

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
MAGAZINE

Issue 290 | November 2018



www.jecsouthwales.co.uk





Masterson's WORDS

By Colin Masterson

Its now that time of year to tuck your baby, I mean classic Jaguar, up for the Winter if you have not already done so. Oh yes, I know some hardy types run their cars all the year round but they must be in the minority. I am forced into having to do it for 6 months over the coldest months of the year whilst in Florida; Yes, I know it is lovely and sunny all winter, sorry to rub it in - but you could always do it too!



Sorry to be preaching to the converted as some of the thing are pretty obvious. Use dry dark storage, ideally on a concrete floor to reduce moisture. Clean and, ideally, wax the car and cover it (covering a dirty car leads to scratches). Fill the tank to reduce moisture collecting in the fuel and add a stabiliser to stop the fuel going "off" but run the vehicle for a few minutes so the stabiliser is circulated. Ideally, change the oil and filter right before putting away the vehicle. The clean oil will reduce the risk of harmful contaminants working away at your engine during hibernation and you'll be ready to go in spring.

Next, add air to the tyres. I put 50lbs in my vehicles. Incidentally, low profile tyres are more susceptible to flat spotting than regular ones. You can use jack stands as an alternative. If you're storing your car offsite, some insurance companies require you to report the address of the offsite location. Check with your insurer to determine your policy's requirements. Place baking soda refrigerator



packages in the interior and boot areas to stop the build up of odours.

For your battery I recommend one of the latest reconditioning chargers. They can "deep cycle" the battery to restore its performance using voltage pulses to reduce sulphate build up and then automatically go into a maintenance phase to keep the battery fully topped up. I have been using them for a while and really recommend them.

There are varying theories about periodically starting the vehicle but unless you get the engine up to operating temperature for a good 10-plus minutes to burn off the water vapours that initially develop at start up cold operation, starting is not a good idea. Anything less will leave water in the combustion chamber and all exhaust components.

Colin Masterson

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20



19



28



31

IN THIS EDITION



REGULARS

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

FEATURES

- 7** THE JEC STAR AWARDS
- 14** A CAUTIONARY TALE
- 17** JAGUAR INTERNATIONAL SPARES DAY
- 19** F-TYPE GOES RALLYING
- 20** LANCASTER CLASSIC CAR SHOW AT THE NEC
- 28** ANNUAL GENERAL MEETING AT JAGUAR CLASSIC WORKS
- 31** JEC AUTUMN TRACK DAY AT CASTLE COMBE



REGIONAL NEWS

By Colin Manconi

Once again we have come to the end of our show season, with just our Christmas Dinner at the St Mellons Golf Club on the 30th of November to come.

INTERNATIONAL SPARES DAY STONELEIGH

As usual I attended this event to help on the JEC Stand. This year for once it did not clash with Malvern so I could do both events. Andy drove me up, he wanted to display his XJS in the Cars for Sale Section.

We arrived early and Andy and I helped James, Rob & Letitia and Tom set up the stand. It was then time to have a quick walk around the stands and I stopped at the very impressive SNC Barratt stand to have a chat with Julian Barratt and thank him for his continued support of our magazine. I also stopped on the BAS Stand to chat with Steve and the boys. David Manners were there as always and I dropped some magazines off to them.

It was not as busy as it used to be mainly due to the internet and by 3.00pm thing had slowed right down. The JDC have bought the show off John Salway who has organised it for many years. The show is slowly dying due to the internet and I know the JEC would not have bought it.

See a full report on page 17.

JEC AUTUMN CASTLE COMBE TRACK DAY

This was held on Wednesday the 22nd of October and arranged as usual by our race organiser Terry Dye.

We met at 9.00am at Magor Services on the M4 and travelled up in convoy. For once the rain held off and we drove up on a dry sunny day.

The sun was out all the way and we arrived at a warm sunny circuit which was full of all different Jaguars from E Types right through the range up to the latest F-Types.

Without Paul to cook the breakfast bacon rolls we used the Castle Combe restaurant for one of their "Big Boys" breakfasts! Bacon, sausages, egg, beans and fried bread washed down with a cup of coffee and we then wandered out into the sunshine to watch the action on the track!

There were lots of different Jaguars out on the track, with Swallow Jaguars taking anyone out for a small donation to charity. Dave and Andy both



went out in Swallows cars.

With the beautiful weather it was a great day out.

See a full report on page 31.

JAGUAR ENTHUSIAST CLUB AGM

On the 3rd of November I attended the JEC AGM at the new venue the Jaguar Classic Works in Coventry. It is always great to meet up with old friends and acquaintances at these events. After bacon rolls and coffee the AGM started at 11.00am. The meeting started with the approval of the minutes from last year's previous meeting and then after a very interesting discussion about the finances of the club the adoption of the last years Financial Statement. We then moved on to the election of Directors. Directors resign by rotation and were then re-elected. Mike Horlor then gave the Directors report, Graham Searle was unfortunately not well enough to be present but James Blackwell gave Grahams report. Nigel Thorley was next with his report and the Rob Jenner then took the floor to talk about the problems we all have obtaining parts.

We then broke for lunch and in the afternoon Richard West was our guest speaker. Richard worked for Tom Walkinshaw and TWR in World Sports Car racing during those heady days of the late eighties/early nineties.

James Blackwell then gave his report talking about the GDPR compliance and the new website.

Ray Searle then gave his report on the events last year and the exciting ones coming up next year.

Patch Jobson gave a report his role is to

strengthen relationships between the Regions.

The meeting was closed with no further questions forthcoming. Mike Horlor thanked everyone to attending.

See a full report on page 28.

THE LANCASTER INSURANCE CLASSIC CAR SHOW AT THE NEC

This is the biggest show in the UK with over 3000 classic cars and 300 car clubs spread over the many halls. With a large Autojumble, Meguiar's Showcase, the Live Stage featuring the Wheeler Dealers, Mike Brewer & Ant Anstead, the Car restoration Theatre, Trade Stands selling some beautiful cars, The Sporting Bears Dream Rides and of course Silverstone Auctions there was something for everyone.

Michael and I drove up on Wednesday to erect the new shop stand for the JEC Stand which we had been making. We then drove back Wednesday night for Michael to print some more backdrops for the stand and then back up Thursday morning to stay until Sunday night to help out working on the stand, talking to existing members, signing up new members, helping with the shop and selling raffle tickets for the raffle car.

With the help of James, Rob & Letitia, Andy, Patch and Tom by Thursday evening we had the stand ready for the opening Friday morning.

Friday was very busy, Saturday manic and Sunday a bit quieter. It was nice to see lots of our South Wales members at the show on the Friday, Saturday and Sunday. Some came up for just the day, others travelled up and stayed overnight. The show is so large now that really more than one day is needed to see it all.

The show was a great success for the club with lots of new members signed up, more money taken by the JEC shop and lots of raffle tickets sold. I think all the members appreciate the seating area which allows them a base to come on to the stand, sit down, have a coffee or tea and relax.

See a full report on page 20.

ARTICLES FOR THE MAGAZINE

As you are all aware how much time Michael, who edits and compiles the magazine and web-site, is having to spend trying to find article to put in the magazine especially at this time of the year when most of the shows have finished. We really would like some more help from members. We need any articles about your lives with Jaguars.



As I have said before that I would like to start a member's page with information about what you have been doing to your cars during the month. Anything from changing the plugs and points to, cleaning and polishing the car, laying the car up for the winter, new tyres, having restoration work done on the car, who does the work, replacing parts etc. You can see the type of stuff I am looking for. Just a few lines and pictures and perhaps we can start a new section which I am sure you would all be interested in.

Can I just thank all of the members who have sent in articles. It has made the editing and compiling of this magazine so much easier. I hope any other members who have been thinking of sending an article will now put pen to paper.

Also can I please ask that if you use any of the services that our advertisers offer, please indicate that you got their name from our magazine. It helps them to see that it is worthwhile advertising with us and makes it easier for me when I ask them to renew.

CHRISTMAS DINNER at ST MELLONS GOLF CLUB

Our regional Christmas Dinner is booked for the 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 21st of November. If you come to the meeting there is a loose leaf form in the magazine to fill in. 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 memorable night.

The menu is on page 6.

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 23rd 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



This was a new addition to sit alongside the clubs AGM this year, an award ceremony to be held in a hotel close to the JLR Classic Works in the evening after the AGM.

