

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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Masterson's WORDS

By Colin Masterson

My first introduction to Jaguar cars was when my father bought a 1957 2.4 Mk I followed by a 1962 3.4 Mk II at a time when they were still considered to be a pretty racy proposition for a very conservative (with a small "c") Chartered Accountant. We had some great Continental holidays in them and I remember being allowed to park the MK I several years before getting my licence!

Since then I have always thought, as most of us have, that Jaguars are a bit of a cut above and sportier than most cars, it's therefore strange to see so many non-sporty cars like the various SUVs appearing. Not that I am complaining, if that is what it takes to keep Jaguar Cars solvent, with high sales



volumes required to justify the massive investments in development. Great news then that the I-Pace wins the AutoExpress Car of the Year award especially as this year's winner is also the first-ever all-electric car to win the award. As the Auto Express judges noted, 'It offers performance that would humble some sports cars, practicality to shame some SUVs and the premium image many buyers seek.' - Praise indeed.

Colin Masterson

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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

Dave Fisher Contributor

Andy Webber CICPO

Contributions welcome.

Please email all contributions including photographs, articles and reviews to:
editor@jecsouthwales.co.uk

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ADVERTISING

Colin Manconi

email: advertising@jecsouthwales.co.uk

Telephone: 07977 474637

SUBSCRIPTIONS

Colin Manconi

email: colin.manconi@jecsouthwales.co.uk

Telephone: 07977 474637

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Tel: 0845 366 58 48

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REGIONAL NEWS

By Colin Manconi

Jaguar To Build Mid-Engine Supercar J-Type?

Despite leaving the Jaguar C-X75 mid-engine concept at the bottom of a river in a subpar James Bond movie, Jaguar still reportedly has plans to put a mid-engine supercar into production. It could replace the current F-Type and reportedly be called the J-Type.

According to Auto Express, with unclear sourcing, Jaguar wants to replace the F-Type with a hybrid mid-engine supercar utilizing some of the battery and motor technology it developed for the all-electric I-Pace. The hybrid Acura NSX is reportedly the benchmark for the new car, with dreams of it also taking on the McLaren 570S and Audi R8. From Auto Express:

The successor to the Jaguar F-Type will embrace hybrid technology and go mid-engined when it launches around 2022, Auto Express can exclusively reveal. And further down the line, Jag could launch a fully-electric version to rival the forthcoming Porsche Taycan.

The mechanical make-up of the car is yet to be finalized, but it's expected that at least two electric motors, one on each axle to give four-wheel drive, will supplement a mid-mounted V6 engine. If it is to be competitive, a power figure upwards of 550bhp is likely, placing it among competitors such as the McLaren 570S and Audi R8. By "replace," one has to assume this hybrid supercar will be a lot more expensive than the F-Type, which starts around £60,000.

The report also indicates the platform will be developed with the capability to go fully-electric as well. Since the new car would be completely different from the current F-Type, Auto Express suggests they could label it the J-Type, based on recent trademark applications.

Since the Jaguar C-X75 was only ever a concept car and prototype that came very close to production, and the then a movie villain car, this new J-Type or whatever they call it would only be Jag's second mid-engine production car, following the sleek XJ220.

Well what is Jaguar up to now! Five years ago who would have put money on Jaguar producing a SUV vehicle, the F Pace, and now the E Pace, especially when the Jaguar Land Rover already had the Range Rover and Evoke in their group. We now have the I Pace, the first all electric Jaguar but perhaps the most unexpected announcement was the all electric E Type! It is a restored series 1.5 roadster and called an E Type Zero. It has an



electrical powertrain developing 220kw which makes it quicker than the original E Type 0-100km/h in 5.5 seconds.

JD Classics Has Gone Into Administration

JD Classics Ltd, based in Wyck Hill Business Park in the town, has gone into administration following the business and its assets being put up for sale.

The company is one of the leading UK businesses specializing in restoring, racing and trading premium classic vehicles celebrated around the world.

It owns more than 110 valuable classic cars, including those by Aston Martin, Ferrari, Jaguar and Maserati, and has 60 employees

On September 10, Mark Firmin, Richard Beard and Richard Fleming, Managing Directors at Alvarez & Marsal Europe LLP (A&M), were appointed as Joint Administrators for the company.

A&M have stated the existing situation has come about as a result of the company uncovering a number of historical financial irregularities.

The company has stated that individuals involved in these irregularities left the business in June this year, at which point a new management team was put in place, which is reported to have made "considerable progress" in stabilizing the business and improving operations.

The company operates out of a 15,000 square foot facility with a flagship showroom in Mayfair.

In 2014, it secured a £30 million funding deal from the Royal Bank of Scotland (RBS) to carry out expansion plans.

In the 2015-16 financial year the company

saw its profits soar to £21.1m on £121.8m sales. An Italian private equity business, Charme Capital, bought a majority stake in JD Classics last September.

Mark Firmin, of A&M, said: "Whilst JD Classics has now entered administration, the business continues to trade. We are hopeful that a sale can be achieved in the next few days, ensuring the ongoing employment of the workforce."

"The company benefits from an outstanding collection of cars, bespoke restoration facility and a team of world class craftsmen and engineers. We have informed employees about the process today and will continue to keep them updated on developments. We are grateful for their hard work and support during this time.

"We will be contacting customers, creditors and parties with cars currently being restored or situated at the premises over the next few days."

In April this year, Essex Life Magazine named the company's former owner Derek Hood, who ran the company since 1987, the 30th richest person in Essex. He left the company in June.

Earlier this year, Mr. Hood was sued by businessman Mike Tuke for alleged fraudulent business activity.

Following his first trial in April this year, Mr. Hood was found to have engaged in "deliberate and dishonest conduct" in his dealings with Mr. Tuke.

Several other legal claims are understood to be ongoing - see:

www.wilmotslitigation.co.uk/blog/2018/04/19/success-against-jd-classics-ltd

Bill Jones Old E-Type

Some of you will remember one of our original members Bill Jones of Porthcawl. Bill passed away many years ago, but in 1984 had acquired an early side locker, flat floor E-Type convertible chassis no 850064, the 64th E type built. The car was in a terrible state when Bill bought it and it took him many years to restore it. He actually had one of the first Martin Robey bodies that were built. Unfortunately by the time Bill had finished the restoration he found, at his age that it was difficult to get in and use. After Bill had unfortunately passed away his family decided to keep the car plus a MK2 that he had also restored. The car was not used for a few years and eventually was put up for sale in 2005 for between £25,000 to £30,000. I actually went to



Porthcawl to meet one of Bill's great friends and one of our members Frank Fulgoni, who had been instructed by the family to help sell the car, with the intention of buying the car, but decided against it. One of my biggest mistakes! The car is now up for sale in H&H Auctions in October. The Estimate £340,000 to £380,000. Isn't hindsight wonderful!

THREE COCKS VINTAGE RALLY HAY-ON-WYE

On Sunday the 12th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. Howard lives near Hay-on-Wye and is now a member of the Three Counties region. It is a set in a great location on top of a hill with the Welsh mountings in the background.



Continued >



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The weather forecast was heavy rain for most of the day and when Paul and myself met at the supermarket car park at Abergavenny it was raining quite heavily. Most of the other members came up over the Brecon Beacons.

We got there early before Howard, who then arrived, and showed us where to park. The rain eased and then stopped so we quickly erected the gazebo and Paul put on the cooker to start making the bacon rolls.

We enjoy this show every year. There is a wide variety of classic and vintage cars, lots of classic bikes, tractors and steam engines.

The weather improved with the rain holding off. We would normally have a good selection of Jaguars on our stand, with almost 43 cars ranging from an Austin Swallow right up to the latest models with plenty of E Types, XJSs, MK2s, XJ6s and subsequent saloons booked in. Unfortunately because of the weather forecast of heavy rain only around 20 cars turned up.

We spent some time walking around the field looking at the various classic cars and fabulous steam engines, some of the big ones so heavy that they leave a deep impression on the grass as they pass. We then moved over to the auto jumble. The Three Cocks Society usually manages to attract a large amount of auto jumble, but the weather had reduced the number by half.

It was then time for lunch and Paul soon was handing out the beef burgers. The rain came and went again in the afternoon and we spent some time looking at the cars we had missed in the morning.

