

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

Issue 270 | March 2017



www.jecsouthwales.co.uk





WEBBER'S WORDS

By Andy Webber
News Editor

What is happening with our motor industry? The last few weeks has gone crazy with fears over how Brexit will affect the £70Bn industry that produces 1.72m cars a year. Ralf Speth, chief executive of Jaguar Land Rover, said that his company "really needs" fair trade and that he was "worried" about the effects of Brexit on the firm's 40,000 UK employees.

"Europe is the biggest market for Jaguar Land Rover," he told the BBC. "Not only do we sell more than 125,000 units in the UK but we also buy all the components and the parts for around 600,000 units we build in the UK, so we really need free and fair trade".

Obviously JLR's position in the UK makes it more vulnerable as a group - out of the top ten UK made cars exported, JLR has 5 of them!

This is aside from the job fears at both Ford in Bridgend re. cost saving & Vauxhall following the Peugeot takeover. Add into the mix the new fleet taxation on diesel cars that could see an end to the diesel engine as Hybrid and full electric models take over the market, and you have a motor industry undergoing colossal change. Good to see then that Jaguar is investing so heavily in the electric revolution, although I fear that they are behind nearest competitors, BMW and Mercedes both of which have budgets well in excess of Jaguars. However, Autocar reports that 350 deposits have already been taken on the new I-Pace (due 2018) so clearly Jag are doing something right on their electric models!



Our classic gas guzzling Jags with big capacity engines are definitely now a piece of history that won't be repeated like music and fashion can be.

Anyhow, let's give the oil industry a boost and get the big cats out on the road, fill them up with the good stuff & concentrate this month on Drive-it-Day and the start of the show season at Coleford! Further details within but suffice to say that the committee members have put considerable time and effort into ensuring we have a great day's motoring.

Until next month

Andy Webber

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Deadline for all articles, contributions and adverts for the next edition is
April 3rd.

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

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

Web: www.trendy-designs.co.uk
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Disclaimer: Jaguar Enthusiasts Club South Wales Region Magazine strives to provide accurate and up-to-date information. If you have seen a mistake or anything that you are not happy with then please e-mail us:
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IN THIS EDITION



REGULARS

- 2** Webber's Words
- 4** Regional News
- 10** Jaguar News
- 14** The Torbay Flyer
- 28** The History Of Jaguar
- 32** Humour & Anecdotes
- 35** Events Calendar
- 37** Monthly Meeting Info

FEATURES

- 13** XKSS Expected To Fetch \$16-18 Million At Auction
- 17** Dream Original XK120 Surfaces For Sale
- 19** Deputy Chairman's MK IV Family Reunion
- 20** Cat In The Shadows: Jaguar E-Type Memoir
- 25** My Father's Hunt For Just The Right E-Type Jaguar



REGIONAL NEWS

By Colin Manconi
Regional Representative

With all the bad weather I don't suppose many of us have used our cars recently. I moved most of mine around the week before last on a dry day to warm up the engines and make sure the tyres don't flat spot. I now have to go through the procedure of oil and filter changes and servicing them all. The worst part is cleaning the chrome wire wheels, solvol autosol on each spoke, Jan's toothbrush and sore fingers from cleaning the polish off! Its ok, I return Jan's toothbrush afterwards.

I am in the process of cleaning and detailing the XKR. It will be on the JEC stand at the Practical Classics Restoration Show at the NEC so it has to look right! Maybe an article next month.



Our Next Shows Are:

International Spares Day

This is one of the first events of the year on the **26th of March** and if you need any parts for your Jaguar this is the place to be. The new JEC Charity Car will be on display, a beautiful 2010 XK 5.0 litre convertible in Spectrum blue metallic paint with Warm Charcoal interior and a black hood. Please buy lots of tickets as all proceeds will be going to promote the charity that is being supported by the Windsor Jaguar Festival, The Prince Phillip Trust. SNG Barratt, one of our magazine advertisers, is offering 10% off pre paid orders for collection on the day. Another of our advertisers BAS from Cwmbran will be showcasing their fabulous range of interiors. As usual some of our members will be going up to Stoneleigh and will be meeting up for lunch. I will be helping out on the JEC stand during the day, come along and say hello!



The Practical Classics Restoration Show

From rusty wrecks to stunning cars, the Practical Classics Classic Car & Restoration Show 2017 at Birmingham's NEC from **Friday the 31st March to Sunday the 2nd of April**, is even bigger and better this year as it's grown from a two-day show to three!

With over 1000 classic cars on display, the UK's biggest display of barn finds with over 25 discoveries on show, 130 car clubs, motoring TV celebrities, expert advice, live demonstrations and more and its spring's best classic car show!

Why not take a charity Dream Ride with our friends from Sporting Bears, experience the magnificently restored cars in the Lancaster Insurance Pride of Ownership display, or purchase an original from spring's biggest Auto jumble or from the huge selection at Classic Car Auctions?

Tickets are now on sale! For more information, ticket prices and booking details visit www.necrestorationshow.com

As usual it is being held at the NEC Birmingham. The JEC will be having a large stand and this year we are arranging a little bit more activity on the stand. Come along and be surprised! Every year the event is getting bigger. Michael and I will be going on Thursday to help set up the stand and then will be manning the stand for the next three days. It is a good show and we hope to see you there!

IMPORTANT:

We need help manning the stand. If you would be interested spending a few hours of your day helping out, selling raffle tickets, etc, a free ticket may be available! Contact me on 07977 474 637.

Coleford Festival Of Transport

We always attend this show every year with a club stand. Over 15 of our members have already entered. Coleford close the town centre and the classic cars are parked throughout the town including all the car parks. The event is always held on Easter Monday. This year Easter Monday is on the **17th of April**.

We always have different extremes of weather at Coleford, either it is warm and sunny, cloudy and wet or as four years ago extremely cold. Easter is late this year so let's hope for a warm sunny day. We will be meeting in the car park at Monmouth at 8.00 am for an 8.15 start. We have to be at Kaplans Café early for breakfast! (Andy is feeling hungry already.)

Drive It Day 2017

The South Wales Region will once again be holding a Drive it Day event on the **23rd of April**. Open to any region of the JEC, just try to turn up in a Jaguar!

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, between 10 am and 11am for coffee/tea and bacon rolls and will leave at 11am sharp. Please use the rear car park. There is a pleasant run planned through the Wye Valley. We will have a comfort stop for coffee en-route and some stops for sightseeing then an organised lunch back at the Priory Hotel at approximately 2.30. Hotel rooms are available at the Priory. The menu choices are on our website www.jecsouthwales.co.uk/ddmenu2017

A two course lunch will be £14.95. If you would like to come please contact Colin Manconi



on 07977474637 or

colin.manconi@jecsouthwales.co.uk

Payment in full and menu choice is needed by the 5th of April. Cheques made out to JEC South Wales Region.

Monmouth Steam & Vintage Show

This is being held on the 29th to 30th of April. I have entry forms if anyone requires one.

Royal Windsor Festival

This is going to be one of the biggest Jaguar events ever held. Over 1000 Jaguars have already booked including members from all over the world! It is being held on the 5th and 6th of May. It is organised by the JEC and has to be booked through them. Many of our members have already booked their hotel and are staying at the Beaumont Estate Windsor. I think some rooms are still available. We intend going up on Friday morning to arrive at the hotel at around 12.00pm, hopefully to avoid most of the traffic. There will be a buffet on Friday evening at the Beaumont Estate, which we will be attending. Please book as soon as possible as it is filling up very quickly. Security has been arranged at the Beaumont Estate to look after the cars during the night.

On Saturday you must book to display your car on the Long Walk, tickets are available from the JEC Head office and include entry a Souvenir Brochure and plaque. To park as a region we must all come in together, an assemble area has been arranged about a mile away from Windsor for regions to meet up.