Our own Andy Webber in his new role of Events & Sponsorship Manager organised the event and did a great job (we still couldn't get him to buy the ice creams, but he did buy a round of drinks. Yes we are still amazed at that!)

It was held at the Dunchurch Park Hotel on the outskirts of Coventry on the Saturday evening and was created to recognise the incredible efforts that our members and Regions undertake. Those attending enjoyed a very good three course meal in good company.

Andy was of course there and Scott and his young lady Rebecca and myself represented South Wales Region. I had requested that Andy be put on a table as far away from Scott and myself as possible after all we didn't want to spoil our night! As it was, he was hob knobbing it on a table with all his sponsors. I don't mean it Andy, we would have been delighted to have you on our table, and we could have done with someone to buy us our drinks!

There were six special awards and entry was open to all regions and individual members from all over the world. In less than four weeks the club received over 40 entries.

Each award had a gift from Meguiar's Car

Care and its own personal award. The award ceremony was hosted by Club Director Rob Jenner assisted by one of our racing drivers Mathew George.

The final results were made by a panel of judges and due to the quality of the entries it was not an easy task.

THE FINAL RESULTS WERE:

Best Regional Communications:

The South Lincolnshire Region

The Long Service Award:

Mike Beirne (Staffordshire North Region)

Best Contribution to Community Engagement:

The Grampian Region

The Regional Event of the Year:

Jaguars at the Castle (Coventry & Hinckley Region)

Region of the Year:

West Sussex Region.

The Enthusiast of the Year:

Colin Manconi (South Wales Region)

It appears there was a conspiracy at the last regional meeting, during which our regional magazine and my name were put forward for awards. I really wanted to win the award for the best magazine (Best Regional Communications), for Michael, as I think you all realise how much work he puts into our magazine but it was not to be. It appears that as we are not on Facebook and Twitter that went against us, however no other region had a magazine as good as ours. I put some old copies on the counter at JLR Classic Works and lots of different regional representatives came over to compliment us on the magazine and wonder at how we manage to do it! Tony O'Keefe, curator of JLR Classic Works, loves the magazine, especially the jokes and during the AGM was sitting on the counter at the entrance reading them! Maybe we can win it next year.

Thank you all for your support it was a privilege to win the award for everyone in our region.

THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a very changeable, weather wise, South Devon. Sadly the classic car show season has come to an end and most of our cars are hibernating! During the month we have been to or taken part in:

- TOWC Club Run
14th October
- Skittles match against the West country Classic Vehicle & Kickstart Clubs
19th October

TOWC "AUTUMN LEAVES" CLUB RUN - 14th OCTOBER

I must be a glutton for punishment as I volunteered to organise the monthly club run for October! I'm pleased that Natalea's son, Artiom, once again helped me plot the route. Natalea then helped to check the route after typing everything out. I did miss out one critical right turn on

my typed instructions and we ended up doing an alternative route in addition to the intended route! We gave members the option of taking either route!

I prefer to organise club runs with something of interest to view at the end of the run. On this occasion the run ended in Princetown on Dartmoor. Princetown is quite a small town and is where Sir Arthur Conan Doyle stayed as he wrote "The Hound of the Baskervilles". You probably know there is also a prison in Princetown as well as a prison museum.

Our run started as usual at Gallows Gate, Paignton before proceeding through Torquay along the coast, with great views, up to Teignmouth. After a short coffee stop at Jack's Patch Garden Centre near Teignmouth the route went via Bovey Tracey and up onto Dartmoor. We had our carvery meal at the "Plume of

Feathers" in Princetown. After the meal members visited the Dartmoor Visitor Centre just across the road (where Conan Doyle stayed when it was a hotel) and/or travelled a short distance to the prison museum. A very interesting museum to visit. It's not large but has lots of fascinating information & exhibits. Some of the exhibits were macabre including the weapons fashioned by the inmates as well as the "A" frame used for flogging the prisoners. Thankfully none of our members were subjected to that! One of the most famous escapees was from South Wales! More information on the museum may be read on - www.dartmoorprison.co.uk Sadly, we were not allowed to take photos inside the museum. Coincidentally, on the same day, a tractor run had been organised and their "convoy" went past as we returned home!



Natalea & I had stopped off at the "Two Bridges Hotel" for a quick look. This is where Artiom & I had spotted a Jaguar 340 when doing our initial setting up.

SKITTLES MATCH AGAINST THE WESTCOUNTRY CLASSIC VEHICLE & KICKSTART CLUBS AT FORDE HALL, NEWTON ABBOT - 19th OCTOBER

We usually have two skittles matches with these clubs during the year. We alternate between providing food or raffle prizes. On this occasion it was our turn to provide the food. Most members brought along savoury snacks while a few (Frances, Irene, Andrew & Lionel) organised the sandwiches and desserts in the kitchen.

On the last occasion the Kickstart Club were victorious and on this occasion we let the Westcountry Classic Vehicle Club win! Ironically the highest lady scorer & lowest male scorer were married couple Michelle & Chris & are members of TOWC. Poor Chris! I did not distinguish myself on this occasion!

TOWC MONTHLY CLUB MEETING - THURSDAY 25th OCTOBER

We were eagerly awaiting this particular club meeting as our



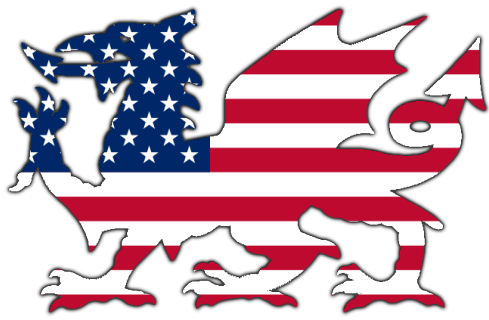
movie maestro Dave had agreed to screen two edited movies. The first one was of our show on Paignton Green in July with the cheque presentation. The second one was of various shows and events that took place during the year up to September 2018. I cringed when I was shown running, first of all normally, then in slow motion & finally in reverse! Thank you Dave! A brilliant evening with a packed audience of at least 50+ members.

OUR 1969 DAIMLER V8 250 & 1984 VW CAMPER

I'm pleased to report that the Daimler went straight

through the MOT again. It's only done just over 700 miles since last year's MOT as we have done more mileage in the "classic" VW Camper especially to shows when the weather has not been good. Although the Daimler is old enough not to require an MOT I decided to do so anyway for peace of mind & to avoid any possible problems with insurance claims etc. The anti freeze has now been topped up and I've added a badge bar on the front. Natalea has added even more "decoration" to the camper with lots of butterflies stuck on the side!





By Colin Masterson

Letter from America

It's strange coming back to our other home in the USA. At first it seems strange but familiar at the same time. For example, a lot of the routine tasks we do in ordinary life are things we remember in our short-term memory and they are being constantly reinforced in our minds. For example, every time we return I have to remember how to operate the various TV and ancillary equipment controllers as you forget when you have been away for six months. It seems quite trivial but there are a number of things like that but after a couple of weeks or so, it is as if you have never been away and our home in Wales seems far away.

Of course I will go through the same thing when we return. Even sterling notes seem strange when you have been using green backs for a while. For many years all US dollar notes have been green and the same size. How

blind people cope I have no idea. Now, at last, they are applying colour to their notes to make the different denominations a bit more distinctive. They are only just introducing chip and pin cards but they do not use pin numbers yet. You still just sign for credit cards and nobody ever checks the signature so you might just as well sign your name Mickey Mouse. Either they don't have much credit card fraud here (which I don't believe) or they just don't seem to care about fraud losses. They seem to be missing a trick though as someone has to pay for fraud.

I'm glad to say the cars started on the button on our return. There's always that holding your breath moment as you crank the engines after a long spell away. I always leave them with battery conditioners, stabiliser in the fuel tank and around 50 lbs in the tyres to stop flat spotting. Low

aspect ratio tires have less sidewall flex due to their short sidewalls and much of their load carrying capacity is absorbed by the deflection of their wide footprints. The tread compounds and firm, nylon reinforced internal constructions used on high performance and high speed-rated tires are more susceptible to flat spotting so I am particularly careful with the Corvette. See a few more comments on this in the editorial at the beginning of the magazine.