We packed up around 4.00 and had a mainly dry run home.

A full report on this event can be found on page 31.

PONTHIR MUSIC FESTIVAL

This was the fourth time we have attended this event held on the Sunday 26th of August. The first time Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event to make it a music and classic car show. The weather forecast was not very good but about a dozen of our members brought their cars along.

The second year again the weather was not good with rain on times but we invited the Usk Car Club and had over 40 cars attend. Last year Andy had gone around with flyers and invited lots of classic car clubs to attend. It worked and we had over 100 classic cars turn up. Unfortunately this year the weather forecast was heavy rain all day and only about 20 cars turned up. We stayed till about 4.30 and the weather dried up on the way home.

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. On Sunday the 9th of September we were invited as a

region to attend the barbeque at their regional venue, the Olveston Sports and Social Club near Thornbury. We all had a great time last year and had no hesitation in accepting an invitation to attend this year.

We had arranged to meet as usual in the lay by near the old Seven Bridge, but when I checked on Saturday the bridge was closed on Sunday. So we met at Magor Services and we had to go the long way around.

It is a delightful venue and the Bristol Region always makes us very welcome. The food was good and everyone had a great time.

OUR NEXT EVENTS ARE:

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.

JEC TRACK DAY AT CASTLE COMBE

Ever thought of trying your car on the track or just want to experience the thrill in the hands of a professional tutor? Well now you can!

At our Autumn Track Day at Castle Combe not only can you buy a whole day of track activity but you can purchase 15 minute "Power Laps" for just £25 per session, giving you the chance to see if you like the experience. You can also choose to go out in your own car with one of our professional tutors, then have a go yourself. Share your car with a friend to keep costs down.

Or why not come along as a spectator - its free! It is always fun to watch and the restaurant is open. We also hope to have some special Jaguars there to give that special track experience to spectators as well.

So join us at our Autumn Track Day. This event is open to all, giving enthusiasts the opportunity to explore the performance of their car at this famous and interesting circuit, in a safe, controlled environment.

A number of South Wales members will be going, for more info or to book online, go to: <https://jec.org.uk/events/jec-track-day-castle-combe>

Continued >

REGIONAL CHRISTMAS DINNER

We would like to invite all members, sponsors and supporters of the JEC to our Regional Christmas Dinner, to be held at ST Mellons Golf Club on Friday the 30th of November.

Drinks at 7.30pm with the meal commencing at 8.00pm.

We will need your choices of meals and full payment by the 15th of November.

Downloadable menu: www.jecsouthwales.co.uk/downloads/christmas-menu-2018.pdf

ST MELLONS GOLF CLUB, ST MELLONS, CARDIFF CF3 2XS

Christmas Menu 2018

STARTERS

Spiced Parsnip & Apple Soup

Prawn & Avocado Tian

Melon Parma Ham & Figs

Chicken Liver & Brandy Pate Served With Caramelised Onion Chutney

MAIN COURSE

Roast Breast of Turkey With Sage & Onion Stuffing And Chipolata

Brain Shin Of Beef Served With Homemade Yorkshire Pudding

Roast Loin Of Pork, Sage & Onion Stuffing & Apple Sauce

Mushroom, Cranberry & Brie Wellington

All Served With Seasonal Vegetables

DESSERT

Christmas Pudding With A Rich Brandy Sauce

Irish Cream Profiteroles

Chocolate & Cheery Torte

Selection Of Cheese & Biscuits

Coffee & Mince Pies

Three Course Dinner

£22.50 per person



ST MELLONS GOLF CLUB, ST MELLONS, CARDIFF CF3 2XS



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 LANCASTER CLASSIC MOTOR SHOW AT THE NEC

Held on the 9-11th of November at the National Exhibition Centre at Birmingham, the largest indoor Classic Car show of the year returns and will provide the back drop to the largest gathering of Clubs and traders of the year in the UK. This years theme is "Built to last".

As always we will be celebrating the major anniversaries of the year and 2018 is two big ones, the XK70 and the XJ50.

Many of our members will be going and Michael, Andy and myself will be organising and helping out on the JEC stand. So if possible please come along and have a cup of coffee with us. It is a massive show with hundreds of car clubs and thousands of classic cars. Visit their website www.necclassicismotorshow.com for more details and buy tickets.



REGIONAL CHRISTMAS DINNER at ST MELLONS GOLF CLUB

Our regional Christmas Dinner is booked for Friday 30th of November at St Mellons Golf Club, Cardiff, CF3 2XS.

We have used this venue for Christmas dinner in previous years and have always enjoyed it. For any members wanting to stay the night, right alongside is the St Mellons Hotel & Spa. Rooms are limited so I would advise booking as soon as possible.

I am now taking menu choices and payment so please see me at the meeting or give me a call. All payments have to be received by the 15th of November. If you come to the monthly meeting there is a loose leaf form in the magazine to fill in. Alternatively you can download the menu and contact me via the details on the menu.

We have a number of our friends from the JEC Bristol Region coming over for the dinner and I am sure it will be a fantastic evening.

www.jecsouthwales.co.uk/downloads/christmas-menu-2018.pdf

The menu is opposite on page 8.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny (mostly!) South Devon.

The classic car show season continues unabated although a couple of events were hit by poor weather and we personally calmed down and did not attend a few others. During the month we have been to or taken part in:

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

- Christow Show
18th August
- Morris Minors Show, Exmouth
19th August
- TOWC Treasure Hunt
2nd September

We did not go to the following events:

- Cornwall VW Jamboree, Falmouth
24th to 27th August
- Seaton Show
26th August
- Aveton Gifford
27th August

Sadly, the Centenary event at RAF Harrowbeer on 11th & 12th August was cancelled because of bad weather.

CHRISTOW SHOW - 18th AUGUST

As in 2017 Natalea & I just went along to have a look at this show & did not enter a car. Quite a number of TOWC members had cars in the show. We also enjoy the drive up the picturesque Teign valley to get to Christow. Included in the show was a very large display of tractors. Last year we were entertained by the Vikings and Saxons displays as well

as their re-enactment battles in the display ring. This year there were other entertainers especially for younger spectators. It was also good to see our members parading their cars around the ring.

MORRIS MINORS CLASSIC CAR SHOW, EXMOUTH - 19th AUGUST

The previous year's show was rather damp and we left early in the afternoon. This year's weather was far better and our TOWC group were virtually the last to leave! I met up with TOWC members at Darts Farm before travelling in convoy to Exmouth. I took the VW Camper to this show and during the day chatted to the owners of a similar model. They had owned it for about 17 years and had travelled all over Europe in it! It was also very pleasant exploring Exmouth as well as

watching a lot of water sports on the estuary.

TOWC TREASURE HUNT - 2nd SEPTEMBER

Originally a treasure hunt had been planned for March but was postponed as the organiser (Ivan) was taken ill. Thankfully he made a full recovery and organised the treasure hunt for 2nd September. As Natalea decided not to take part I teamed up with Dave & Phil. We had a brilliant time trying to follow the "challenging" route and spot the answers to questions. The route plotted by Ivan & his son Daniel left a lot to be desired & just about everyone got lost! On a couple of occasions we met club members coming from the opposite direction! As there were three of us in Phil's "classic" Skoda Superb (!) we did better than most and ended



up in 2nd place behind Chris & Julie Headon. As we knew our ultimate destination & were running out of time we ended our search before looking for the final two clues/answers. After relaxing, we enjoyed our carvery meal in the Sportsman's Inn near Dartmouth before heading for home.

CLUB MEETING - THURSDAY 30th AUGUST

The main agenda for the meeting was to present the club's donation to local charities. Last year we donated a record £5,500. This year we donated a new record of £6,250 to Mike Bailey of Paignton Festival. We assembled a few classic cars in front of the Blagdon Inn and took lots of photos of the ceremony. The photos may be viewed on the club's website.

and finally...

ADAM AND EVE

One day Mrs. Jones went to have a talk with the minister at the local church. "Reverend," she said, "I have a problem, my husband keeps falling asleep during your sermons. It's very embarrassing. What should I do?"