Saturday night in conjunction with Jaguar Cars the Windsor Racecourse has been booked for an evening festival. There will be music, good food, vintage fairground games, entertainment and a chance to meet with other Jaguar enthusiasts. Again tickets are available from the JEC head office which includes food, but there is also the opportunity to upgrade to an exclusive riverside marquee with guaranteed seating and a three course meal. We have decided to book this as it seems better value and it doesn't matter if it rains.

All these have to be booked through the JEC so be quick.

All the proceeds from this event will be going to the Prince Phillip Trust.

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South Wales Region Drive It Day



Sharing the passion



The South Wales Region will once again be holding a Drive it Day event on the **23rd of April**. Open to any region of the JEC, **please try and turn up in a Jaguar**.

We will meet at the Priory Hotel, High Street Caerleon, Newport, NP18 1AG, between 10 am and 11am for coffee/tea and bacon rolls and will leave at 11am sharp. Please use the rear car park.

There is a pleasant run planned through the Wye Valley. We will have a comfort stop for coffee

en-route and some stops for sightseeing then an organised lunch back at the Priory Hotel at approximately 2.30. Hotel rooms are available at the Priory. The menu choices are on our website www.jecsouthwales.co.uk/ddmenu2017

The cost is £14.95 per head for two courses.

If you would like to come please ring me on 07977 474637 or e-mail me, colin.manconi@jecsouthwales.co.uk

The E1A Anniversary Run



This year is the 60th anniversary of the building of E1A and we will be re-running its famous journey from Brecon to Carmarthen to recreate the original drive by Christopher Jennings, then editor of Motor, with a convoy of XK 120, XK150, C-Types, and E-Types. The run will end at Christopher's old house at Celli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire. Edwin Atkinson is Christopher Jennings's relative and now lives at the house.

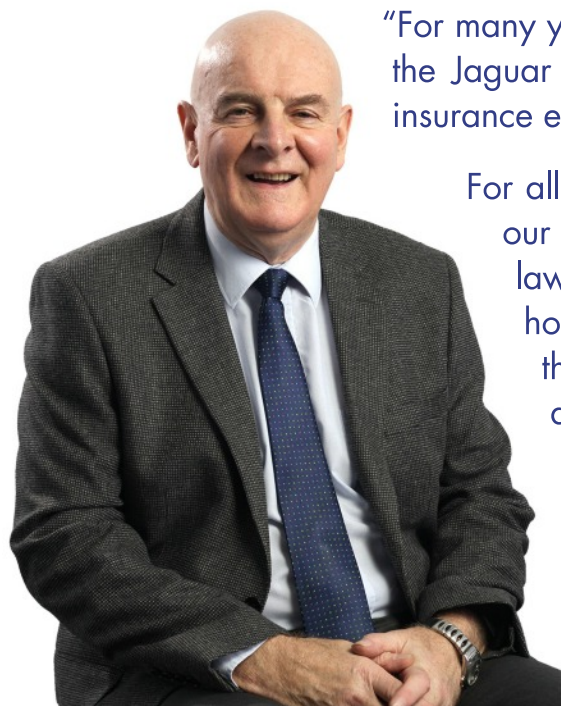
The date of the event is fixed at **15th July 2017** and will be starting from the Castle Hotel, Brecon on the Saturday morning. The entry is fixed at 24 Jaguars with nearly all places already booked.

This event is Jaguar history in the making and is going to be something you will be proud to say you attended.

To enter or more information please contact Jeff: Jeff.wales@ntlworld.com

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Photo: Stirling Moss Collection

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NEWS

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



This is the I-Pace being readied for production and sale, and it is exciting. Clearly, it isn't that far off either. Interestingly Jaguar UK PR head Ken McConomy added that 2017 is going to be a very busy year with lots of things to come!

I-Pace Euro Debut @ Geneva Motor Show

Jaguar has revealed that its headline grabber from last year's LA Motor Show - the all-electric I-Pace SUV concept - will be heading to the Geneva Motor Show next week, sporting a colourful new red paint job.

It'll mark a European debut for the new electric car from the British marque, which will eventually morph into a production model due on sale in the UK in 2018.

While we won't see the car in production form until the end of 2017, it's not expected to change far beyond the car we see here.

The basic power and performance figures should remain largely unchanged too, and Jaguar has hinted that it'll cost around 10-15% more than an equivalent version of its F-Pace SUV, so expect a starting price around the £55,000 mark.

The I-Pace will have at least 300 miles of range on a single charge and it'll be able to dash to 62mph from standstill in around four seconds. A 90kWh lithium ion battery sits between the axles, driving two rare earth magnetic electric motors for a total power output of 395bhp and 700Nm of torque.



Rare XJR-15 Up for sale

The Jaguar XJ220 is an incredibly rare supercar built in the early 1990s. The British automaker produced just 271 examples over the course of two years. There's a Jaguar super machine that's even rarer, though, and it came just before XJ220 arrived on the scene. It's the 1991 XJR-15, and it's a real-deal Group C race car that you could drive on the street...if you can find one of less than 30 road-going versions built. Now you can, because there's one for sale on ClassicDriver.com.

Jaguar and Jaguar Sport teamed up to produce what was essentially a monster of a race car, and it was built around the bones of the iconic XJR-9 Le Mans-winning machine. Tom Walkinshaw Racing and Jaguar decided to build a street car while also building a real racing version. They essentially just turned a race car into a street car while providing very little in the way of creature comforts. This thing must be an absolute bear to drive.

Power is provided by a 6.0-liter V-12 engine built by Jaguar. It produces 450 horsepower and 420 lb-ft of torque, and it's backed up by a 6-speed manual gearbox. That engine actually forms a structural piece of the car itself, and the body is built using kevlar and carbon composites. Oh, you thought the the McLaren F1 was the first road car to do that? Seems like TWR and Jaguar were just a step ahead in that game.

Jaguar Sport built a tick over 50 examples in total. Of that run, just 27 were released as road-going versions. They rarely come up for sale and when they do, they don't fetch as much money as you'd expect for something this powerful and rare. Still, the last one that sold went for nearly \$350,000. You should expect this one to go for a bit more.

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New £200 Million Design & Engineering HQ Announced

JLR, the UK's largest car manufacturer, today announced it is beginning construction work on a £200 million redevelopment of its design and engineering centre at Gaydon in Warwickshire.

The expansion represents the first major construction project at one of the company's non-manufacturing sites in over a decade. The development is intended to become one of the world's foremost automotive product, engineering and design sites - fitting for a company with ambitious plans for continued global growth.

Chris Elliott, Property Programmes Director for Jaguar Land Rover, said: "The new design and engineering centre is a testament both to Jaguar Land Rover's British heritage of innovation and its compelling vision for future vehicle technology. The new space will centralise our design, product engineering and purchasing functions in an original and modern environment, as well as creating additional capacity for the future."

Jaguar Land Rover worked with leading architectural practice Bennetts Associates to design the scheme and has engaged Laing O'Rourke as its construction partner. Laing O'Rourke will develop the site to create a unique landscaped campus comprising new offices and Jaguar and Land Rover design centres.

In recent years Jaguar Land Rover has invested heavily in its UK vehicle manufacturing facilities at Castle Bromwich, Halewood and Solihull to support the introduction of all-new vehicles such as the Jaguar XE, XF and F-PACE, Range Rover Evoque Convertible and Land Rover Discovery Sport. It has also made significant progress in building its international manufacturing presence over the last year, with a new manufacturing facility under construction in Slovakia and the opening of its plant in Brazil.



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**Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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One Of The Rarest, Sexiest Sports Cars, A Jaguar XKSS, Is Expected To Fetch \$16-18 Million At Auction

Jaguar XKD, or D-type, was one of the most successful sports-racing cars in history, claiming victory at Le Mans three years in a row, in 1955, '56, and '57. Along with the C-type that won Le Mans in 1951 and '53, the D-type forms the bedrock of the Jaguar legend. With aerodynamic bodywork penned by Malcolm Sayer, it is also one of the sexiest sports-racing cars ever.