We had only been back a week when Hurricane Michael struck Florida, fortunately the hurricane passed a couple of hundred miles to the West of us and then tracked North up to the panhandle, the North West of Florida. The damage was considerable with 155mph winds and the clean up and repair of power lines etc. will take quite a lot of time involving all of the services,



including the Army Corps of engineers who are well organised for emergencies. The news mentioned there were 30,000 linesmen sorting out the electricity supply; they are really geared up for natural disasters over here! Where we live there has been quite a lot of rain and a couple of thunderstorms, but that is all. Watching the BBC news, I see you were hit by the aftermath of a hurricane called storm Cullum with sever flooding. I hope you were all OK.

The first car show of the trip was at Leesburg, a typical old town in central Florida. In fact, it is called a city although, in the

the name up on the spot and it stuck! With the development of the railway system in the early 20th century, Leesburg was an important centre for watermelon production. In 1938, during the Great Depression, the Franklin D. Roosevelt administration invested in infrastructure and improvement projects across the county and work began on the Venetian Gardens waterside park, located on the shores of Lake Harris. These canals and gardens have been a centrepiece of the community ever since. The lake is full of large Bass and has been a draw for fishermen from far and wide for some time.

two critical years. In 1997, Leesburg Bikefest started. It has since become an annual spring tradition, with upwards of 250,000 people attending every year. I chatted with a local inhabitant who claimed it to be the biggest one in the World.

This month the car show had a big Halloween theme with every street corner having dressed dummies themed to local businesses and quite a few people were in costume. Incidentally, lots of people in our community are dressing their homes to celebrate Halloween. In one of the homes down the road their garage is open with a



USA, there is no need for a cathedral to call it a city. I think the only requirement seems to be at least one dwelling with an inhabitant who is still breathing!

Leesburg was first settled in 1857 by Evander McIver Lee. Several of his brothers followed him to the area. One of them, Calvin Lee, was credited with giving the town its name. Apparently he was visiting another town and requesting deliveries to be sent to him to set up the general store, the first major building in the town, so he asked them to be delivered to Leesburg, making

More recently the citrus industry was the principal business in this area, but devastating freezes in December 1983 and February 1985 persuaded growers to move their groves further south. On several days each year we may get a frost at night, although the temperature is always up to the 70's F by around 10am. We have to cover vulnerable plants on those nights. The orange growers used to spray their tress with water, that freezes around the flower buds protecting them from the cold, but this provided insufficient protection over those

cobweb-covered skeleton clinging on to a Zimmer frame apparently staring out - very ghoulish!

Most of the cars were pre 1970 with a good variety, nearly all being of American origin. I was watching cars arrive when I was surprised to see an XK140 coming down the road. As it went past me it was pretty obviously not a Jaguar: It didn't sound right and it didn't look right. In fact, on closer examination I was hard pushed to find anything that was Jaguar about it. The radiator grill looked genuine as did the distinctive rear

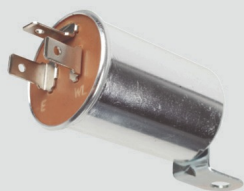


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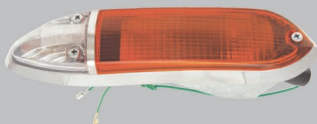


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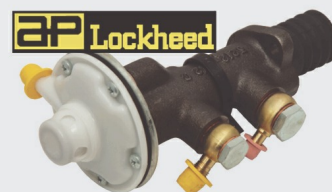
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There was an interesting hearse, very appropriate for the Halloween theme, and one of the most tasteless Ford Thunderbirds, all covered with chrome strips, that I have ever seen. Although most shows have Ford hot rods many of them are built up with kit bodies but the one at the show was a genuine Henry Ford 1932 three window coupe with suicide doors powered by a 350 cu in (5.7l) Chevrolet motor with coil over shock independent suspension all round and air conditioning and electric windows. This was the car that inspired the Beach Boys to write the song "Little Deuce Coupe".

Typical of shows this time of the year it ran from 4pm to

9pm with cars set out down Main Street and off into some of the side streets that had been closed off for the purpose. It is still hot here so many of the shows avoid the middle of the day. Even at 5pm it was 32c so I had to find some shade in which to sit; fortunately, it was an old-fashioned Main Street with covered walkways like you see in the old Western movies. As well as shops and restaurants being open there were a number of food vans. One had Lobster wraps and Crab wraps and one called the "indecision" with half and half for those who cannot decide". I found a microbrewery to eat: They are becoming very popular over here, being what

they call "Craft Beers" and some of the IPAs are very nice, so at least I don't have to put up with the likes of Budweiser or, even worse, "Bud Light" anymore (H***e p**s). Mind you I did have some difficulty with the menu. I ask you, what would you expect if ordering an Authentic Greek Gyro (sounds like a Greek dancer), Authentic Chicago Timales, a Chicago Combo or Maxwell Street Polish Sausage? Anyway I plumped for the Greek dancer washed down with 14oz of IPA and at least the beer was good! As dusk fell, around 7pm, a film was being shown on a giant inflatable screen in the town square which was a really nice way to end the day.



Article by Leigh Woolford

A CAUTIONARY TALE

Back in February my XF was three years old and the standard Jaguar warranty therefore expired. Jaguar offered me an extended warranty for around £75 a month and I decided to take it despite my usual misgivings about extended warranties as I had never ever in my life had a claim go smoothly.

Last Thursday some odd stuff started happening with the car. The first thing I noticed was that none the windows would work but after restarting the car they were OK. Then they stopped working again. Then they went down of their own accord as I was driving along and I couldn't get them back up. Then they were OK again.

On Friday I began to hear a locking noise just after opening the door. This culminated in me being unable to lock and alarm the car because the rear offside door wasn't locking. I phoned Jaguar but they couldn't get me booked in until 30th October. I explained that I couldn't lock the car and they suggested calling Jaguar Assistance in case they could perform a roadside repair.

This was early Saturday morning. The technician told me a door module had failed and that he would arrange for me to go to Jaguar immediately as the car could not be secured and obviously couldn't be left on the roadside unlocked. He also arranged a hire car for me through Thrifty who do that for extended warranty claims. He told me Thrifty would phone me regarding having a car waiting for me at the dealership. The technician also told me that this was a

common XF issue and that it would be covered under warranty.

I drove to Hadfield Road in a hurry (before Thrifty phoned) as I wanted to catch the service team before they finished for the day at 1pm so they could lock the car safely in a service bay. I then sat at the dealership waiting for Thrifty to call, which they did about 30 minutes after I got there. 'Yes Mr. Woolford, we have a BMW one series for you and we can deliver it to the dealership on Monday morning'. I explained my plight but they said they had closed for the day and could not provide a car until Monday.

I asked at Stratstone



reception if I had any other options but they said, initially, that they were unable to help. So I phoned Jaguar Assistance and told them the predicament they had landed me in and gave them a bit of a hard time. It seems my conversation was overheard by the sales manager at Stratstone (James Morris?) and he approached me and said he could let me have a demonstrator until Monday when I could come back and pick up the BMW. Very kind indeed. I got a rather nice Range Rover Evoque with only a few hundred miles on the clock. Different, yet strangely familiar... but a very bouncy ride.

On Monday, I got a call from Thrifty asking me to meet them at the dealership at 10.30am. I arrived to find that the BMW one series had transformed into a very nice Mercedes Benz E220D Coupe. The Merc was very nice indeed and like stepping forward into another century in terms of tech. It was like the starship enterprise in there.

All's well that end well, I thought.

But no. Later that day I got

a call from Stratstone service reception who told me that the warranty company (Car Care Plan Ltd) had refused to pay out as the wiring loom in the driver's door had failed 'due to corrosion' and that the repair (new loom and door module) would cost me £395 plus Vodka And Tonic. I was, to say the least, a bit dischuffed.

My first question was 'exactly what corrosion has occurred and how had it happened on a 40 month old car that had been supplied and serviced by them for its entire life'? My second question was 'what preventative maintenance should have been undertaken to prevent such issues'? They had no answer but told me I was 'just unlucky'.

They later told me that there was no water ingress and no corrosion in the bodywork, only in the wiring loom itself and that it had probably been caused by (wait for it) 'water on the windows getting into the mechanism when I lowered them in the rain'. Yes, they really said that!

I told them that this sounded like a design defect to me and that I was not inclined to

pay for the repair. I pushed them quite hard but they told me they couldn't help further.