"I have an idea," said the minister. "Take this hatpin with you. I will be able to tell when Mr. Jones is sleeping, and I will motion to you at specific times. When I motion, you give him a

good poke in the leg."

In church the following Sunday, Mr. Jones dozed off. Noticing this, the preacher put his plan to work. "And who made the ultimate sacrifice for you?" he said, nodding to Mrs. Jones.

"Jesus!" Jones cried as his wife jabbed him the leg with the hatpin.

"Yes, you are right, Mr. Jones," said the minister. Soon, Mr. Jones nodded off again. Again, the minister noticed. "Who is your redeemer?" he asked the congregation, motioning towards Mrs. Jones.

"God!" Mr. Jones cried out as he was stuck again with the hatpin.

"Right again," said the minister, smiling. Before long, Mr. Jones again winked off.

However, this time the minister did not notice. As he picked up the tempo of his sermon, he made a few motions that Mrs. Jones mistook as signals to bayonet her husband with the hatpin again.

The minister asked, "And what did Eve say to Adam after she bore him his 99th son?"

Mrs. Jones poked her husband, who yelled, "You stick that goddamned thing in me one more time and I'll break it in half and shove it up your behind!"

"Amen," replied the congregation.

MAD COW DISEASE

In a rural program for farmers, a female TV reporter seeking the main cause of Mad Cow disease, arranged for an interview with an Irish farmer who may have some theories on the matter....

The female reporter: "I am here to collect information on the possible sources of Mad Cow Disease. Can you offer any reason for this disease?"

The farmer stared at the reporter and said, "Do you know that a bull mounts a cow only once a year?"

Reporter: (obviously embarrassed): "Well, sir, that's a new piece of information but what's the relation between this phenomenon and Mad Cow disease?"

Farmer: "And, madam, do you know that we milk a cow twice a day?"

Reporter: "Sir, this is really valuable information, but what about getting to the point?"

Farmer: "I am getting to the point, madam. Just imagine, if I was playing with your ta-tas twice a day and only having sex with you once a year, wouldn't you go mad?"





The Le Mans Classic 2018 was staged 6-8 July at the famed 38-turn, 8.469-mile Circuit de la Sarthe in Le Mans, France.

The ninth edition of this biennial event took place in front of more than 135,000 faithful enthusiasts that came to admire the cars that have written the history of the Le Mans 24 Hours of Le Mans. The incredibly rich heritage of the Circuit de la Sarthe was on display, which saw 700 racing cars return to the famous French track to run in anger once again.

Le Mans Classic was created in 2002 by Peter Auto and the Automobile Club de l'Ouest to provide a retrospective for lovers of exceptional motor cars that raced in the legendary Le Mans 24 Hours. The first meeting was a big success and since then its renown has grown in leaps and bounds over the events held so far - it has become a must-attend for spectators and participants every two years. All the ingredients were assembled for this celebration to continue the success of the previous meetings - glorious weather; 24 hours re-tracing the history of the

greatest endurance race in the world over a period from 1923 to 2014 with more than 700 historic racing cars; over 1,000 drivers from 30 nationalities; ten former winners of the 24 Hours and nine grids for the races as well as parades and demonstrations on the track.

The 2018 Le Mans Classic race weekend kicked off on Friday with day and night-time practice for all the entrants. In the village, the public was invited for the first time to attend a conference to which Pierre Fillon (President of the Automobile Club de l'Ouest), Patrick Peter (founder of Peter Auto) and nine former winners of the Sarthe event: Derek Bell, Jürgen Barth, Romain Dumas, Loïc Duval, Jan Lammers, Gérard Larousse, Klaus Ludwig, Stéphane Ortelli, and Henri Pescarolo were invited: he holds the record for the highest number of outings in the race with 33 crowned with 4 victories.

The festivities really got off the ground on Saturday morning with the on-track action that never stopped from that moment onwards. After the opening parades of cars from

clubs and from the Le Mans Heritage Club with 24 cars that had left their mark on the history of the Sarthe event, the Jaguar Classic Challenge kick-started the weekend's races. On the track were almost 60 cars that had forged the Coventry make's legend (Type Cs, Ds, Es XKs plus MKIs and MKIIs). The race lasted 60 minutes and victory went to English driver Martin O'Connell in his E-Type.

Then it was the turn of the more recent and iconic Group C prototypes, back on their favourite hunting ground for the second time in succession, with a total of 40 cars in this particular category: Porsche 956s and 962s, XJR 8, 9, 11, 12 and 14 Jaguars, Peugeot 905s, Toyota 85Cs, Nissan R90s, Courage C26s, Rondeau M382s as well as entries representing Spice, Tiga, ALD, etc. It gave spectators the opportunity to relive a period that specialists consider as the Golden Age of endurance racing in a 45-minute event won by Briton Michael Lyons in a 1991 Gebhardt C91.

The major newcomer at the 2018 event, the Golden Endurance Legends, then took to



the track ushering Le Mans Classic 2018 into another era with the GT1s and LM P1s of the 1990s and 2000s. This demonstration grid helped the event to extend its retrospective of the Le Mans 24 Hours to 2016 with legendary cars like the Audi R8, Bentley Speed 8, Peugeot 908 HDI, Pescarolo 01 (driven by Henri Pescarolo himself), Toyota GT-One (entrusted to Emmanuel Collard, one of the team's drivers at the time), the Alpine A460, Ferrari 333 SP, McLaren F1 GTR, Maserati MC12, Chrysler Viper GTS-R, Venturi, Saleen S7-R, Panoz Esperante, etc, which all revived recent memories.

To celebrate Porsche's

70th anniversary a parade set off for a lap of the circuit. Leading it was the first car built by the German make, the no. 1 365 homologated on 8th June 1948: it was driven by Felix Porsche, grandson of Ferdinand Porsche founder of the make, and Felix Lange, Félix Porsche's cousin and Ferdinand Piëch's grandson. The cars that followed it came from the Porsche museum in Stuttgart: a 911 Carrera RSR from 1971 driven by Derek Bell (five-time winner of the Le Mans 24 Hours), a 911 2.5 ST with Marc Meurer (Porsche France General Manager) at the wheel, a 906 Carrera (1966) for Romain Dumas (two-time winner of the race), a 908/3 for Henri Pescarolo

(four-time winner), Richard Mille (main partner of Le Mans Classic with EFG) in a 962 and the GT1 victorious in the 1998 race with Stéphane Ortelli (one of the winning trio) in the cockpit. They retraced different decades of Porsche Racing's competition history. Shortly afterwards came the Porsche Classic Race Le Mans. It was organised in collaboration with Porsche France to celebrate this historic anniversary and more than 70 Porsches covering the period 1952 to 1973 ranging from the 365 Pre-A to the 911 RSR 2.8L as well as the 904 Carrera GTS, Carrera 6s and 910s, and 914/6s took part in the one-hour event with the 908 LH driven by

Continued >





GLAMORGAN CLASSIC CARS

Jaguar Specialists

Est 1968.

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

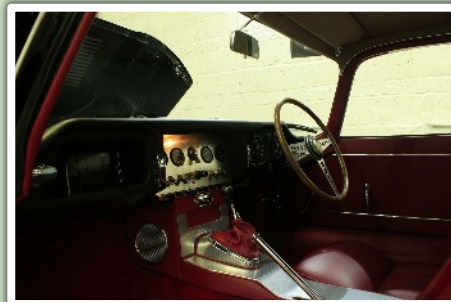
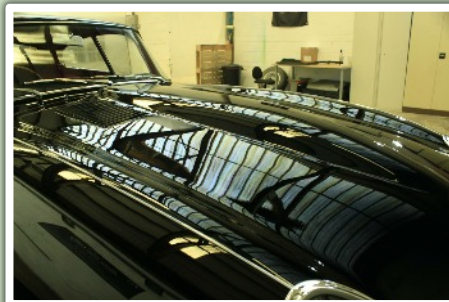
For a limited period only and as a special introductory offer to the Jaguar Enthusiast Club, ring ANDREW for a club members discount or to discuss winter vehicle storage.



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



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Frenchman, Ewens Stievenart, emerging as the winner.