Racing rules changed for 1958 and the Jaguar straight six would no longer be competitive. Margins were thin at Jaguar in the 1950s just as they are today, and Jaguar boss William Lyons had to market a batch of 25 unsold D-type race cars. He began converting them for road use. The result is the XKSS, one of the rarest and most exhilarating sports cars of the Golden Era, a car sexier than the race car it was based upon. Only 16 XKSS were completed before Jaguar's Browns Lane factory burned, consuming nine undelivered XKSS. The fire adds to the XKSS legend and value of the cars. Jaguar rose from the ashes by applying lessons learned with the D-type and XKSS to create the E-type road car.

The XKSS Gooding & Company will auction at Amelia Island next month, chassis XKSS 716, was delivered new to Montreal, Canada, where it was raced with success between 1957 and 1961. XKSS 716 passed through the hands of several prominent Jaguar enthusiasts, and eventually retired to the world of vintage rallies. The current owner acquired XKSS 716 nearly two decades ago.

In the past decade, XKSS 716 received a complete, show-quality restoration by UK-based marque specialist Pearsons Engineering. XKSS 716 made its Concours debut at the Pebble Beach Concours d'Elegance in 2010, where a special XKSS class reunited 12 of the 16 original cars on the Pebble Beach greens (see photo). Since this outing, XKSS 716 has been shown at Concorso d'Eleganza Villa d'Este and participated on vintage tours in Europe and North America.

XKSS is legendary enough and so important to the value of the Jaguar brand, that Jaguar's Classic division has built nine "continuation" cars, fulfilling the VINs of the XKSS lost in the Browns Lane fire. Those cars are likely already sold off, and will pass through private hands in coming years. A decade has passed since one of the original 16 XKSS was offered at public auction, with most examples well ensconced in private collections. Little surprise the estimate is \$16-\$18 million.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon. We're nearly there with the new season of classic car event - at last! In the meantime we had a few TOWC activities to keep us occupied.

Kath Doyle

Sadly I report that a very well loved member, Kath Doyle, passed away on 16th February after a short illness with liver and kidney virus infections.

She and her husband Dave had entertained us a few times with their live musical act "After Dark". Kath also did the bulk of the work editing our annual DVDs of events over the years including our big show on Paignton Green.

She was a very bubbly, humorous and lively character and it came as a huge shock when we learned of her passing.

February China And Cider Run - 19th February

This was held in memory of Kath Doyle. The club run was organised by Adrian and Sue Linscott who have organised about 50 such runs over the years! Our starting point was Gallows Gate near Marldon. We travelled northwards through Kingkerswell, Newton Abbot before heading south for our coffee stop in the "China Blue" centre in Totnes. After a pleasant stop (with time to browse items for sale etc.) we headed south west towards Stoke Gabriel before arriving at Hunts Cider Farm. We then had a very interesting tour and talk by Roger Hunt (the owner of the cider farm). This ended with a little cider tasting session as well as receiving some bottles of cider to take with us. The run then took us, via Totnes, to an

excellent carvery lunch in the Dartmoor Lodge. For the run Natali and I used our Daimler V8 250 and I'm pleased to report the car didn't miss a beat.

Club Meeting - Thursday 23rd February

Initially the mood in the club meeting was a bit sombre with members still coming to terms with the loss of Kath Doyle. Normally Dave Doyle would take the minutes of the meeting which are then published in the club newsletter issued a week or so later. On this occasion I was asked to record the minutes. I was very glad my old LG Renoir mobile phones have a voice recorder facility which worked a treat!

It had been arranged to have a guest speaker, Ian Cooper, who is a retired Police officer. He was given the opportunity to postpone but decided to give us



his talk in any case. His talk was very interesting and entertaining recounting his experiences whilst serving as a Police officer.

After a large round of applause Ian Cooper started his talk with the "Oxford Dictionary" definition of the art of hospitality being "to make people feel at home - while wishing they were at home!" Ian then continued with his excellent talk for about an hour telling us of some of his many experiences as a Policeman over a thirty year career. There were numerous references to his "Panda" car being a Vauxhall Viva! A TOWC member also has a Vauxhall Viva!

The meeting then continued with our usual business, information on future events, club raffle etc. There were additional tributes for Kath as well as short speeches by Dave and his brother, Steve.

Torbay Old Wheels Club Annual Show At Paignton Green - Sunday 23rd July 2017

For those that are interested an entry form for the show may be downloaded from the club website:

<http://www.towc1.talktalk.net>

...and finally, two jokes this month!

Joke 1

Some people are so f***ing thick!!!



Just at the petrol station and two old bill are sat staring at a woman who was pumping petrol and smoking at the same time. Like really, wtf! I'm thinking they are gonna nick her in a minute!!

Proper dangerous and old bill are just sitting there. I go into the shop and just as I was about to leave, I hear someone screaming "look outside" the woman's arm was on fire!!! She was running around like a nutter waving her arm around and just going nuts. Everyone runs out the shop. One copper is trying to pat her out and the other one sprayed her with an extinguisher. Then they proceed to nick her!!! Handcuffs the lot! I couldn't help myself and asked them why on earth they were nicking her. Wasn't catching her arm on fire punishment enough?



I swear to God the copper looked me dead in the eye and said, "For waving a Firearm".

Joke 2

A teacher asks the class to name things that ends with Tor and that eats things.

First boy: *Alligator.*

Teacher: Very good that's a big word.

Second boy: *Predator.*

Teacher: Yes, That's another big word. Well done.

Little Johnny: *Vibrator.*

After nearly falling off her chair

Teacher: That is a big word, but it doesn't eat anything.

Johnny: *Well my aunt has one and she says it eats batteries like there's no tomorrow!!!*





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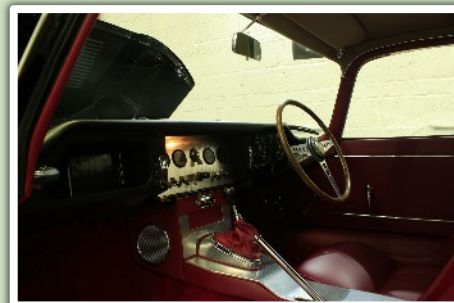
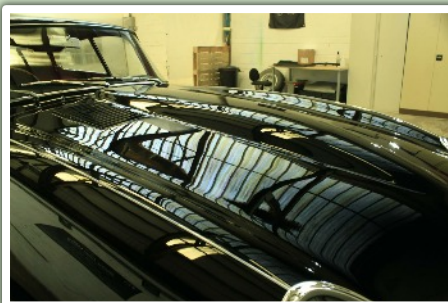
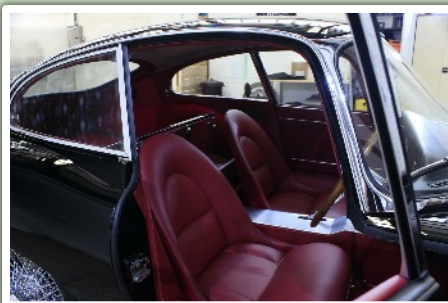
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This 1954 Jaguar XK120SE Roadster is an unrestored and complete example with 43,899 miles that spent its entire life with the same family in the California Bay Area. The selling dealer acquired the car from the original owner's son, and it has been stored in a heated garage since 1978.

The car was originally purchased in 1954 by M. Hutchins from the recently established British Motor Cars dealership located in Oakland, California. As per the two-page letter written by the original owner's son, his father purchased this car for his wife but ended up driving it himself most of the time. After the original owner passed in 1972, the car was driven sparingly until it was eventually moved to Danville, California and stored in a garage. The original owner's son had planned to restore the car in the early 1980s but that never came to fruition.

The factory data plate is shown above with the seller stating that the car retains the original engine, transmission, body, and chassis and factory body stamping. A true time warp find!