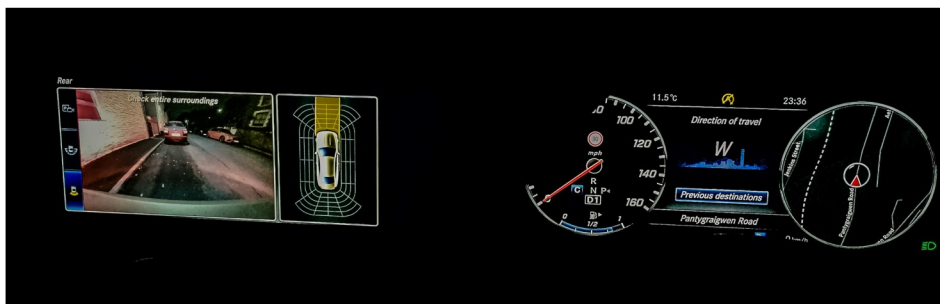
So, I decided to call Jaguar/Land Rover Customer Service to tell them the tale. They were very helpful and sympathetic and told me they would look into it.

Within an hour I got a call from Stratstone telling me that they would be covering the job under the original manufacturer's warranty and that I wouldn't have to pay a penny.

This was (eventually) an acceptable resolution but I cannot help but feel soured by the process. This really ought not to have happened.

And the coup de grâce....

I picked the car up on the Tuesday and the repair report said... "checked for central locking fault, found OSF driver's door module offline, wiring loom had been rubbing and caused module to shut down. Replaced wiring loom and re-tested system. All now working OK". Not one mention of corrosion.





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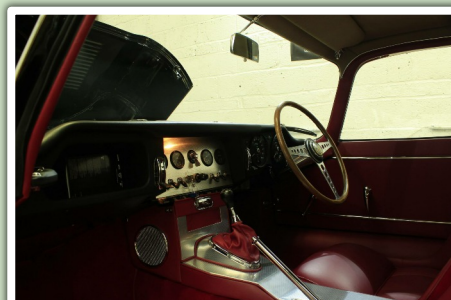
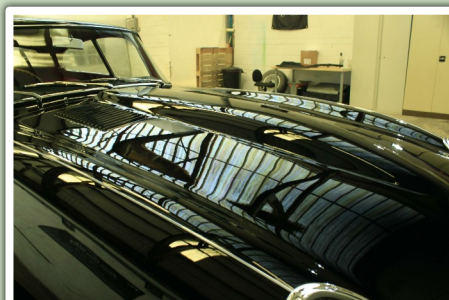
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Jaguar International Spares Day, Stoneleigh

This is always one of the last events of the year and was held as usual at the National Agricultural Centre at Stoneleigh in Warwickshire on Sunday the 21st of October.

Andy kindly drove us up in his XJS, it was his turn to drive, but he wanted to put the XJS in Cars for Sale section. As usual Andy wanted to leave late in the morning, as everyone knows he doesn't like getting up early, but I persuaded him that we needed to get there early to help with the stand set up!

For once this year it was reasonable warm inside and outside the buildings. It is normally freezing. One year we had snow coming in from the vents in the roof!

When we got there the charity car, a beautiful F-Type in red, was positioned at the front of the stand. We helped clean it and then it was ready for people to buy the tickets in aid of this

year's charity. We then helped setting up the JEC Gift Shop and soon we were ready for the customers to be let in.

It was then time to have a quick walk around the stands and I stopped at the very impressive SNG Barratt stand to have a chat with Julian Barratt. I thanked him for his continuing support of our regional magazine and gave him some copies of the magazine, as the printed version is more impressive than the on line version. Barratt's always take a whole isle and it great to see their cars with stickers on advertising the parts they remanufacture and sell.

BAS from Cwmbran, another of our advertisers were there. Steve and the boys were

their usual cheerful selves, selling lots of their fabulous interiors and rushed off their feet with inquiries about their products.

David Manners, one of the advertisers to our magazine, had their usual stand showing off the large amount of Jaguar merchandise which they have for sale. I dropped them in some of our magazines.

Walking through the hall there seemed to be lots of stalls, but it not like the old days when you could rummage through a box of spares to find that elusive part at a bargain price. Nowadays with the internet everyone can search a part and find out what it is worth. Bargains are few and far between!

There were lots of cars for sale at the bottom of the hall including some XJS's XK8, X300, E Types and XJ6's.

The show was reasonable busy all day with lots of parts being sold. The JEC shop was busy and lots of new members were signed up. It was soon time to dismantle the stand and make our way home.



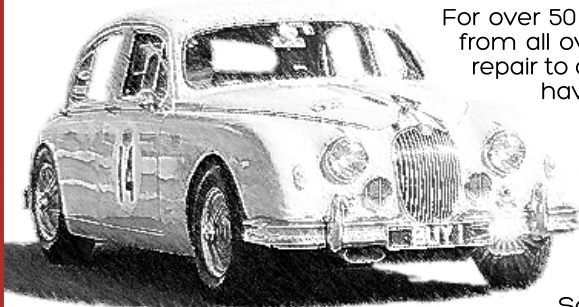


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JAGUAR HAS BUILT TWO F-TYPE RALLY CARS

Rally cars aren't known for being... convertible. To hell with tradition, then, because Jaguar has built two special F-Types with a suite of modifications turning them into stage monsters.

The two cars get Jag's 2.0-litre four-cylinder engine, here

pumped up to 296bhp, along with upgraded brakes – grooved discs and four-piston calipers front and back – and proper competition suspension.

The dampers are hand built and offer three way adjustability, while the springs are softened up because rallying involves rather a lot of rough surfacing. There are also motorsport-spec wheels thrown in, along with a limited slip diff, the all-important bonnet-mounted light pod, fire extinguisher, FIA-spec roll cage, competition seats and a proper hydraulic handbrake.

We're told the design takes inspiration from Jaguar's F-Type Chequered Flag limited

edition car – itself starting from £62k – though, annoyingly, no price has been offered for the rally cars. Shame. Because they look like a load of fun.

"The opportunity to design a rally car doesn't come along very often," explains Jag design boss Ian Callum. "These models are a fitting tribute to the XK 120 and all the great Jaguar sports cars since its reveal 70 years ago."

Indeed, that old XK completed three consecutive Alpine rallies in the early 1950s.

We're told the pair of Jags ripped up the Walters Arena rally stage in South Wales, and will be doing drifty things at select events over the next few months.





The Lancaster Classic Motor Show at the NEC

The biggest and best Classic Car Show in the UK, joining together classic car enthusiasts from all over the UK and beyond, the 2018 classic car show once again graced the halls of Birmingham's NEC. Covering over one million square feet - that's about 18 football pitches - more than 3,000 iconic classic & vintage cars plus motorbikes were showcased this year!

The Classic Motor Show brought together the UK's leading classic car dealers offering a wealth of marques to suit all needs and pockets. 300 classic car clubs and classic motor bike clubs presented a diverse mix of marques. You could discover rare and loved motors spanning more than 100 years which were presented by their dedicated members. Also you could celebrate 'the best of the best' from the UK classic car club scene with the grand final of the Meguiar's Club Showcase. Not only

was there an unrivalled collection of vintage vehicles, you could also visit the UK's biggest indoor Autojumble - a haven of car parts and spares for anyone working on their vehicle, as well as 500 specialist automotive exhibitors and traders who offered a mix of products and services. There was so much to see and you could be immersed in stunning classics, fantastic features, one of the most high-profile classic car auctions with Silverstone Auctions, all in the presence of motoring celebrities including The Wheeler Dealers and many more. The truly magnificent season finale of the motoring calendar welcomed 72,000 passionate motoring enthusiasts.

Silverstone Auctions returned to the Lancaster Insurance Classic Motor Show, with Discovery, with one of their most high profile classic car auctions in the UK. This year a catalogue

of 125 classics, sports cars and historic motorbikes went to auction on Saturday and Sunday, as well as a vast array of collectible luxury watches and automobilia.

Star offerings at the sale included Hollywood icon, Steve McQueen's 1945 Willys Jeep, estimated at £80,000 to £100,000. From the world of music, Frank Sinatra's 1984 Rolls-Royce Corniche Convertible estimated at £105,000 to £125,000, and seven cars from the personal garage of Jay Kay, lead singer of Jamiroquai, were also offered. The collection includes a 2016 McLaren 675 LT at £230,000 to £280,000 and a rare 1989 BMW E30 M3 Johnny Cecotto Ltd Edition estimated at £70,000 to £85,000.