After a parade by the budding drivers was over the cars in grid 1 (pre-war - 1923-1939) got ready for the official start of Le Mans Classic 2018. At 16:00 Sébastien Loeb (nine-time world rally champion) and Felipe Massa (269 F1 grands prix and 11 victories) waved the French flag together to release men and machines to tackle the challenge of the 24-Hours circuit. The race for the six grids covering the period from 1923 to 1981 was launched and it would continue until the afternoon of the following day.

Patrick Peter, founder of Peter Auto: "The ninth staging has shown a big step forward in terms of attendance figures. The entrants, the public and all the players in the event have also told us how satisfied they are. We're managing to develop Le Mans Classic and renew and complete our programme to offer the public new activities and events at each staging. This year, the arrival of the Global Endurance Legends enabled us to extend our retrospective of the Le Mans 24 Hours to 2016 thus answering the expectations of a younger public. We offered this year's visitors to Le Mans Classic

93 years of the history of the greatest endurance race in the world as well as a privileged opportunity to get close to the historic cars and their drivers."





THE 44TH ANNUAL GLOUCESTERSHIRE VINTAGE & COUNTRY EXTRAVAGANZA @South Cerney Airfield

This August, I decided to return to The South Cerney Airfield Rally scene, with my trusty old Bedford OB, sadly missing Graham's event at Bristol.

This event, believe me, is massive, spread over acres of Airfield space, over a 3 day spread, showing every variation of motoring exhibit, us Petrol Heads could ever wish to see!

For myself, it has always been the annual gathering of, possibly the most popular Coaches of British Origin, The lovely old Bedford OB. As per the article in past magazine, I am the fortunate owner of such a coach, always proud to display her amongst many others which often travel long distances to this

event. Considering there are probably less than 70 or so still surviving in a roadworthy condition worldwide, it is an amazing sight to see so many parked alongside each other at a single event.

"The Bedford OB Club", was formed by such an avid enthusiast of the Marque, Mr. Tim Wootton, latterly of Oxfordshire, who became the GURU of OB's, whom we sadly lost to that dreadful disease last year. He regularly organised OB gatherings, along with his lovely Welsh Wife, Ceri, for us owners and bus enthusiasts alike, to partake in, plus enjoy. I think the record number of OB's attending, was at the 75th anniversary of the Coach, up at Vauxhall's works, Luton, a few years ago, where an unbelievable total of around 35 Coaches turned up! Almost half of the Worlds survivors, 2 of



which journeyed from Belgium. These actually started life at N. Wales, so a pleasure to see them return to Britain, (Even if it was English Soil !) The OB World will always be indebted to Tim Wootton and his supportive wife Ceri, for arranging this Historical event. Just imagine trying to get half of all the E-Types surviving in the world, to turn up at a UK event.

My journey began after work on a Friday afternoon, from deepest interior of Llantrisant South Wales, pointing my trusty OB towards the M4 junction, with all of her 28 HP, pumping away under my feet, hoping the journey would be uneventful in every respect. Around four and a half hours later, with only one refuelling stop at Leigh Delamere

local Church & School outings, to practice their romancing skills with their pretty young female counterparts. (Sorry Bampa & Dad, I was forced into it, Barry Island was such a romantic place for young kids!) Right where was I ?

Of course, South Cerney Rally, and to those guys who have never ventured to this event, you really do not know what you are missing. I had the pleasure of bumping in to young Scott, Derek and John, other South Wales JEC members, who had travelled up on the Saturday, whom I would be confident to say what a brilliant show this is.

Whether you are a fan of Jaguar's, simply Classics in general, Army Vehicles, Classic Commercial, Steam powered,

stoking up boilers, soot and coal dust covering otherwise spotless complexion's, is certainly a sight to behold! Each day they arrange displays of all entrants, travelling through the big arena, for the public to enjoy. I also think this another reason I will support this event, as it is not just sitting in a field behind ones car all weekend, there is something to see and do for all the family. At these events over "Offa's Dyke" & the Severn Bridge, you get a chance to see exhibit's you would never otherwise get a chance to experience.

Sadly, Sunday evening approaches, time to pack up and leave, amongst the few thousand other petrol heads. The weather that weekend was absolutely glorious, where I had to constantly study the newly fitted temperature gauge in the Coach, on route at a blistering 30/35 mph, uphill & down dale, trying to keep it below 90 degrees. I even removed the bonnet sides at Leigh Delamere on way up, trying to ease cooling, as Bedford engines run very hot, causing petrol vaporising, hence petrol chokes. If no other Jaguar owners have experienced this, whilst stuck on the hard shoulder of a motorway, waiting for engines to cool, hanging over the off side mudguard, blowing or sucking one's copper petrol pipes, whilst modern 50 ton Juggernaut's hurtle past, trying to suck you under their wheels, you haven't lived!! With the memory's of this, firmly stuck in my mind, I thought, "To hell with it, let's check the reservation space at the OB Hotel again", and leave early in the morning. Thankfully the rear seat was still available, so another evening in the beer tent was experienced.

A 05.30am start on the Monday was not a welcome feeling, but a rather cooler journey back home was a great result. With the amount of Cars and trucks passing me on the M4 each way, most tooting their horns & waving, I was not sure if they actually meant "Well Done for keeping an old Coach running", or simply, "Get off the Bloody road you old codger, you are a danger!" Maybe I will never know, Who Cares Anyway. My other cars a Jag!



Services, sees me arriving at South Cerney, with legs and cheeks, (rear end not facial!), aching like toothache. A quick park up alongside 3 other OB's, saw me trundling off to the beer & burger marquee, to assist and ease my muscular recovery. Well that's my theory and excuse anyway!

With no pre arranged hotel booked, I decided upon staying 2 nights at the not so luxurious Bedford Hotel. I think that is why the rear coach one-piece seat was designed for and not for randy young lads off to

Agricultural tractors or motorbike's, this rally is a must to see.

The highlight for myself, other than OB's, is the Steam Show, especially during evening and nighttime hours, when many of the Traction Engines and Steam Lorries Motor up to surround the area around the beer & food Marquee's, often driven by the owners sons & daughter's, with their decorative light bulbs blazing away, plus providing warmth from their boilers, to many cold hands after gripping ones beer glass all evening. To watch young kids, girls & boys,

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LE MANS CLASSIC 2018

A MEMBERS PERSPECTIVE

Gathering at Aust services on a very sunny Wednesday the scene was set perfectly for a trip to France, where the weather was even better - hardly a surprise there then!

Nigel Wilcox had emailed all our instructions the week before and of course these had been read, all details had been digested and everyone was ready. Well... everyone was ready anyway! Amongst the uvccc members included a number of JEC members too, Terry Brown and Mike Wills-wood were travelling down in Terrys E-type, Peter Harris and Andy Webber in Peter's XKR, myself in the XK8 and of course the man who we have to thank for the trip, Nigel Wilcox and his wife Alison in his fantastic freshly restored E-type. Howard Cox in his XJS would meet us the following day at the campsite.

We all agreed first stop would be lunch; thankfully Nigel made a very good suggestion of stopping off at a lovely little pub called The Poplars Inn, Trowbridge. So we all set off in convoy (most of the way anyway!) and shortly arrived for a brief lunch

stop to top our tanks up! We then left promptly and headed for Salisbury, however, disaster struck and yet again the 'Salisbury triangle' claimed an automobile victim. Rev Nick's MG TF (Gentry) lost its gear linkage. Thankfully Tony Wallen spotted a car was missing and returned to help Rev Nick and his daughter, Becca. But despite best efforts the car was un-repairable at the roadside (unless someone had a spare triumph gear linkage to hand!) so last resort, an emergency UVCCC response team flew into action.....Peter Harris & Scott Morgan who went back into Salisbury and collected Nick & Becca. Pete's passenger, Andy Webber jumped in with Tony Wallen in the Lotus Elan and the convoy continued along the coast to Portsmouth.

The queue onto the ferry was its usual car show with so many motorists on their way to Le Mans as well, and many familiar cars and faces in the queue. Andy secured a few tables in the 'posh' buffet restaurant where we all enjoyed some much needed food as the ferry sailed out of Portsmouth. We enjoyed a few

drinks and retired to the cabins at a decent time. The ships ridiculous alarm system that can't be switched off in each cabin woke us all up but the good breakfast put us in a better mood as we disembarked at St Malo. We managed to all get in convoy shortly after and headed south with Captain Wilcox leading the way.