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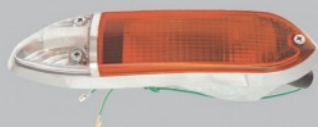
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MK IV owned by the company's deputy chairman bought by his granddaughters

A classic 1948 Jaguar sports saloon, first owned by Arthur Whittaker, the Deputy Chairman of Jaguar Cars, has been re-united with his family 67 years after he parted with it.

Arthur Whittaker ordered the Jaguar Mk IV on December 22, 1948 and took delivery of it three weeks later.

He kept it until 1950 and over the next 67 years it had a number of owners before the luxury motor popped up at Historics At Brooklands' recent sale.

Mr Whittaker's four granddaughters - Lucy, Sally, Sarah and Charlotte - found out by chance his Jaguar was going to be sold just a fortnight before the sale.

The quartet decided they had to have it and ended up bidding for the old saloon eventually winning the auction and paying £69,440 for it.

The car will return to the eldest granddaughter Lucy's family home in Kenilworth, a short distance from the former Jaguar factory in Browns Lane, Coventry where it was originally manufactured 69 years ago.

Sally said: "Once we discovered grandad's Jaguar was for sale, we just had to go and see it.

"We had no intention of buying it, but sitting in it before the sale brought back so many fond memories of family outings in his cars that we decided we just had to bid for it."

Lucy said: "We'd never bought a thing at auction before, but were determined to take it home if we could afford to.

"It was all a bit of a whirlwind and suddenly, the hammer came down and it was ours."

Arthur Whittaker was one of Jaguar's most important employees, joining the company in the 1920s as a 17 year old when they were known as Swallow Sidecars (SS).

He had a stellar, 50-year career with the manufacturer, becoming chief assistant to William Lyons who was impressed with his business acumen. He eventually became a director on the board.

The black saloon is powered by a 3.5-litre six-cylinder engine and has a leather and walnut interior.

His granddaughters now plan on making use of the car rather than putting it in a museum.

Lucy added: "It's just too lovely to leave locked away. The plan is to share enjoyment of the car amongst all our families, including grandad's seven great grandchildren.



Cat In The Shadows: A Jaguar E-Type Memoir

When I was a kid, the most influential car to me was a dirty, dingy jalopy that was stored at my babysitter's house. Everyone saw it as this old relic in a dark corner of a country garage. I was 4 1/2 - the half is important at that age - and saw this dust pile differently than others; shape, flowing lines akin to art and a canvas of painted metal, chrome and rubber.

It may have been neglected, but still looked capable of speed despite its static condition. I saw a machine, rocket, spacecraft, pirate ship, and many other things. It looked like a playground of possibilities! I remember the owner of the car (my babysitter's husband) telling me that it was OK to play in it but not on it. I could take care of the interior and he would even give me rags (brilliant on his part) so I could polish and shine.



By Shawn Frank | Mossmotoring.com & petrolicious.com

Photography by Andrey Smazhilo, Ted Cushue, Federico Bajetti, Jeremy Heslop, & Michael Mauro



I remember him scooting past me in the packed garage to reach for the chrome handle of the long sleek door. With a slight "POP!" the door released, emitting a sound I had never heard before. It was a sound of precision, a sound of finely fitted pieces releasing from each other. He carefully pulled the door open just enough to keep it from dinging against the lawn mower that sat not too far away. With a motion of welcome, he invited me to sit in this space ship on wheels. That was when it happened!

As I slid into the seat, I felt like a test pilot for the Air Force, an astronaut for NASA. It wasn't a normal car. There was a shiny beautiful steering wheel. Wood grain, brass, and chrome mated together. The head of a cat laden in gold on the center cap. Big black gauges that filled the silver dash. A line of switches that would be a staple of future adventures. Everything was just how I would imagine the perfect car. I was about to embark on a quest to fulfill the fantasies straight out of the imagination of a boy obsessed with adventure. Little did I know, this adventure has been an ongoing journey that spans to this present day.

I remember that day with

crystal clarity. Many memories have faded to after thoughts, but the memories of that day have stuck with me. That car, and all that came with it. The smell of the forgotten leather, the mixture of gas, oil, and anti-freeze, the sight of the layers of dust that the years had accumulated onto the canvas convertible top, the long swoop on the bulge in the hood, and the angled drop of the short flowing trunk. It was a day that I relive in my head and hope to continue to relive until my dying day.

I played in that car every day for a year making believe I was Mario Andretti, Emerson Fittipaldi, Keke Rosberg, Captain Kirk, Buck Rogers, or Blackbeard. Once school started for me, I looked forward to jumping into a new adventure the second the final bell rang! If I was at the babysitter's, you would find me in the garage. It was the happiest of times!

One day, my babysitter came out to get me for lunch like she always did. As we went towards the house, she said she had something to tell me. It seemed that they had sold their house and were moving shortly. The first thing that came to mind was the car. What about it? How could I continue my adventures? I was overwhelmed with

sadness. I was about 5 1/2 (again with the 1/2) and that was a huge blow to my whole world at the time. I had to do something!

I remember seeing my dad coming up the gravel road. A rooster tail of dust and fine rock swirling behind his old truck like a jet stream. It was the moment I was waiting for. The few hours between the bad news and my dad's arrival seemed like an eternity! I don't even think he got out of the truck before I ran over and started to beg. "Please dad, buy the car in the garage!" He looked perplexed. He didn't even know there was a car in the garage. My babysitter came out to the front lawn and greeted my dad with much more grace than I did. She looked at him and said, "I told him we were moving. We have the cars in the garage that he plays in, and I told him we were thinking about selling his favorite one. He said he wanted to ask you if you would buy it so he could still play in it." She giggled a little and explained that if he wanted to look at them, her husband would be home in a few hours to open up the garage. My dad agreed to come back later. I think it was because he saw the desperation in my eye. I am sure he was expecting junk, but knew it was important to me.

Continued >



For 2 hours, I think I asked 100 times how long we had left. There was a sudden sense of urgency. The minutes ticked by slowly, until finally it was time to go back over. It was only down the street, so it didn't take long to get there. We pulled up to the house and the moment was here. Finally! If I could just show my dad the car that had no name but a huge story to me, he would fall in love with it too. We walked up to the door and my babysitter and her husband both came out, we walked toward the garage on the side lot of the country property. The side door was always unlocked for me. As we opened the door, I looked up at my dad's face. His expression went from curiosity to big smiles in 1/2 a

to stay. With a nod, my dad left to get my mom.

I didn't understand completely what was going on, but it seemed to be a big moment. As we were waiting for them to return, my babysitter, her husband and I started moving the clutter that had piled up over the years, making the way to the broad garage door. Rearranging and piling various items developed a path to the door. He stepped on the latch of the garage door and twisted the handle. When he pulled up on the door, the weather stripping peeled away a little. Obvious signs that it had been a long time since the inner walls of this garage had seen any daylight. The door slid up the rusty rails and the springs

heard him telling her about the car. This time I was listening.

"This car is a British sports car. It is a convertible that needs some work just to get it running. The price is right and it would really help this family with their moving expenses." He was laying it on thick! "Once I get this running, we could take a short trip to Kansas City or farther." She gives him a look of curiosity, and asked, "What is it?"

"It is a 1962 Jaguar XKE. It has been sitting for a while, but I know I can get it running and when I do, you will love it." I think she saw the same look on his face that I have had on mine for the past year or so, because she looked into his eyes and said, "If you think it's a good



second. He looked at the guy and said, "Wow!"

The guy started with a presentation. He started telling my dad information that I didn't even realize I was listening to until later. The year, make, model, engine size, etc. All the important stuff! He told him that it had been sitting for quite a few years and needed a full tune up. I felt like I had done a pretty good job of taking care of her, but evidently polishing and shining the interior was not enough. My dad asked if he could go get my mom and bring her back. Something was happening here. My dad had this look on his face that I connected with. That gleam in his eye made him resemble a kid. He looked at me and asked if I wanted to stay there or go get mom. I wanted

creaked and cracked. With a plume of dust swirling out into the yard, the garage door came to rest fully opened and allowed rays of sun to hit the dusty paint.