Whether you're a fan of Aston Martin, Porsche, BMW, Lamborghini or Ford, among the huge variety of lots that were on offer are two very special Ferraris. A beautiful 1973 Ferrari 365 GTB/4 Daytona Spyder Conversion headlined the sale estimated at £450,000 to £550,000, followed by a one of 235, UK supplied, 1973 Ferrari Dino 246 GTS, estimated at £280,000 to £320,000.



A special charity lot crossed the auction block. A 1958 Volkswagen Beetle which was fully restored on Channel 4's For the Love of Cars in 2015 it was offered at 'no reserve' with all proceeds going to the Brain Tumour Research Centre in Birmingham. Show goers appreciated all the cars in person during auction viewing hours, and enjoyed the dramatic live auctions on Saturday and Sunday.

Ever popular, the Restoration Theatre is the longest running feature at the Show and offers visitors the opportunity to learn from expert mechanics and renovators.

One of the highlights of the event with audiences

flocking to the Restoration Theatre to benefit from the expertise of the specialised team from Gilbert-Michaelson Ltd, led by co-founder Mike Coman.

Mike and his team have a wealth of knowledge and experience under their belts of classic car restoration and were more than happy to advise members of the audience and demonstrate their skills in person. They focused on body work, get expert advice - either as part of the bigger audience or on a one-to-one basis - on panel repairs, lead loading, and much more.

Gilbert-Michaelson was established in 2015 by Steve Gilbertson and Michael Coman drawing upon their combined

40+ years' experience of restoring classic cars and teaching people the skills required to restore classic cars at the country's leading college for restoration skills. Gilbert-Michaelson is a specialist, skilled classic car body shop and restoration specialist and is based in Wakefield, West Yorkshire, close to many major transport links, so is easily accessible from all over the country and Europe.

Offering a high quality, personalised service to all of their clients, both new and returning, their skills range from body shop work and paint refurbishing to mechanical expertise.

The show hosts the UK's biggest indoor Autojumble, a

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haven of parts and spares for anyone working on their car, offering a mix of products and services. In the Autojumble you were sure to find that elusive deal, specialist service provider, specialist product, part, unique tool, accessory, book, picture, painting, brochure, badge and much more. The show united huge numbers of UK and European companies and traders with over 650 trade stands for you to browse through and buy from for any conceivable products and services to the classic car owner and enthusiast.

One attraction never to

visitors the opportunity to jump into and experience some of the most spectacular cars in the world and all you had to do is donate to a wonderful cause. The size of your donation depended on the car you want to be taken for a drive in - starting from as little as £10.

The Sporting Bears Motor Club members undertake over 1,000 rides over the three-day event, with each person giving their time, their car and covering the cost of their fuel, so every penny of your donation goes to the children's charities that they support across the UK.

allowing all monies raised from Dream Rides and other events to be directed towards the selected charities.

In 2018, with the help of the members, the marques on offer included Cobras, Ferraris, Maseratis, Porsches, GT40s, Jags, MGs, TR's, Lamborghinis, Aston Martins and for those of a tender age they even had Noddy's car!

Hero Arrive & Drive were also on hand so if you ever dreamed of getting behind the wheel of an stunning classic motor, seven of HERO's Arrive & Drive fleet were available for you to take for a 4 mile spin around



be missed is the Sporting Bears. What better way is there to raise money for charity than by taking a ten-mile passenger ride in the car of your dreams?

The Lancaster Insurance Classic Motor Show, with Discovery, worked with the charity organisation, the Sporting Bears Motor Club to create the 'Dream Rides' garage - a fantastic array of between 70-100 cars that are available for visitors to enjoy a passenger ride taking them out onto the open roads surrounding Birmingham's NEC.

'Dream Rides' offered

Since Dream Rides began, the Sporting Bears have raised over £2 million in donations, with the 2016 Lancaster Insurance Classic Motor Show raising over £50,000!

Formed in 1989, the Sporting Bears Motor Club is a dedicated group of classic car and sports car enthusiasts with the primary aim - to raise money for children's charities through its own social and touring events, and to support other charitable events. It is to the club's credit that annual subscriptions support the club overheads thus

the NEC. If you don't feel confident about driving one of the most iconic cars in motoring history or you don't have a licence, no need to worry, one of their dedicated team were be more than happy to take you for a passenger ride.

Meguiar's joined the Lancaster Insurance Classic Motor Show, with Discovery, to celebrate 'the best of the best' from the UK classic car club scene with the grand final of the Meguiar's Club Showcase

Featuring an amazing line up of 16 award winning cars

from club-organised events during the course of 2017, the cars underwent intense scrutiny before the ultimate 'best in show' was revealed on Sunday afternoon.

To enter the Meguiar's Club Showcase, the car must have been a pre-2000 model that has won a club organised competition held during 2018, before the closing date on 1 October 2018.

The club event doesn't have to be one that Meguiar's has attended or, contrary to popular belief, the showcase is not a concours competition. The

Our own show started on the Wednesday - set up day. Michael had designed a new shop stand for the JEC shop but due to a mix up, instead of a couple of months to design and make it we only had just over a week. So it was a mad rush to cut all the steel and wood to make it. We completed about 98% of the shop before time ran out. We intended going to help set up the stand at the NEC on the Thursday but due to the complexity of the new shop we decided to go up on the Wednesday and drive back Wednesday night and then drive

aluminium trusses and large Led TV screens positioned on top of them which showed a variety of Jaguar films all day! Michael had the previous year designed and printed backdrops to fit over the trusses. It was a long day Wednesday and an even longer on Thursday but by Thursday night with the help of Rob & Letitia, Tom, Andy and James we had the stand finished.

We had an assortment of cars on the stand. Obviously our beautiful F Type raffle car, and as it was the 50th anniversary of the XJ we had MWK 58G a very early XJ6, actually one of the original



amazing standard of the cars that have featured over the past eleven years has given the impression it is and therefore some owners rule themselves out before entering.

The cars that appeared in the final are always exceptional cars but they are not vehicles that are ornaments, polished rather than driven. Some of the finalists used their cars as daily drivers and even drove their cars to the Birmingham's NEC to go on the Meguiar's Club Showcase stand in the centre of the prestigious premium hall.

up Thursday morning and stay for the rest of the weekend.

I had also finished the restoration of my Jensen Interceptor and as Arwel Richards of Silverstone Auctions had been asking me to put a car in the auction I decided to enter the car. That was transported up Wednesday morning. (It didn't sell!).

James had driven down from Head Office in Bristol to our home to pick up the shop fittings on Tuesday afternoon and we met him early Wednesday morning to start the set up. As usual Patch Jobson brought the

press cars Jaguar used. To compliment it we had from Jaguar Heritage the original Broad-speed XJ V12 Coupe which was used in the European Touring Car Championship in 1975. We were exposed to have a Project 8 from Jaguar Classic but a problem arose so we had to arrange a different car. CMC were already bringing a XK150S DHC and they kindly offered a magnificent 1961 Flat floor E Type 3.8 Fixed Head which was the first black right hand drive fixed head coupe from the factory. With the new shop stand it made a

fabulous looking stand.

Going back 20 years Friday was a quiet day, Saturday quite busy and Sunday the real busy day, but things have changed over the years. Now Friday is extremely busy, Saturday is manic and Sunday much quieter!

The show opens on Friday at 10.00 am for the general public, 9.00 for the press and we

Some sold some didn't! Viewing was on Friday with the auction on Saturday and Sunday. They sold over £4 million pounds worth of cars with 61% of cars sold.

The show closed at 6.30 pm, this year our hotel was quite a way from the NEC and it caused some problems getting back and fore with the heavy traffic.

Saturday was not only the longest day, the show opens at

back to the hotel. I said last year I think that they will have to spread the show into another few halls. They did that this year but it was still so busy on Saturday that on times you could not move along the isles.

It was Michaels wedding anniversary on Saturday night so after the show finished he drove home, took Sharne out for dinner in the evening, and then drove back up early Sunday morning.

Sunday is always a bit quieter, but the stand was busy all day with of course the raffle car sales of tickets being particularly good. The raffle was going to be drawn at 3.30pm and lots of people rushed to buy them on the last day.