First stop was a quick coffee stop at Ernee where we all regrouped, after parts of our convoy were inevitably separated (very inconsiderate French traffic splitting us up!). Shortly after, we were back on the road again, heading for Sable-sur-Sarthe for our lunch stop, the same place as our previous Le Mans trip in 2016. Again parts of our convoy arrived slightly later but thankfully due to Captain Wilcox's instructions we all knew exactly where we were going and managed to meet up once again! After a lovely lunch in Villa Roma in Sable-sur-Sarthe, alongside the river, we all headed off on the final part of the journey to our campsite in Mansigne, again the same place we stayed in 2016. By the time we arrived, we all really were looking forward



Article by Scott Morgan & Andy Webber
Additional photos from Mike Brown Mike Bennett & Nigel Wilcox

to a dip in the lake to cool off after a very warm day.

The circuit is only 20-25 minutes from the campsite and the country roads across to Le Mans are a great drive in themselves. Every morning we have the bakery stop, where we all cause chaos in a very small rural French village before heading off to the circuit with baguettes ready for lunch!

Before we knew it, it was our final evening at the campsite before we were all about to head home. The next day we paid up, said our goodbyes and departed in separate groups. A few UVCCC members stayed on an extra day or so. A few UVCCC members are fortunate enough to already live

in sunny France and had a mere two hour drive or so away, what a life! As for the remaining UVC-CC members, home was calling and we soon began the journey

“ the Salisbury triangle claimed an automobile victim ”

back to Portsmouth via Caen. On the return route, after passing through Alencon then Sees, a few of us decided to take a trip through the French countryside along some fantastic roads

heading to Vimoutiers, ultimately to see a famous Tiger tank. After driving so many motorway miles back home, it made a fantastic change to take the time and take a scenic trip back to the ferry.

Travelling along the D16 we stumbled upon Memorial de Montormel, a memorial/museum complete with a Sherman tank and a GMC M8. The monument was built in 1965 for the 20th anniversary of the battle. It not only commemorates the sacrifice of the Polish soldiers fallen for our freedom, but also invites visitors to reflect on the evolution of tragic events which occurred on the site many years ago.

Continued >



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Attached to the wall of the monument and facing the Valley of the Divine Ones is a metal-torn plaque symbolising the explosion of an artillery shell. A wrought iron arrow points to divisional badges of the following allied units, which shared the combat: 1st Polish Armoured Division, 2nd French Armoured Division, 90th American Infantry Division, 4th Canadian Armoured Division.

We then pushed on further through the very picturesque French countryside reaching the outskirts of Vimoutiers on the D979 and found

Vimoutiers. The tank's crew abandoned the tank after setting two explosive charges. Sometime later, advancing units of 2nd Canadian Division (the Black Watch) bulldozed the tank off the road and down an embankment. After the end of the war a local scrap dealer bought the Tiger from the land owner. For the next 30 years it was left rusting in a ditch. After the scrap dealer's death, ownership passed to another scrap dealer in Caen, but when they attempted to start scrapping the tank, the local people of Vimoutiers decided to purchase

cars gathering for the same crossing. In the foreground is the tail end of a GT40, behind that an XK150 Roadster which must be unique with steel wheels and spats, behind that a brace of Aston Martins and a 1920s Bentley. We soon set sail from the port on a gloriously flat and calm crossing and before we knew it we were in Portsmouth about to start the final leg of our journey home, marking the end of a fantastic trip. I think Captain Wilcox deserves a great deal of gratitude for the work, effort and sometimes stress required in arranging such



the Tiger tank. An amazing sight to see one of only seven Tigers still in existence, although if it was 75 years ago, seeing a Tiger tank up close would be quite a different story! On August 21st 1944, along with several other tanks (Panthers, Panzer III & IVs and other Tigers) plus assorted vehicles, it was heading out of the Falaise pocket to a fuel dump at the Chateau de l'Horloge in Ticheville during the last days of the Battle of Normandy. It is thought the tank ran out of fuel on RN 179 between Lisieux and Alençon just before entering

the tank as a historical monument for 6,000 Francs. In October 1975, the Tiger was removed from the side of the road and the tank was placed on a concrete plinth close to where it was originally abandoned in 1944. Partially restored, the Tiger is now displayed on the outskirts of the city.

Time was quickly marching on and it was time we continued to Caen. After a 45 minute trip we were soon at the Ferry Port in Caen with minimal traffic and still in plenty of time to see the fantastic selection of



a trip and the impossible task of everyone's happiness.

A big thank you from us all again Nigel!



XK Autumn Gael Harrogate and Yorkshire Dales

After the success of the last Autumn Gael Ruth and I attended with the Modern XK section of the JEC in Scotland we looked forward to the next one we could attend.

We were unable to attend the next one that was in the Lakes in Cumbria as it clashed with Drive it Day which we always attend. So as soon as details of the Autumn Gael based in Harrogate were announced we promptly signed up.

So on damp morning on Thursday August 26th about 10.30 we started off with the hood up and after a stop for fuel, we were on our way.

After about 30 minutes and 30 miles the sun came out so we pulled in to the layby just outside Monmouth we pulled in and the top came down and with a big grin on my face we carried on our way.

The weather remained quite good for most of the

journey cloudy now and then and the odd threat of rain.

I had to stop at one of the non-motorway service stations after leaving the M1 to answer the call of nature, unfortunately it was a MacDonald's and I had to break habit of a lifetime and go in to use their toilets, but I didn't buy anything so I convinced myself it was ok as I made a promise that I would never go into a MacDonald's. But I must admit I have never been so happy to see one.

After a stop for fuel entering Harrogate even though I had half a tank full I filled up to be ready for the 2 tours Jim had organised we arrived at the Crown Plaza hotel in Harrogate at about 1430 and were able to check in straight away as our rooms were ready. Our trip up we covered 255 miles, 30 MPG and an average speed 63 MPH (not bad considering we had the numerous delays due to

roadwork's and accident rubber neckers I always say if you can't see it at 70 MPH you don't see it!!).

After a few "refreshments" and a freshen up in our room, we changed ready to go downstairs to attend the Welcome Buffet in the Ripley Suite a private room that had been arranged by Jim Mann for our exclusive use. We were presented with a Welcome Pack and name badges. The buffet based on Yorkshire Fayre and hospitality with a wide selection to meet all tastes. After the meal Jim had prepared a fun quiz on car maintenance that everybody enjoyed. Everyone agreed it was an enjoyable evening with an opportunity to meet friends old and new from previous tours.

Friday was free day to do as you please. So after a hearty breakfast in the hotel we set out to explore Harrogate. We spent about 2 hours walking around Harrogate looking at the many shops and trying find somewhere to eat in the evening.

We then decided to get the 11 o'clock train to York at only £13.75p return for the 2 of us we

thought it was a bargain We arrived in York at 11.50 and began to explore it's many unspoilt buildings and shops, at about 13.30 we thought this is thirsty work and stop for a drink in a bar in the centre. We sat outside where we entertained by the various buskers and street entertainers, one that really caught eye was a puppeteer who had the kids captivated had was showing

restaurant. We had basic Cod in Batter and chips which was very nice but at £15.00 pound a head thought it was a bit dear, after that we headed back to the hotel past the many bars that Harrogate is also famous for and we couldn't resist calling into one of them for a nightcap (or 2).

The next morning we were up bright (?) and early for another hearty breakfast in the

burbling noise. The drive was a very sedate affair compared to the Scotland run with the driver of the F type driver showing remarkable restraint with speeds varying between 40 and 50 MPH on the open road (he couldn't resist slowing down now and again to give it the odd blast to show off the noise of the car).

We arrived at our first stop in the lovely village of



them how to do his craft. As we were sat there Jim Man and his wife came by and had a chat (he always manages to catch us with a drink in our hand). After about an hour we continued to explore York and ended up in the old sector of York with a street market various antique shops bookshops and small craft shops very interesting (wish we had found it earlier) After another stop for "refreshments in an old pub that looked like someone's front room we made our way to catch the 16.20 train back to Harrogate.