Look at all the bird poop. The dust had to be a 1/4" thick. There were signs of neglect not noticeable until the sunshine hit it. Raccoon and squirrel tracks in the dust, the under body showing signs of a mouse colony. Neglected, but I was crossing my fingers that it would no longer be.

A rumble came from the road. That same plume of gravel and dust made it's way towards us. It was my dad and mom. My dad jumped out of the truck and ran as quickly as possible to the other side of the truck to open the door for my mom like she was the guest of honor (he was no dummy). As they walked up, I

idea, then go ahead and get it."

A feeling of joy surrounded me. My dad had saved the day just like I thought he would. My mom was the coolest! I was the happiest kid in the world! They made plans, signed papers that I could hardly read, and shook hands. My dad looked at me and gave me a wink. He came over to me and knelt down to my level. He looked me directly in the eye and said something I will never forget. "Son, you really have a good eye for cars. Great job! Thanks for telling me about this." That made me proud.

But wait! Shouldn't I be thanking him? He saved the day. He rescued my rocket, my pirate ship, my race car. And then it hit me. He was a little kid at heart just like me. How can a car and



the memories that go with it affect so much? I saw my dad as a hero. I saw my mom's trust in my dad. I have always strived to be like my dad. I have always looked to my mom as a kind and supportive woman. The basis for what a great woman is.

We kept the car for a few years. It was part of the family for a while. A break for all of us from the grind. It took 2 cases of

down to his level and told him, "You have a good eye for car colors. Great choice. Thanks for choosing it for me." Many people have commented on the color, and I always accredit him.

The memories were more than the purchase of a car. I have been chasing that feeling, those moments, those memories my whole life. I got married to a beautiful and supportive woman

Cars are a lifestyle. They will take you places and allow you to meet people that will truly affect your life. I encourage everyone to develop relationships with cars as objects of art, form, and function. They are expressions of who you are, what you are about, and where your passions lie. Who knows, you may affect someone else's life until their dying day. Instead of



Coop hand cleaner and gallons of soap and water to wash off all the bird poop and dust, but the Opalescent Silver Blue under all of that still sticks in my head. My son chose the color of my Spitfire, and it really made me smile. He chose a color that was about one or two shades off of the Jag Silver Blue. I made it a point to have him present when we pulled it out of the paint booth. And yes, I made sure to kneel

beautiful and supportive woman just like my mom was to my dad. She bought me a Spitfire out of a junk yard for Christmas. I have since built it to become a driver. I take many drives with my son and frequently look at him sitting in the passenger seat. I see me at his age. He may not see the form and function of a classic British Roadster, but he may have the memories that will stick with him his whole life.

Instead of buying a car that has a warranty, buy one with a story. Instead of buying one that is the right price, buy one that has the right feel. Be creative and be yourself, because everyone else is taken. Thanks for reading my story. It is written by a middle aged man that still remembers anecdotes of his childhood. How can that be bad? Hope to see you on the road, and when or if I do, I will have a wave or a nod for you.



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This Is The Story Of My Father's Hunt For Just The Right E-Type Jaguar. *By Will Mederski*

From the time he first saw its lengthy elegance as a kid, to decades later fully appreciating what lies beneath that long bonnet, this is the story of my father's hunt for just the right Jaguar. Their beauty is undeniable, but it was the quirks and remnants of a handmade heritage that had him settling on an early example of the famous E-Type.

Will Mederski: So did you set out in search of any old sports car, or did something drive you towards the Jaguar E-Type?

Mark Mederski: In 1962 when I was about 13 years old, my dad took my brother and me to the Cleveland Auto Show. There are only two images that have stuck with me from that experience; we saw then-popular TV comedian Sid Caesar outside the show, and we were all stunned by the several Jaguar XKEs, as they were then referred to, on display inside the show.

As a kid I built plastic models of E-Types, built

D-Types and E-Types as slot car racers, and studied all of my dad's Road & Track magazines. The sleeker of the two E-Type body styles, I always liked the look of the coupe. Years later, as an industrial design student, my general love of the form began to develop some reason, some foundation. And it was much later still that I learned that under the sleek sheet metal was an interesting and very technical chassis.

WM: What do you mean by "technical chassis?"

MM: Well, yes, technical and also simply interesting. When I first saw under the

bonnet of an E-Type, I was impressed with the unusual construction. A rectangular tube sub-frame cradles a handsome double-overhead cam, inline six-cylinder engine. Polished cam covers, three shiny S.U. carbs, electric tachometer drive, sheet metal ducting air to the radiator, an electric fan.

Forged A-arms, no springs but rather adjustable torsion bars, support the front end. Stopped by discs front and rear. The rear discs are in-board, tucked right up against the differential.

From the firewall back is a sheet metal tub, a unibody of sorts. The high sills, an obstacle to easy entry and exit, are part of the structure. It's real sports car; hard parts in there, a design very similar to the D-Type racer which came a few years before.

WM: But why an E-Type and not a Porsche 356, an Austin-Healey 3000 or TR4?

MM: To me, the E-Type was a much more interesting machine than a Healey, or a Porsche flat-four of the era.

My dad really wanted an

Continued >

Austin-Healey 100-6 or 3000.

Part of the reason I wanted an old British car was he never got to own one. I will piss off some owners, but while Austin-Healeys are one of the best styled cars ever, they offer only a simple OHV engine. The Healey 100-6 and 3000 are at about 100 horsepower, have a somewhat unrefined chassis and pretty flimsy coachwork. The average Porsche 356, while light, produces no more than 100 horsepower from its 1600cc engine. But the 3800cc E-Type Series 1 is rated at 265 horsepower. Though I would never think of doing it, the Jaguar E-Type tops out at 145 mph. Hyper-speed in its day. The Healey and Porsche would top out around 100, maybe 110. There's a reason Jan & Dean wrote a song about the Corvette

important. And I bought about four books to start studying the car.

More than a year of searching went by, then out of the blue a guy in the Jaguar club told me about a Porsche collector not far from me that had a black 1961 coupe and a yellow 1967 coupe parked in a warehouse, so I went to look at them. Pale yellow is not a performance car color to me, so I dismissed the yellow car, but was excited about what ended up being a first year black coupe. "Take it to a shop to have it looked over," the owner offered. Fully restored about 12 years earlier but having sat for a few years, it went to Specialty Sports Car on a rollback. They know these cars. This car turned out to have a very solid body, correct colors,

few bonus points; it was an early production car, the 130th left hand drive coupe manufactured. The interior of these early cars was a bit more spartan compared to the luxury features and style added to later models, mostly to appease a growing American market.

And under the hood was the fabled 'pumpkin head' engine; a soft orange paint on the cylinder head, before metallic gold became the typical engine paint. The early cars also had welded louvers and flat floors. Mine even has vestiges of the anchor points for the outside bonnet latches which the E-Type was originally designed with, but Jaguar eliminated not long after production began in May of 1961.

I like this; the car shows the signs of being kind of



vs Jaguar battle; American sports car guys in the '60s loved their Corvettes but knew XKEs were formidable competition on the street and road course. And so pretty, Enzo Ferrari himself praised it! They've even got an E-Type on display in the Museum of Modern Art.

WM: How did you go about finding the right car?

MM: When I first started to focus on an E-Type, joining the Jaguar Club of North America and subscribing to Hemmings came first. Going to various concours and car shows across the country allowed me to talk with owners, learn distinctions within the seven year run of the Series I covered-headlight models, look at where they rust; very

matching engine, transmission and body numbers, and though the drive line was a bit worn, it would be plenty drivable at about 57,000 miles, just needed fluids gone through, a tune-up and a good scrub to be a great driver.

WM: So it was love at first sight? You knew you wanted an early one, but what else about this specific example had you pulling the trigger after such a long search?