We had asked Phil Bell, editor of Classic Car magazine and Fuzz Townshend of Car SOS to draw the winning ticket. They both kindly accepted and with the help of Mike Horlor and Rob Jenner they drew the winning ticket. It was won by a Mr Barratt from Devon.

The club shop did well over the 3 days taking over 40% more than last year. The raffle car ticket sales were way up and we signed up a lot of new members. The show closed at 5.30pm on Sunday but then we had to pack up the stand and wait for all the cars to leave before the vans are let in. By the time we loaded the vans it was after 9.15 and we got home around 11.30pm. A long 5 days!

The show attracted 71,000 people over the 3 days with over 3000 of the best classic cars on display, over 300 classic car clubs, lots of auto jumble, an auction, live displays, insurance companies and part suppliers. If you have not yet attended a show put it in your diary for next year. It is being held on the 8-10 of November 2019. Hope to see you there.



immediately had loads of people on the stand looking at the cars. We had our hospitality area set up behind the café barriers with two coffee machines primed and ready to go. Patch was in charge of the coffee machines and he was busy all day serving coffee. It is great for members to have somewhere to sit down and relax as there are very few areas to sit down in the halls. We were busy all day talking to members, selling shop merchandise and signing up new members.

Silverstone Auctions were alongside our stand and they had a considerable number of different models of Jaguars for sale in the auction. From XK120's, XJS's and most models of E-Types, Mk 2's XJS's, including a Lister and various others.

9.00am and closes at 6.30pm, but also the busiest. We were rushed off our feet all day. I managed to get a quick break for lunch and popped over to one of the other halls where Keith Ryall was displaying his beautiful Mercedes 300SL convertible on the Mercedes Stand. Dave Fisher came up for a couple of days, Mike Hayes and John Griffiths were also at the show. We didn't get chance to look around the show but at about 6.00 pm when things quieten down I walked over to another hall to see Steve and the boys on the BAS Stand. They had their stand set up properly! They had an iPad set up and were watching the Wales Australia rugby match!

By 6.30 we had all had enough and were glad to retire



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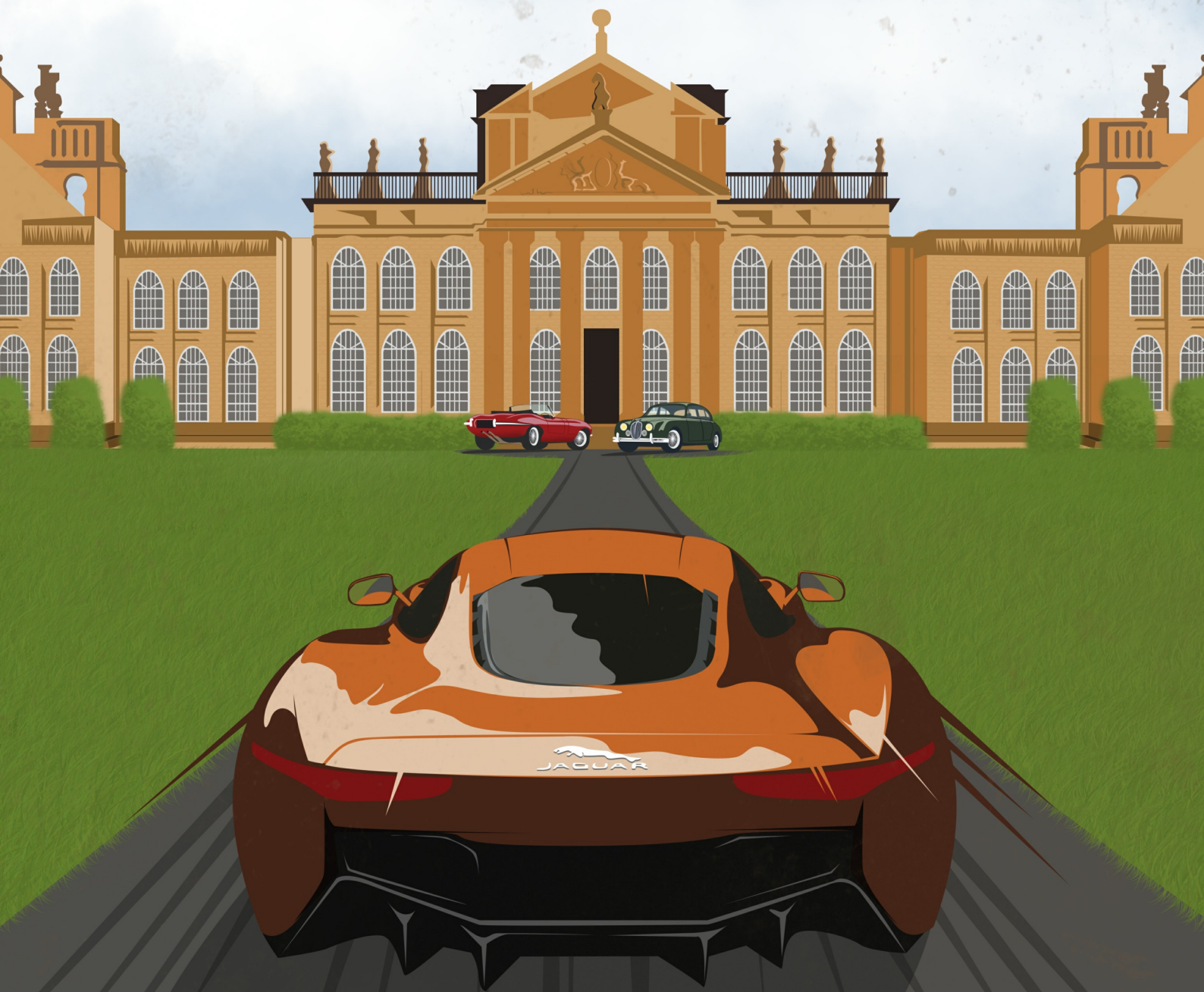


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ANNUAL GENERAL MEETING @ JAGUAR CLASSIC WORKS

This year's AGM was held at a new venue the Jaguar Classic Works in Coventry on Saturday the 3rd of November. I travelled up early on Saturday morning to help with the set up. The Classic Works is an amazing place and is ideal for the AGM!

After bacon rolls and coffee the AGM started at 11.00am. The previous minutes were approved and then Mike Young (Treasurer) presented a summary of last year's accounts. They were approved and then the Election of Directors was held. Mike Young and Ken Jenkins were unanimously re-elected to the board of directors.

Annual Subscriptions were next. The Directors requested agreement on an increase in the overseas membership fee from January 2019 because this does not cover the cost of postage, and the fall in sterling since the Brexit referendum means that those members will pay a similar amount in their local

currencies as previously. This was voted on and passed.

Mike Horlor (Club Chairman) then gave the Directors Report which was very interesting, talking about how the Club enjoys positive feedback, our editor being recognised by Classic & Sports Car magazine for producing a consistently excellent club magazine ever since the birth of the Club and our working relationship with Jaguar Classic.

Graham Searle (Club General Manager) would normally be next, but as he is not well James Blackwell (Assistant General Manager) gave Graham's report. He remarked how much work had gone into setting up the new GDPR procedures and then onto membership, staffing, raffle car, events and finished by reading the club's Racing Report on behalf of Terry Dye.

Nigel Thorley (Magazine Editor) then gave his report on the problems of recycling the magazine cover and finished off with the problem of magazine contributions.



Rob Jenner then took the floor to talk about the problems we all have obtaining parts. He and Mike Horlor meet JLR Classic Parts every quarter with a list of parts they consider worthy of re-introduction.

We then broke for lunch and in the afternoon Richard West was our guest speaker. Richard West is a keen Jaguar Enthusiasts' Club member who not only owns some very nice Jaguars (two X-300 100s) but also the ex-Damon Hill Jordan Honda Formula 1 car from the 1998 season.

Richard has spent a lifetime in motorsport. In F1, he worked for the McLaren, Williams and Arrows teams. Sadly, he was the last person to interview the great Ayrton Senna just before the race in which, tragically, Senna lost his life. Of greatest interest to us, he worked for Tom Walkinshaw and TWR in World Sports Car racing during

relaying them back to the Board and helping to address them.

There was then an Open Forum. The meeting was opened up to those present for further questions and comments.

Keith Vincent (DVLA Representative for the Club) Keith gave his thanks to everyone as, due to his involvement as the DVLA representative since 1991, he has been able to reunite nearly 1000 registration numbers with their cars.