The evening was also free, so after a quick freshen up we went back out into Harrogate to look for somewhere to eat. Harrogate is widely known for its large variety of restaurants and after a while we ended up in a Fish

hotel to set us up for the run around the Yorkshire Dales that Jim and members of the Riding region had organised.

Jim had also organised a photo shoot outside the hotel, due to limited space there was only room for 4 cars and as our car was already outside our car was 1 of them privileged to be included.

After the photo shot we set off with the top down on a sunny/cloudy day following the lead car a 5 litre F type belonging to one of the members of the Riding region (his previous car must have been an XK8 as the reg. no. ended in XKB) the exhaust must have been set in what I call "upset the neighbours mode" as it was making lots of pops and bangs and a lovely

Pateley Bridge for another photo shoot to include all of the cars.after this it got a bit chaotic with many members setting of in their own direction, but I decided to stick with Jim otherwise I was bound to get lost.

A group of 4 followed Jim to next stop which was the market town of Masham a lovely route which took us above to clouds where it got quite misty but we were still able to take in the scenery. As we drove along we saw Nigel Thorley taking photographs as we passed by.

When we got to Masham I asked what had happened to the lead car the F type.it would seem that on arrival to Pateley Bridge there was a pool of oil underneath as a result of a broken rear axle. After a stop in Masham for



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some refreshments we carried on back the hotel via a short stop in Ripon due parkin limited to 1 hour.

We got back to the hotel about 1630 covering about 55 miles which was a very enjoyable day.

The evening was free so after a freshen up Ruth and I set out to find somewhere to eat. We thought we would stop in a pub

pub we called in earlier.

The following morning we up at 7 for another hearty breakfast to prepare ourselves for the next trip that Jim had organised to the Yorkshire Air Museum's Thunder Day at Elvington Airfield. Jim had arranged a special price of £6 per car instead of £12 a head. We left about 1030 and I parked in the main road outside the hotel to wait for Jim to lead

museum and the various fly pasts. Jim had even arranged our own tour guide to take us around.

There were various aircraft on display with some being started up and paraded around the display area. one of the aircraft of note on the ground was a Buccaneer which they showing of its engine power revving up and manoeuvring, very impressive.



It was almost time to leave and some of us made our way back to our cars, on arrival we were able to see the result of the Buccaneers display. All the cars were covered in grass which had been freshly cut for the event and some like myself who had left the top down had grass on the inside!!

We made our way back to the hotel to make ourselves ready for the Forum dinner that Jim had arranged for the evening in the Ripley suite at the hotel. This was another very enjoyable evening with a sit down meal. The night was spent with us reminiscing over drinks and food and everyone agreed that what another very enjoyable and successful weekend organised by Jim with help from members of the Riding region.

The journey home was same in reverse of the journey up. Starting off damp with the roof up and after 30 minutes sun came out and the top down with bits of sun, cloud and bits of rain here and there, jams in all the usual places.

We arrived about 1630 covering a total distance of 647 miles, 28 MPG and average speed of 47 MPH.

not far from the hotel, while we having a drink I remembered the last time I was in Harrogate, about 30 years ago whilst on a training course with BT. With some colleagues from work I went to restaurant called the Cattleman's Steakhouse we enquired at the bar and given directions.

It was just as I remembered it, hardly changed. It is famous for its condemned man's meal consisting of a 72 ounce steak and all the trimmings 92 ounces in total and if you can eat it all in a hour you can have it for free, it had a 92% failure rate but someone completed it in a record time of 17 minutes. Ruth had a 10 ounce Sirloin and I had a 12 ounce Rib eye delicious and more than enough for us. We then headed back to the hotel via the

(even though I had the sat nav on I like to be sure). A group of 4 XK's came out first and so I made the fatal mistake of thinking "they know where they're going" and followed them, despite my sat nav telling me I was going the wrong way I continued to follow, thinking "they know a better way" it wasn't till we got near to the turn off for York and my sat nav pointing in the opposite direction that I realised something was wrong and they were going to York!! Despite all this I managed to get to the airfield just as Jim and the first cars were arriving.

Jim had arranged for us to be parked all in the same place on the grass outside a hanger having our own mini display.

We spent the day looking at the many displays at the



LLANDRINDOD WELLS JEC WEEKEND WITH SCENIC TOURS

In August this year we went on a self drive tour of Mid Wales with Scenic and Continental Car Tours. This is a company that arranges tours for car enthusiasts to meet and travel together as a group. They supply a suggested itinerary for day excursions but there is no obligation to take part in the tours or to travel around with other members.

DAY 1

Waking after substantial rain in the night we felt a little deflated to find it was still raining seriously. However, by the time we were ready to leave the clouds and our spirits had lifted.

We enjoyed quite a scenic journey through Brecon - past Llwyn-on Reservoir and various pretty villages - along winding roads shaded by beautiful forestry - and saw a few sheep by the wayside.

After a comfort stop and an "all day breakfast" in Builth

Wells we drove the last leg to Llandrindod Wells and found the Metropole easily enough - a very imposing building on the main road. (lovely smooth check in and useful lifts) The hotel was built in 1896 and is still owned by the great great grandson of the founder. This was a very comfortable hotel, located in a Victorian Spa town in a good location to tour.

On wanting to move the car to unload however, we found that it had decided to stick its handbrake on to ensure some comfy R and R for itself. Lovely! Resolved after a few minutes tinkering but we decided to leave her where she was anyway. Sorting that out soon!

About 50 of us sat down for a super 3 course meal at 7.30 - plenty of tasty choices - well done chefs! Lovely chatty company around our table too. We discussed where we should go the following day but there seemed no clear favourites.





Spent a very comfortable night - bathroom was interesting though - the excellent lighting was "motion controlled". Yes really! Very... uh... interesting!

DAY 2

Waking after substantial rain in the night we felt awoke to an excellent buffet style breakfast. Everyone seemed to have their own itineraries worked out and dispersed soon after. David decided to go in a clockwise direction - Haverfordwest, St. David's, Pembroke Dock, then Cardigan, Aberystwyth and back to Llandrindod Wells. However, the driving rain made visibility poor so some places were missed out. I didn't feel deprived however as the heavy rain tended to make places look similar anyway. I am ashamed to say that the large breakfast and the swish of the windscreen wipers caused me to nap for good stretches of the way.

Although when I did open my eyes it was always to very different scenes of forestry, Victorian towns and villas, lonely houses, twisty, misty mountain



roads and pretty villages with dripping bunting. Apparently there were beaches too - it would have been lovely with kinder weather.

David enjoyed most of the driving as there was often nothing in front or behind us. He also enjoyed overtaking 3 tractors and 1 coach - most of the heavy traffic seemed to be going in the opposite direction.

DAY 3

Sunday proved much better

weather wise and David decided to take a northerly direction. We stopped for a late lunch in Aberdovey - highly recommended - estuary, fishing boats and a beach. Lovely fresh crab served up in the Britannia Inn too.

Back at the hotel for the last evening meal and discussions about where everyone had been - rounded off by some with Irish whiskies in the bar - goodbyes and hope to see you again soon's.

All in all - a good drivers weekend!