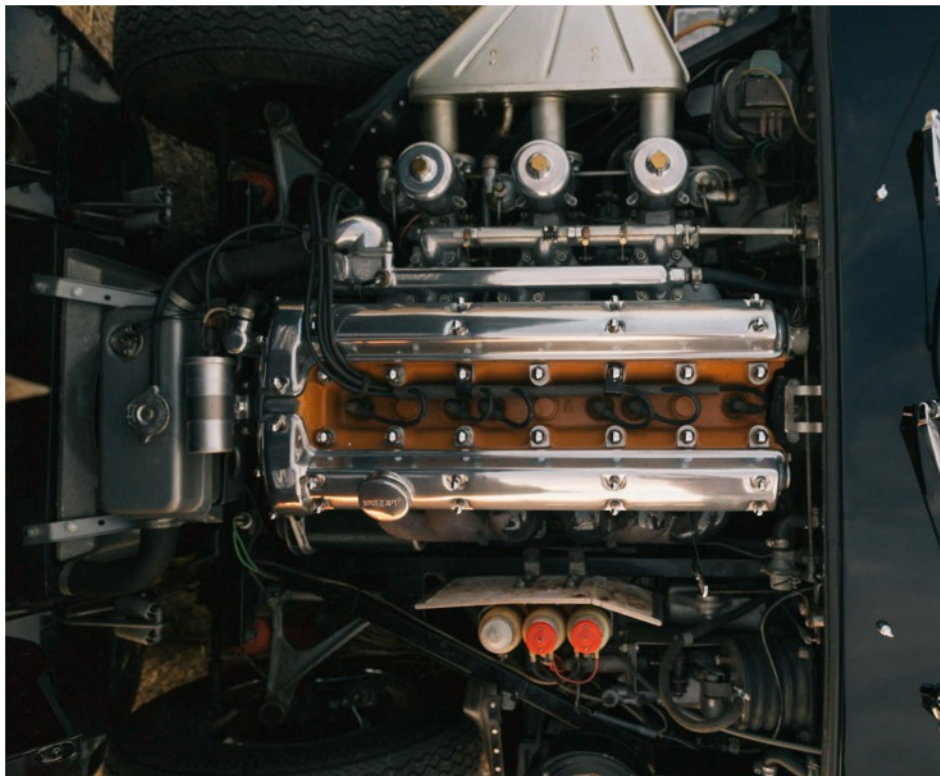
MM: Regarding color I had made up my mind, passed on a Primrose Yellow car for obvious reasons. I hoped for black, dark green, or red, maybe gray or even white. As it turned out the 1961 car was shiny black lacquer with red interior and had a

handmade, prototypic. Jaguar engineers had not yet settled on certain details and my car has details not found on later cars. This is what's interesting to me. It was an insight into the process of designing and building this car, it's evolution over seven model years, all this fed the gearhead in me.



WM: What were some of the other things you learned to look out for on E-Types?

MM: Well, I learned about the early cars, the cool little details like the flat floors, welded in louvers, by reading and looking at about 25 cars and talking with their owners. I learned that even back around the year 2000 a good Jag restoration, parts and labor could be north of \$75,000 (well over \$100,000 today) which might be worthwhile if you bought a roadster; typically they are worth about 50% more than coupes. I'm always wary of rusty cars and bodywork, so I was holding out for an original unrestored car or a never rusted, well restored example that was pretty much ready to drive... at least one that did not need body work, paint or an interior. That's



where you run into big money trying to right.

WM: And now that you own your own, what have you added to your knowledge of the E-Type?

MM: After sticking with a great vintage sports car shop here in Columbus, Specialty Sports Car, I have learned that an old Jaguar is a fairly resilient machine, if it hasn't been abused. I've had the car more than 15 years and definitely dumped some big money into it to restore its drive train, but it's so worth it and is now very tight mechanically. Eight years ago a complete engine rebuild and transmission sealing/re-bushing was almost \$10,000, and after the complicated rear end began

leaking oil on the inboard brake rotors, that independent rear suspension subframe came out and was completely cleaned, rebuilt and repainted. Later I added a stainless exhaust system.

I make about half a dozen 100-mile joy rides through the countryside each year and have had only the clutch slave cylinder fail on me about 20 miles from home. My fault as the hydraulic fluid was obviously leaking into the left footwell for months!

WM: I'll always remember the first time you let me drive it. I was instantly impressed with the handling. And plenty of power. What about the car still thrills you?

MM: The E-Type and any of the other German, British, or

Italian sports cars can make you happy for a long time if you take the time to buy the right car. Most are what I call "involving;" unlike a Camry, you need to know certain things to operate these cars. Chokes, enrichers, starter buttons, odd switch controls, non-synchro first gear trannies along with less than powerful brakes call for some training, practice and planning out on the road. These old cars, well, you're in conversation with them as soon as you open the door and get set to start the engine and go for a drive.

They don't suffer fools, and that's what I seek. I have my Honda Odyssey when I need to haul some lumber or have to rent a Roto-Tiller.

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Operating costs are further contained by the Jaguar XJ3-4's overall economy—particularly in overdrive form.

Yet the economics of the XJ3-4 are not solely linked to operating costs. Economy is not just more miles per gallon: it is more car to the £.

When you have studied all the features of this Jaguar, and when you have asked a Jaguar specialist to explain the advantages in greater detail, you will know why the XJ3-4 is a car in which to invest.



FEATURES

1. 3-4 litre, six cylinder engine with automatic enrichment device for cold starting.
2. Twin overhead camshafts.
3. Twin carburettors.
4. Viscous coupling cooling fan.
5. Choice of automatic transmission or manual with overdrive.
6. Power-assisted rack and pinion steering.
7. Servo-assisted disc brakes front and rear.
8. Ventilated front discs.
9. Separate front/rear hydraulic brake circuits.
10. Brake pressure differential warning light.
11. Fully independent suspension.
12. Anti-dive front suspension.
13. Wide section, low profile, radial ply tyres.
14. Water expellent tread pattern.
15. Wide track and low centre of gravity.
16. Twin fuel tanks in separate compartments.
17. Twin fuel pumps.
18. Inertia operated fuel cut-off.
19. Integral construction all-steel body.
20. Immensely strong centre section.
21. Progressive deformation characteristics designed into front and rear ends.
22. Burst-proof door locks on all doors.
23. Child-proof safety catches concealed in rear doors.
24. Fully carpeted interior.
25. Luxury trim throughout.
26. Cloth upholstered seats.
27. Electrically heated rear window.
28. Large area rear view mirror with secondary anti-dazzle position.
29. Spring loaded break-away holder for rear view mirror.
30. Comprehensive instrumentation.
31. Impact absorbing surround to instrument panel.
32. Rotary switch for main lighting.
33. Rotary switch for heating and ventilating.
34. Additional 'on-off' and directional control of air ducted to rear compartment.
35. Push-push switches for interior light, map reading light, heated rear window and fuel tank changeover.
36. Hazard warning system.
37. Fibre-optic lighting to certain controls.
38. Front door radio speakers and mountings for optional rear door speakers.
39. Manual aerial.
40. Inertia-reel front seat belts of one-hand-operation type.
41. Reinforced seat belt anchorages, front and rear.
42. Safety padded seat tops.
43. Safety fuel filler flaps beneath flush fitting caps.
44. Fuel lines specially routed to minimize chances of damage.
45. Combined ignition switch and steering lock.
46. Energy absorbing steering column.
47. Universally jointed upper and lower steering column.
48. On automatic transmission models, engine starts only if transmission is in 'neutral' or 'park' position.
49. Interior trim treated for fire retardation.
50. Large window areas for good all-round visibility.
51. Large area side lamps and direction flashers.

BASIC DIMENSIONS: Length 194.7 in. Height 54.1 in. Width 69.7 in. Wheelbase 112.8 in. Ground clearance 7.0 in.

