOR LIFE

Harry Kuehling

email:

harry.kuehling@jecsouthwales.co.uk

Telephone: 07931 538434

TREASURER

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

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





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

bathroom CARDIFF
CENTRE



Simply add water...

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