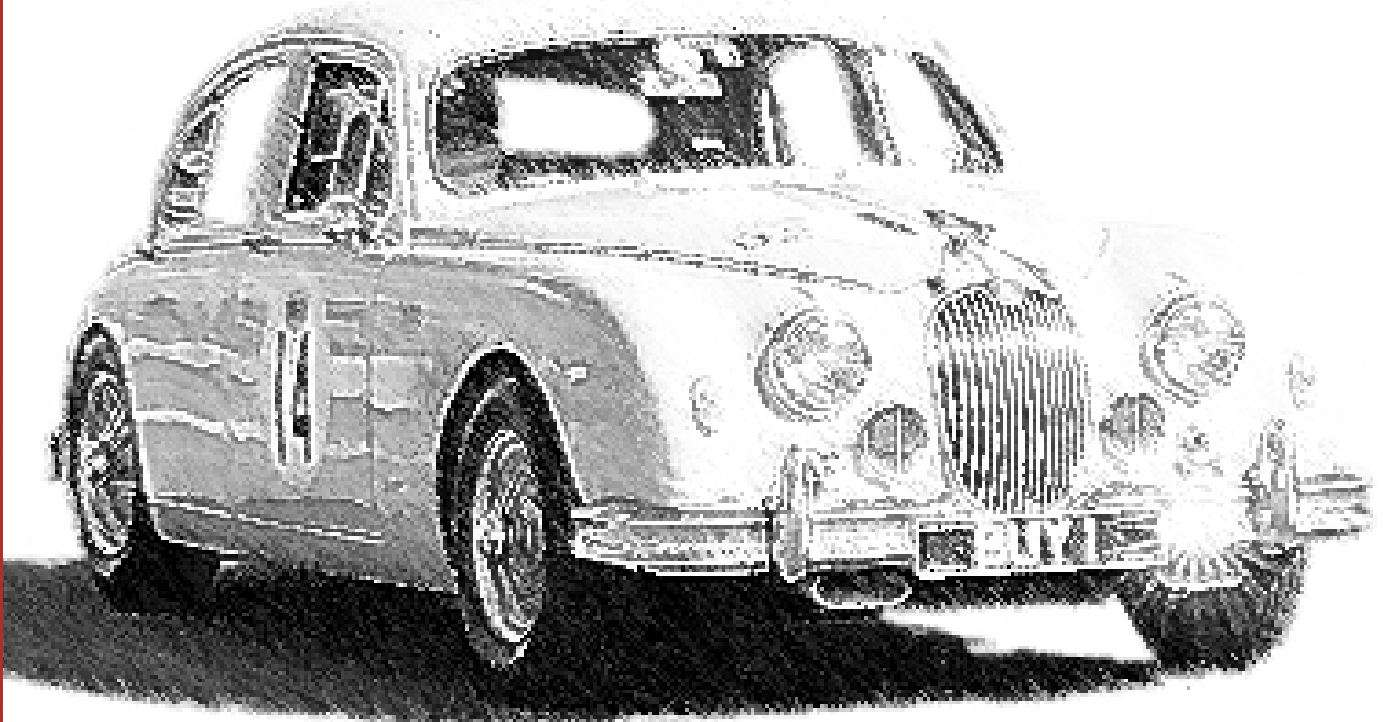


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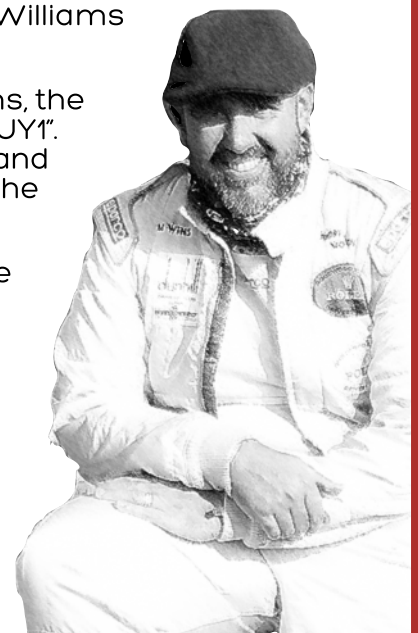
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Three Cocks Vintage Rally at Hay-on-Wye

After one of the best summers on record the forecast for the 3 Cocks Steam Vintage Rally was not looking good with heavy rain expected. On the day I woke up to find it raining but set of anyway, as I travelled up through the sensational scenery of the Beacons the weather improved and especially so as I crested the mountains at Storey Arms. The 3 Cocks Rally is held in a stunning location surrounded by the hills of mid-Wales. Due to the weather turn out was less than expected with Colin, Paul, Keith, Dave, John and myself from South Wales and several more from the 3 Counties. However, there was a good mix of Jagars from the Howard's Swallow, XK 120-150s, E Types, more modern XKs, XJs, XFs and finishing with my F Type. After some debate and weather watching, a committee decision was made to erect the Gazebo so that Paul had no excuse to crack on with the first of his specialties - the bacon rolls.

With the weather slightly improving and the clouds lifting it was decided to take a walk around the site. My impression was there were less exhibits than last year but still very interesting. The Auto jumble was popular with everybody looking for that

essential missing part or specialist tool. I even spent some money buying somemoney at the Air Ambulance stall. A 1953 coin set (the year of my birth and Queen's coronation).

The rumble, hissing and snorting of several Steam engines was heard as they were paraded in the ring, there were also parades of Cycles, motorbikes, cars and finally trucks. Finally some dogs were dashing around showing their latest tricks. All very interesting and it was great to see so many families enjoying the day.



Paul once again sorted lunch out before the rain came and our Gazebo became very popular as folk took shelter. After the rain it was time to watch the aerobatic display, which was not for the faint hearted and I for one, am glad the pilot does not take passengers. Once the Gazebo had dried a little it was dismantled and packed. After the trucks were entering the ring it was time to depart and a fairly dry and uneventful drive home once again really enjoying the views and experiencing the sporty features of the F-type, especially the handling, acceleration and sound track. Thanks Paul for the great food and all for some great company.





The Jaguar XJ-220-C

offers the possibility
of winning some
of the world's classic
motor races in
one of the world's
classic cars.



In response to FISA's new GT sportscar category, Jaguar have commissioned TWR to develop a competition specification of the world's fastest production car, the Jaguar XJ220.

Designated XJ220-C, the first prototype was launched at the Auto Sports International Show in January 1993, signalling Jaguar and TWR's commitment to the success of the new GT category within the world of sportscar racing.

Accordingly the car represents the main thrust of Jaguar's motorsport programmes for the near future, continuing a long and distinguished line of sports racing cars that include the Le Mans winning C and D-Types.

TWR Racing, responsible for Jaguar's three Sportscar World Championships (87, 88, 91) and two Le Mans victories (88, 90), have been tasked with all aspects of the XJ220-C race programme.

An intensive test programme will culminate in the anticipated build of up to 20 cars in the first year, including two cars to be raced by TWR on behalf of Jaguar in the FISA GT series and Le Mans.

Technical and Performance Aspects

In a category designed to portray many of the inherent design aspects of the standard cars, the XJ220-C is ideally placed to exploit the impressive power output, aerodynamic performance and high levels of downforce built into the base model.

The Jaguar XJ220-C features full composite bodywork, including new nose and tail sections, composite sills, interior and dash, with a digital datalogging display system.

Suspension, brakes and transaxle have all been upgraded to racing specification. Furthermore the car has undergone a full weight appraisal and reduction programme.

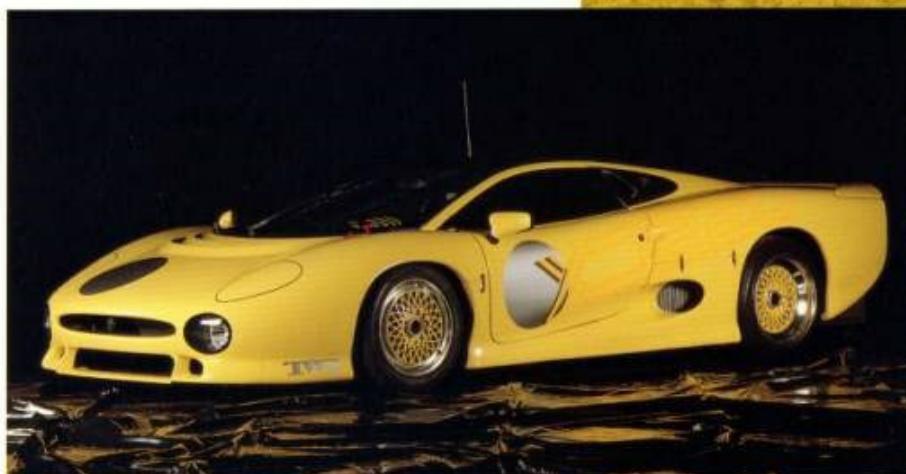
Achieving 542bhp in production specification the XJ220-C race engine variant will be prepared and rebuilt to 1000kms and 24 hour specifications by TWR Racing's Race Engine division.