OPTIONAL EXTRAS: Choice of radio and tape player equipment. Rear compartment speakers. Electrically operated aerial. Head restraints. Rear seat belts. Chrome plated wheels. Whitewall tyres. Tinted glass. Foglamps.

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Inside the car you will notice, and admire, the comfort of its cloth trimmed seats.

You will also observe Jaguar's comprehensive instrumentation, the thoughtful layout of controls, the overall refinement which is characteristic of all Jaguars.



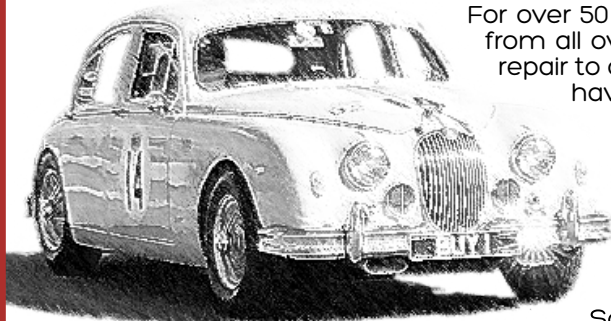


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Young Chemist

A young woman started work in the small English Village chemist shop. She was very shy about having to sell condoms to the public, but the Chemist was going on holiday for a couple of days, and asked if she would be willing to run the shop on her own. She had to confide in him her worries about selling condoms.

"Look" he said. "My regular customers don't ask for condoms; they either ask for a 310 (small); a 320 (medium); or a 330 (large). The word condom is never mentioned".

The first day was fine, but on the second day a large Burley man came into the shop, put out his hand and said "350" please. The girl panicked. She phoned the Chemist on his mobile and told him of her predicament. "Go back in and check if he has a bucket hanging between his legs," her boss told her. She peeped through the door, and saw the bucket hanging between the guy's legs. "Yes!" she shouted down the phone. "He's got one hanging there!"

The boss replied, "Well, go back in there and give him £3.50 ...he's the window cleaner!"

He's Armless

A man lost an arm when his golf cart rolled over on him on a down slope. He became very depressed because he loved to play golf.

One day in his despair, he decided to commit suicide and end it all. He got on an elevator and went to the top of a building to jump off. He was standing on the ledge looking down and saw this man down on the sidewalk skipping along, whooping and kicking up his heels. He looked closer and saw that this man didn't have any arms at all. He started thinking, 'What am I doing up here feeling sorry for myself? I still have one good arm to do things with.' He thought, 'There goes a man with no arms skipping down the sidewalk so

happy, and going on with his life.'

He hurried down to the sidewalk and caught up with the man with no arms. He told him how glad he was to see him because he lost one of his arms and felt useless and was going to kill himself. He thanked him for saving his life and said he knew he could make it with one arm if the guy could go on with no arms.

The man with no arms began dancing and whooping and kicking up his heels again.

He asked, "Why are you so happy anyway?"

He said, "I'm NOT happy My balls itch!"

Men & Women

NICKNAMES

If Laura, Kate and Sarah go out for lunch they will call each other Laura, Kate and Sarah.

If Mike, Dave and John go out, they will affectionately refer to each other as Fat Boy, Bubba and Wildman.

EATING OUT

When the bill arrives, Mike, Dave and John will each throw in \$20, even though it's only for \$32.50. None of them will have anything smaller and none will actually admit they want change back.

When the girls get their bill, out come the pocket calculators.

MONEY

A man will pay \$2 for a \$1 item he needs.

A woman will pay \$1 for a \$2 item that she doesn't need but it's on sale.

BATHROOMS

A man has six items in his bathroom: toothbrush and tooth

paste, shaving cream, razor, a bar of soap, and a towel.

The average number of items in the typical woman's bathroom is 337. A man would not be able to identify more than 20 of these items.

ARGUMENTS

A woman has the last word in any argument.

Anything a man says after that is the beginning of a new argument.

FUTURE

A woman worries about the future until she gets a husband.

A man never worries about the future until he gets a wife.

MARRIAGE

A woman marries a man expecting he will change, but he doesn't.

A man marries a woman expecting that she won't change, but she does.

DRESSING UP

A woman will dress up to go shopping, water the plants, empty the trash, answer the phone, read a book, and get the mail.

A man will dress up for weddings and funerals.

NATURAL

Men wake up as good-looking as they went to bed.

Women somehow deteriorate during the night.

OFFSPRING

Ah, children. A woman knows all about her children. She knows about dentist appointments and romances, best friends, favourite foods, secret fears and hopes and dreams.

humour

Members jokes & anecdotes

A man is vaguely aware of some short people living in the house.

THOUGHT FOR THE DAY

A married man should forget his mistakes. There's no use in two people remembering the same thing!

He's Bleedin'

Paddy phones an ambulance because his mate's been hit by a car.

Paddy: 'Get an ambulance here quick, he's bleedin' from his nose and ears and I tink both his legs are broken'.

Operator: 'What is your location sir?'.

Paddy: 'Outside number 28 Eucalyptus Street'.

Operator: 'How do you spell that sir?'.

Silence ... (heavy breathing) and after a minute:

Operator: 'Are you there sir?'.

More heavy breathing and another minute later:

Operator: 'Sir, can you hear me?'.

This goes on for another few minutes until ...

Operator: 'Sir, please answer me. Can you still hear me?'.

Paddy: 'Yeah, sorry bout dat. I couldn't spell Eucalyptus, so I just dragged him round to number 3 Oak Street'.

The Farmer

A farmer named Sam was overseeing his herd in a remote hilly pasture in Hereford when suddenly a brand-new BMW advanced toward him out of a cloud of dust.

The driver, a young man in a Brioni suit, Gucci shoes, Ray-Ban sunglasses and YSL tie, leaned out the window and asked the farmer, "If I tell you exactly how many cows and calves you have in your herd, will you give me a calf?"

Sam looks at the man, who obviously is a yuppie, then

looks at his peacefully grazing animals and calmly answers, "Sure, why not?"

The yuppie parks his car, whips out his Dell notebook computer, connects it to his Vodafone RAZR V3 cell phone, and surfs to a NASA page on the Internet, where he calls up a GPS satellite to get an exact fix on his location which he then feeds to another NASA satellite that scans the area in an ultra-high-resolution photo. The young man then opens the digital photo in Adobe Photoshop and exports it to an image processing facility in Hamburg, Germany. Within seconds, he receives an email on his iPhone that the image has been processed and the data stored. He then accesses an MS-SQL database through an ODBC connected Excel spreadsheet with email on his BlackBerry and, after a few minutes, receives a response.

Finally, he prints out a full-color, 150-page report on his hi-tech, miniaturized HP LaserJet printer, turns to the Farmer and says, "You have exactly 1,586 cows and calves."

"That's right. Well, I guess you can take one of my calves," says Sam.

He watches the young man select one of the animals and looks on with amusement as the young man stuffs it into the boot of his car.

Then Sam says to the young man, "Hey, if I can tell you exactly what your business is, will you give me back my calf?"

The young man thinks about it for a second and then says, "Okay, why not?"

"You're a Member of the European Parliament", says Sam.

"Wow! That's correct," says the yuppie, "but how did you guess that?"

"No guessing required," answered Sam.

"You showed up here even though nobody called you; you want to get paid for an answer I already knew, to a question I never asked. You used millions of pounds worth of equipment trying to show me how much smarter than me you

are; and you don't know a thing about how working people make a living - or about cows, for that matter. This is a flock of sheep.

Now give me back my dog.

Short One Liners

I woke up this morning at 8 and could sense something was wrong. I got downstairs and found the wife face down on the kitchen floor, not breathing! I panicked. I didn't know what to do. Then I remembered the local cafe serves breakfast until 11:30AM.

Angela Merkel arrives at Passport Control in Athens airport.

"Nationality?" asks the immigration officer.

"German," she replies.

"Occupation?"

"No, just here for a few days."