Rob Jenner then gave a very interesting talk about the introduction of GDPR. Members should be aware of several changes in relation to vehicle histories.

1- When purchasing a car, the V5 will no longer list the previous owner's name.

2- It is no longer possible to obtain from the DVLA any information on previous owners of a car.

3- A lot of the information previously available from Jaguar Heritage on their certificates is also no longer available.

4- A dealer selling a vehicle is no longer able to supply previous history on such a vehicle apart from a stamped maintenance book. They are bound to destroy such information if supplied with a car they purchase for resale. The best suggestion, if selling a car, is to hang on to any history known, informing such dealers that if the next owner would like such material, they should contact you directly.

The meeting was closed with no further questions forthcoming. Mike Horlor thanked everyone to attending.

This is a very brief summary of the AGM. A full report can be read on the club's website and in next month's National club magazine.



those heady days of the late eighties/early nineties. Also an accomplished author and speaker he provided a privileged insight into Jaguar's Group C racing exploits and specifically, the 1990 Le Mans win. He was very good!

James Blackwell (Assistant General Manager) then gave his report talking about the GDPR compliance and the new website.

Ray Searle (Events Chairman) then gave his report on the events last year and the exciting ones coming up next year.

Patch Jobson (Regions) gave a report his role is to strengthen relationships between the Regions and the Club, identifying problems Regions have,





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JEC AUTUMN TRACK DAY @ CASTLE COMBE

This was held on Monday the 22nd of October and arranged as usual by our race organiser Terry Dye. As with normal Track Days you could pay for the whole day, £230 for approximately two and a half hours of track time, or you could have 15 minute sessions at only £25. This allowed for you to see if you enjoyed it and if so buy some more track time! Instructors were available throughout the day to help hone your skills and technical advice and support was also provided as part of the track day experience. All you needed was a road or race legal car. Track sessions comprised of groups of 12 cars for up to 15 minutes. The day was segregated into sessions for novices and those who needed to go a little quicker. Helmets were mandatory, but could be hired on the day free of charge. Regular briefings were held where track day etiquette was discussed,

anyone driving dangerously would be "black flagged" and one-to-one laps with and instructors were arranged.

We met at 9.00am at Magor Services on the M4 and travelled up in convoy. For once the rain held off and we drove up on a dry sunny day.

The sun was out all the way and we arrived at a warm sunny circuit which was full of all different Jaguars from E-Types right through the range to F-Types.

Terry had told me to park wherever we wanted to so I picked a spot right front of race control. We didn't bring the club gazebo as it was a beautiful day and it was nice not to have to worry about erecting and then taking it down. The first major decision of the day was what were we going to do without Paul cooking our bacon rolls? Thankfully the restaurant was open so

we all marched in and lots of us decided that, blow the bacon roll we would go for "a Big Boys" breakfast! Bacon, sausages, egg, beans and fried bread washed down with a cup of coffee and we then staggered out into the sunshine to watch the action on the track!

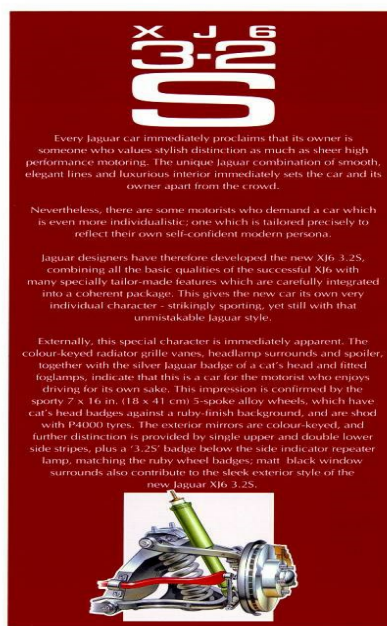
All sorts of Jaguars were out on the track from the earliest XK's right up to F-Types. Swallow Jaguar were there with some of their race cars and for a small donation to charity they would take you out on the circuit and scare the pants off you! Dave waited patiently for a trip around the circuit in one of the XK and Andy had the pants scared off him in the XJ.

We walked up onto the banking to watch the cars circulating on a quickly drying track. I must say everyone was being very considerate with the faster drivers giving the slower ones plenty of room.

The day was a great success for the JEC and I must say all of us really enjoyed it. I am hoping it will be an annual event for the club and I would urge you to come along.



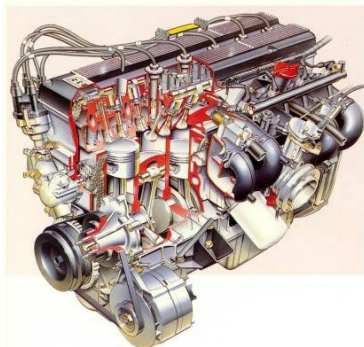
No. 43
1993 | XJ6 3.2





Heated headlamp power wash as shown is available as an extra-cost option.

1

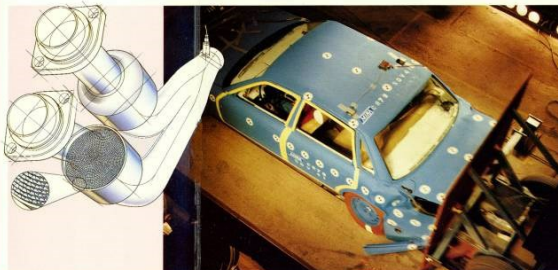


The XJ6 3.2S driver is provided with an attractive array of traditional analogue instruments, set against a modern black surround. The 4-spoke leather-rimmed steering wheel, mounted on a 5-position tilt-adjust column, contains a Supplementary Restraint System (SRS) in the form of an airbag which



automatically inflates in a fraction of a second in the event of a severe frontal impact. This is one of several safety and security features on the XJ6 3.2S, which include electronic anti-lock braking, energy-absorbing front and rear structural members, anti-intrusion door beams, a steel bulkhead isolating the fuel tank, and a versatile anti-theft security system.

The 3.2 litre six-cylinder double-overhead-camshaft engine, with low-loss catalytic converter, develops 200 BHP (149 kW) at 5250 rev/min, giving a top speed of 131 mph (210 km/h) where conditions and legislation permit. This is with the standard 4-speed automatic gearbox, which has an improved 'J' gate selector with a wooden gear knob, and gearshift interlock. A 5-speed manual box is available as a no-cost alternative.



To match the sporting character of the new car, the suspension system has been modified and developed to give tauter and extremely agile handling, without loss of the ride comfort for which Jaguars are renowned. Included in this special system, which is unique to the XJ6 3.2S, are up-rated dampers and a new stiffer anti-roll bar.

The performance and reliability of Jaguars has been proven by an outstanding record in motorsport, recent years bringing overall season wins in the European Sports Car Championship on three occasions, and outright victory in the Le Mans 24 Hour race in both 1988 and 1990. This reflects the thoughtful process by which Jaguars are developed and manufactured. Advanced facilities such as computer-aided design and robotics are employed where they will achieve the best accuracy and optimum benefits, but hand-craftsmanship is still used where only human skill can produce the quality required.

3

4

THE DOG FOOD DIET

So I'm at Pets at Home buying a bag of dog food for my dogs. While in the queue, a woman behind me asked if I had a dog. Why else would I be buying dog food?

So being top notch with the banter I told her "No, I don't have a dog, I'm starting my Dog Food Diet again" and that I probably really shouldn't because the last time, I had ended up in hospital, in intensive care with IV's in both arms and tubes coming out of most orifices. But I had lost 3 stone in 4 Weeks!

I told her that it was essentially the Perfect Diet and all you have to do is load your pockets with handfuls of dry dog food and simply eat one or two every time you feel hungry. I get the 'Complete' food as it is nutritionally balanced, so it works really well, and I decided that I was going to give it another go. (I have to mention here that practically everyone in the queue was now enthralled with my story)

Horried, she asked if I had ended up in intensive care because the dog food poisoned me.

I told her "No, I stepped off a curb to sniff a Cocker Spaniel's arse and a lorry hit me".

I thought the guy behind her was going to have a heart attack he was laughing so hard.

SWANSEA EARTHQUAKE APPEAL

A major earthquake measuring 4.7 on the Richter scale hit Swansea @ 14:31, Saturday 17th February 2018 with it's epicenter near Townhill.

Victims were seen wandering around aimlessly muttering 'faaackinell'.