Customer Support

- **XJ220-C profiling** – The XJ220-C provides entrants, competitors and sponsors with the opportunity to be associated with both the Jaguar brand name and the world's most talked about car. Jaguar Cars will continue to use the XJ220 and XJ220-C at the pinnacle of its marketing campaigns throughout 1993. This will include many of the world's major motor shows.
- **Finance** – An exclusive finance lease package is available to any customers based in the UK or USA. Furthermore residual values will offer a greater return on investment than any comparable bespoke race car.
- **Aftersales** – TWR Racing will provide a full parts distribution service throughout Europe, North America and Japan. This service will be supplemented by impartial technical and set up advice with the availability of TWR Racing engineers at race and test sessions if requested.
- **On track support** – TWR Racing will provide a full technical and parts back up service at all pre determined race meetings within Europe, North America and Japan.
- **Hospitality** – Jaguar Cars will provide trackside hospitality at cost for all FISA GT Series races, including Le Mans. This hospitality will be 1000 sq metres, consisting of a marquee for a minimum of 150 VIP guests and promotional car display areas. Jaguar will cater for up to 600 VIP guests at Le Mans.

The XJ220-C project represents a rare opportunity in motorsport to buy into the heritage and imagery associated with Jaguar, whilst creating a realistic chance of success and a tangible return on one's investment.



The XJ220-C provides entrants, competitors and sponsors with the opportunity to be associated with both the Jaguar brand name and the world's most talked about car.

THE CHEMIST

On arriving home, a husband was met at the door by his upset wife.

Tearfully she said, "The chemist insulted me this morning on the phone. I had to call time and time again before he would even answer it.."

Straight away, the husband drove to town to confront the pharmacist and demand an apology.

Before he could say more than a word or two, the chemist told him, "Just a minute, listen to my side of it. This morning the alarm didn't go off, so I was late getting up.

I went without breakfast and hurried out to the car, only to realise that I'd locked the house with both house and car keys inside and I had to break a window to get my keys."

"Then, driving too fast, I got a speeding ticket. Later, when I was about three streets from the store, I had a flat tyre."

"When I finally got to the store a crowd of people were waiting for me to open. I got the store opened and started serving these people, and all the time the darn phone was ringing."

"Then I had to break a roll of coins against the cash register drawer to get change, and they went all over the floor. I had to get on my hands and knees to pick up the coins and the phone was still ringing.

When got up I cracked my head on the open cash drawer, which made me stagger back against a showcase displaying perfume bottles. Half of them hit the floor and broke."

"Meanwhile, the phone is still ringing with no let up, and I finally got back to answer it. It was your wife. She wanted to know how to use a rectal thermometer."

"Believe me mate, as God is my witness, all I did was tell her."

humour

Members jokes & anecdotes

TWO WOMEN IN HEAVEN

1st woman: Hi! Wanda.

2nd woman: Hi! Sylvia. How'd you die?

1st woman: I froze to death.

2nd woman: How horrible!

1st woman: It wasn't so bad.

After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you?

2nd woman: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.

1st woman: So, what happened?

2nd woman: I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.

1st woman: Too bad you didn't look in the freezer... we'd both still be alive.

FRANKS SCROTUM

The best story of the year doesn't give the proper praise and credit for this painful but understandable story as told by a loving wife.

The pastor asked if anyone in the congregation would like to express praise for an answered prayer. Suzie stood and walked to the podium.

She said, "I have some praise. Two months ago, my

husband, Frank, had a terrible bicycle accident and his scrotum was completely crushed. The pain was excruciating and the doctors didn't know if they could help him."

You could hear a muffled gasp from the men in the congregation as they imagined the pain that poor Frank must have experienced.

"Frank was unable to hold me or the children," she went on, "and every move caused him terrible pain. We prayed as the doctors performed a delicate operation, and it turned out they were able to piece together the crushed remnants of Frank's scrotum, and wrap wire around it to hold it in place with metal staples."

Again, the men in the congregation cringed and squirmed uncomfortably as they imagined the horrible surgery performed on Frank.

"Now," she announced in a quivering voice, "thank the Lord, Frank is out of the hospital and the doctors say that with time, his scrotum should recover completely."

All the men sighed with unified relief. The pastor rose and tentatively asked if anyone else had something to say.

A man stood up and walked slowly to the podium. He said, "I'm Frank." The entire congregation held its breath. "I just want to tell my wife that the word is sternum."

NEWLYWEDS

A newlywed couple had only been married for two weeks

The husband, although very much in love, couldn't wait to go out on the town and party with his old buddies So, he said to his new wife, 'Honey, I'll be right back.'

'Where are you going, coochy cooh?' asked the wife.

'I'm going to the bar, pretty face. I'm going to have a beer.'

The wife said, 'You want a beer, my love?' She opened the door to the refrigerator and showed him 25 different kinds of beer brands from 12 different countries: Germany, Holland, Japan, India, etc.

The husband didn't know what to do, and the only thing that he could think of saying was, 'Yes, lolly pop...but at the bar...you know.....they have frozen glasses...'

He didn't get to finish the sentence, because the wife interrupted him by saying, 'You want a frozen glass, puppy face?' She took a huge beer mug out of the freezer, so frozen that she was getting chills just holding it.

The husband, looking a bit pale, said, 'Yes, tootsie roll, but at the Bar they have those hors d'oeuvres that are really delicious... I won't be long, I'll be right back. I promise. OK?'

You want hors d'oeuvres, poochi pooh?' She opened the oven and took out 5 dishes of different hors d'oeuvres: chicken wings, pigs in blankets, mushroom caps, pork strips, etc.

'But my sweet honey... At the bar... You know.... there's swearing, dirty words and all that...'

'You want dirty words, Dickhead? Drink your f*cking beer in your frozen mug and eat your f*cking snacks shit for brains, because you are Married now, and you aren't f*cking going anywhere! Got it, Asshole?'

And, they lived happily ever after. Now, isn't that a sweet story?!!

WELSH COUPLE

A guy was driving down a motorway in England with his

blonde girlfriend and she piped up,

"I think those people in the car next to us are from Wales".

"Why do you think that?" he said.

"Well, the kids are writing in the mist on the window and it says "stít ruoy su wohs".

GOLFING WITH DENTURES

A couple of old guys were golfing when one mentioned that he was going to go to Dr. T for a new set of dentures the next morning. His elderly buddy remarked that he, too, had gone to the very same dentist two years before.

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

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

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

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

FAMILY DINNER

A family is at the dinner table. The son asks the father, "Dad, how many kinds of boobs are there?"

The father, surprised, answers, "Well, son, a woman goes through three phases. In her 20s, a woman's breasts are like melons, round and firm. In her 30s and 40s, they are like pears, still nice, hanging a bit. After 50, they are like onions."

"Onions?" the son asks. "Yes. You see them and they make you cry."

This infuriated his wife and daughter. The daughter asks, "Mom, how many different kinds of willies are there?"

The mother smiles and

says, "Well, dear, a man goes through three phases also. In his 20s, his willy is like an oak tree, mighty and hard. In his 30s and 40s, it's like a birch, flexible but reliable. After his 50s, it's like a Christmas tree."

"A Christmas tree?" the daughter asks.

"Yes, dead from the root up and the balls are just for decoration."

THE MAGIC PILL

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

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

The doctor says, "I'm sorry, we didn't realize the pill was that strong! The foundation will be glad to pay for any damages."

"Nah," she says, "that's okay. We're never going back to that restaurant anyway."



"My memory really sucks Mildred, so I changed my password to "incorrect." That way when I log in with the wrong password, the computer will tell me... "Your password is incorrect"

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CALENDAR

WHAT'S ON IN 2018

OCTOBER

6	Castle Combe Classic Action Day
14	Malvern Classic Car Show
21	Jaguar International Spares Day Stoneleigh
22	JEC Track Day At Castle Combe

NOVEMBER

3	Jaguar Enthusiasts' Club National AGM
9-11	Lancaster Classic car Show - NEC
30	Regional Christmas Dinner

DECEMBER

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.



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South Wales Region Monthly Meetings

Held on the **3rd Wednesday** of each month we meet at the BBC social club in Llandaff, Cardiff from 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 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
Wednesday 20th March 2019	Wednesday 18th September 2019

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

HOW TO FIND OUR MEETINGS:

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

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

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

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

Committee Members

REGIONAL REPRESENTATIVE

Colin Manconi

email:

colin.manconi@jecsouthwales.co.uk

Mobile: 07977 474637

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





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