The earthquake decimated the area causing almost £30 worth of damage.

Several priceless collections of mementos from Majorca and the Costa del Sol were damaged beyond repair. Three areas

humour

Members jokes & anecdotes

of historic burnt out cars were disturbed.

Many locals were woken before their gyro's arrived.

Local radio DJ, Andy Badger Miles from 'The Wave' and his giggling friend Emma, reported that hundreds of residents were trying to come to terms that the fact that something interesting had happened in Swansea.

One resident, Tracy Lloyd, a 15-year old mother of 5 said, 'It was such a shock, my little Chardonay-Mercedes came running into my bedroom crying. My youngest two, Tyler-Morgan and Victoria-Storm slept through it all because they had a skin full earlier that night. I was still shaking when I was skinned up and watching Jeremy Kyle show the next morning'.

Apparently looting, muggings and car crime were unaffected and carried on as normal.

The British Red Cross has managed to ship 4,000 crates of lager and sunny delight to the area to help the stricken locals. Rescue workers are still searching through the rubble and have found large quantities of personal belongings including benefit books, jewellery from Elizabeth Duke at Argos and bone china from the Poundshop.

HOW CAN YOU HELP?

This appeal is to raise money for food and clothing, parcels for those unfortunate enough to be caught up in this disaster.

Clothing is most sought after - items needed most include:

Fila or Burberry baseball caps, Knappa tracksuit tops (his and hers), shell suits (female) White sports socks, Rockport boots and any other items usually sold in Tesco's or Asda.

Food parcels may be harder to come by, but are needed all the same. Required food-stuffs include: Microwave meals, tins of baked beans, ice cream, cans of Colt 45 or Special Brew.

22p buys a biro for filling in the compensation forms.

£5.50 buys chips, crisps and a blue fizzy drink for a family of 9.

£10.00 buys a packet of B&H and a lighter to calm the nerves of those affected.

£15.00 buys a wrap of crack to help those really disturbed.

BREAKING NEWS

Rescue workers found a girl in the rubble smothered in raspberry alco-pop, 'Where are you bleeding from?' they asked. 'Townhill!' said the girl, 'wossit got to do wiv you mush?!'

BIG 10" BIC

Two friends were in a bar drinking a beer when one pulled out a cigar but he didn't have a lighter so he asked his friend if he had one..

"I sure do," he replied and reached into his pocket and pulled out a 10 inch BIC lighter.

"Wow!" said his friend, "where did you get that monster."

"I got it from my genie."

"You have a genie?" he asked.

"Yes, he's right here in my pocket."

"Could I see him?"

He reaches into his pocket and pulls out a very small genie.

The friend says, "I'm a good friend of your master. Will you grant me one wish?"

"Yes I will," the genie said so he asks him for a million bucks and the genie hops back into his master's pocket and leaves the man standing there waiting for his million bucks.

About this time, a duck walks into the bar followed by another. Then more ducks come pouring in. Before long the entire bar has ducks everywhere. The friend tells his buddy, "What is going on here, I asked for a million bucks not ducks!"

He answers, "I forgot to tell you the genie is hard of hearing. Do you really think I asked him for a 10 inch BIC?!"

EXTRAMARITAL AFFAIR

One day the lover is over at the women's house and they are upstairs making love. A little while later little Johnny comes home unexpectedly and finds the mother and lover in bed. So little Johnny goes into the bedroom closet to watch.

A short time later, the husband comes home unexpectedly and the wife tells the lover to get in the closet.

After a few moments little Johnny speaks out and says to the lover, "Dark in here isn't it?", to which the stunned lover replies, "Yes it is".

Little Johnny says, "You know I have a baseball." The lover says, "That's nice." Little Johnny says "Would you like to buy it", the lover says "Not really". Little Johnny says "You know my daddy is outside". The lover says "Ok how much?". Little Johnny says 20 dollars and the lover says "20 Dollars!", and then remembers his situation and pays him.

Couple of weeks later, the women has the lover over again and they are upstairs making love

when little Johnny comes home unexpectedly. He sees them in bed and goes into the closet to watch.

A short time later the husband comes home unexpectedly and the women tells the lover to get in the closet. After a few seconds little Johnny says, "Dark in here isn't it?", to which the stunned lover replies, "Yes it is".

Little Johnny says, you know I have a baseball glove, and the lover remembering the previous discussion with little Johnny, says "How Much? Little Johnny says 50 dollars. The lover pays the money.

A couple of days later the husband comes home early from work and says, "Johnny get your ball and glove and we will play catch." Little Johnny says "I can't daddy, I sold them." The husband says "You did? How much did you get for them?" Little Johnny replies, seventy dollars. The husband says, "Johnny, that's not right, you cannot take advantage of your friends like that, and you must go to confession."

The husband marches little Johnny down to the church and sets little Johnny inside the confessional and steps away.

Soon thereafter the priest enters the other side and waits for Little Johnny's confession. After a short silence, little Johnny says, "Dark in here isn't it?", and the priest says, "Don't start that crap in here!"

LETTER FOR HER & HIM

My Dear Wife,

You will surely understand that I have certain needs that you, being 57 years old, can no longer satisfy. I am very happy with you and I value you as a good wife. Therefore, after reading this letter, I hope that you will not wrongly interpret the fact that I will be spending the evening with my 22-year-old secretary at the Comfort Inn Hotel. Please don't be upset, I shall be home before

Midnight.

When the man came home late that night, he found the following letter on the dining room table:

My Dear Husband,

I received your letter and thank you for your honesty about my being 57 years old. I would like to take this opportunity to remind you that you are also 57 years old. As you know, I am a maths teacher at our local college. I would like to inform you that while you read this, I will be at the Hotel Fiesta with Michael, one of my students, who is also the assistant tennis coach.

He is young, virile, and like your secretary, is 22 years old. As a successful businessman who has an excellent knowledge of maths, you will understand that we are in the same situation, although with one small difference:- 22 goes into 57 a lot more times than 57 goes into 22. Therefore, I will not be home until sometime tomorrow.



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.

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CALENDAR

WHAT'S ON IN 2019

FEBRUARY

14-17 London Classic Car Show

MARCH

22-24 Practical Classics Restoration Show

31 Jaguar International Spares Day Stoneleigh

APRIL

TBA Coleford Carnival of Transport

10-14 Techno Classic Essen

28 South Wales Region Annual Drive it Day

MAY

3-5 Donington Historic Festival

10-12 Jec Jaguar Festival At Blenheim

19 SWCCC Annual Classic Car Show

TBA Monmouth Steam & Vintage Show

27 Vale of Glamorgan Classic Car Show

JUNE

TBA Barry Festival of Transport

16-17 Le Mans 24 HEURES DU MANS

TBA Caerphilly Motoring Festival

JULY

15-16 Goodwood Festival of Speed

TBA Berkely Castle Car Show

21 Sherborne Castle Classic Car Show

26-28 Silverstone Classic

AUGUST

3-4 South Gloucester Show

TBA Three Cocks Steam & Vintage Rally

17 Tatton Park - Passion for Power - Cheshire

TBA Ponthir Car & Music Festival

TBA Bristol Region BBQ

SEPTEMBER

7-8 Beaulieu International Autojumble

13-15 Goodwood Revival

TBA The Big Welsh Classic Car Show Chepstow Race Course

OCTOBER

TBA Castle Combe Classic Action Day

TBA Malvern Classic Car Show

20 Jaguar International Spares Day Stoneleigh

NOVEMBER

TBA Jaguar Enthusiasts' Club National AGM

8-10 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings.

If you spot any errors please let us know so that they can be corrected. Also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series. Also see the web site - www.classicshowsuk.co.uk



South Wales Region Monthly Meetings

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

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

2018/2019 Dates

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
Wednesday 17th April 2019	Wednesday 16th October 2019
Wednesday 15th May 2019	Wednesday 20th November 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.

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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	-	-	-	-
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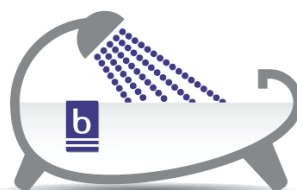
*Published prices for Jaguar 3+ Fixed Price Servicing and any promotions within it are the maximum selling price including VAT (at the prevailing rate) at which participating dealers will provide the advertised service and parts. Prices are valid for retail customers with specified vehicles over 36 months 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.





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