As the coffin was being lowered into the ground at a Parking Officer's funeral, a voice from inside screams:

"I'm not dead, I'm not dead. Let me out!"

The Vicar smiles, leans forward, sucking air through his teeth and mutters,

"Too late, mate, the paperwork's already done."

I spent a couple of hours defrosting the fridge last night. Or "foreplay" as she likes to call it.

After both suffering from depression for a while, me and the missus were going to commit suicide together yesterday.

Strangely enough, however, once she killed herself I started to feel a lot better. So I thought - sod it, I'll soldier on.

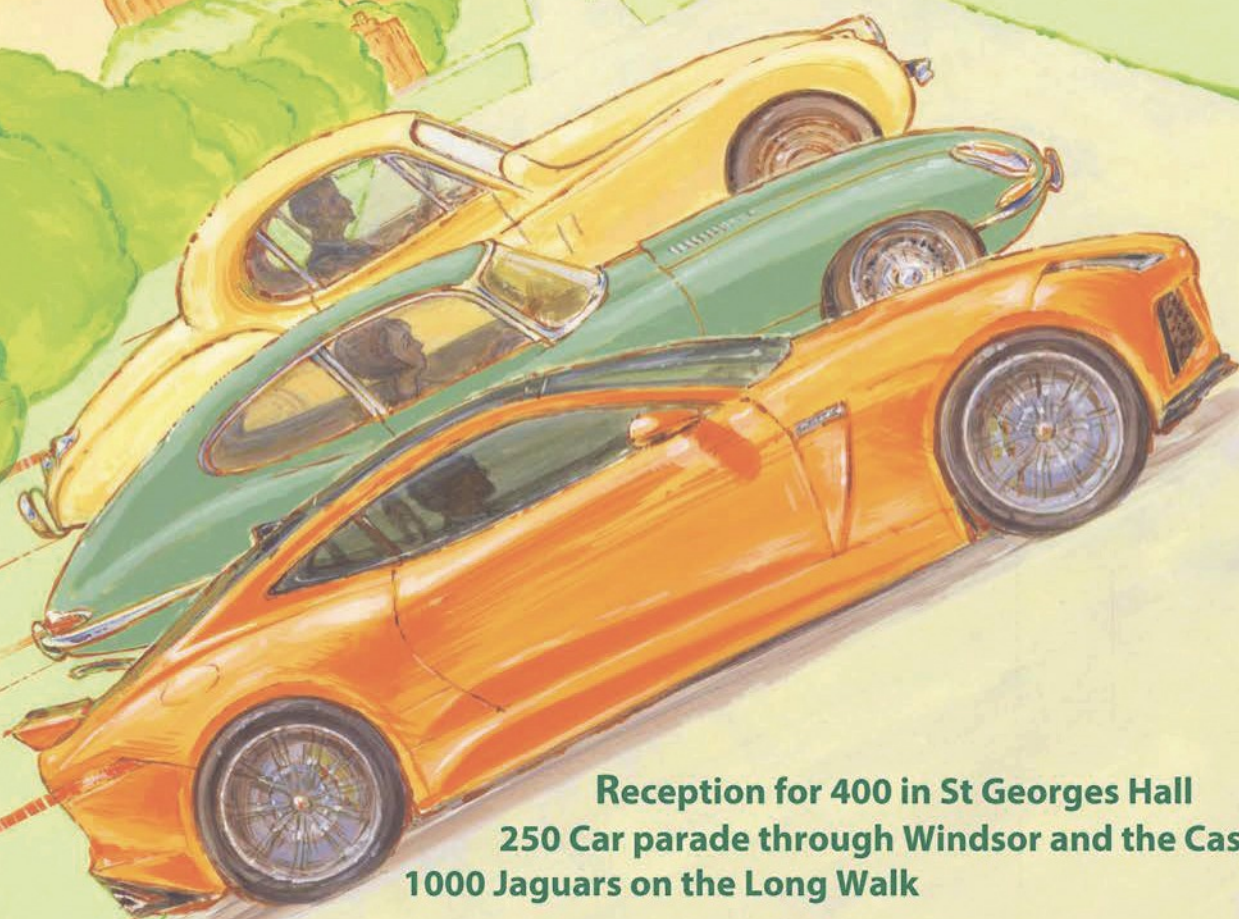
"Jesus Loves You."

Nice to hear in church but not in a Mexican prison.

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CALENDAR

WHAT'S ON IN 2017

FEBRUARY

23-26 London Classic Car Show

MARCH

26 Jaguar International Spares Day Stoneleigh

31-2 Practical Classics Restoration Show

APRIL

17 Coleford Carnival of Transport

23 South Wales Region Annual Drive it Day

28-30 Donington Historic Festival

29-30 Monmouth Steam & Vintage Show

MAY

5-6 Royal Windsor Jaguar Festival

21 SWCCC Annual Classic Car Show

29 Vale of Glamorgan Classic Car Show

JUNE

11 Barry Festival of Transport

17-18 Le Mans 24 HEURES DU MANS

29-2 Goodwood Festival of Speed

JULY

2 Caerphilly Motoring Festival At Llancaiach Fawr.

15-16 Sherborne Castle Classic Car Show

16 Berkely Castle Car Show

28-30 Silverstone Classic

AUGUST

5-6 South Gloucester Show

13 Three Cocks Steam & Vintage Rally

SEPTEMBER

2 Beaulieu International Autojumble

8-10 Goodwood Revival

17 The Big Welsh Classic Car Show, Chepstow Race Course

OCTOBER

TBA Castle Combe Classic Action Day

8 Malvern Classic Car Show

8 Jaguar International Spares Day Stoneleigh

NOVEMBER

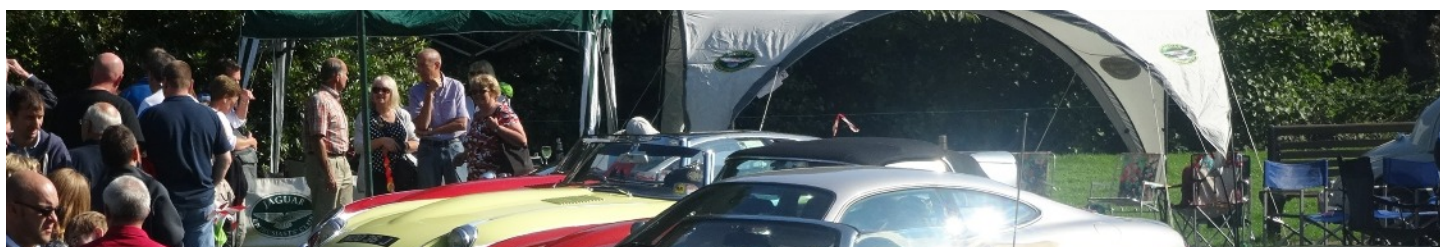
TBA Jaguar Enthusiasts' Club National AGM

10-12 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas Dinner

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





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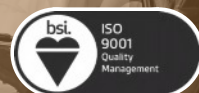
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South Wales Region Monthly Meetings

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

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

2017/ 2018 Dates

Wednesday 19th April
Wednesday 17th May
Wednesday 21st June
Wednesday 19th July
Wednesday 16th August
Wednesday 20th September

Wednesday 18th October
Wednesday 15th November
Wednesday 21st December
Wednesday 17th January 2018
Wednesday 21st February 2018
Wednesday 21st March

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

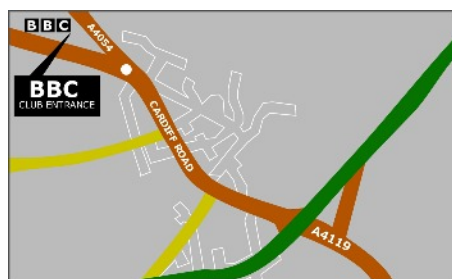
HOW TO FIND OUR MEETINGS:

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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If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.

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Fax: 02920 541313

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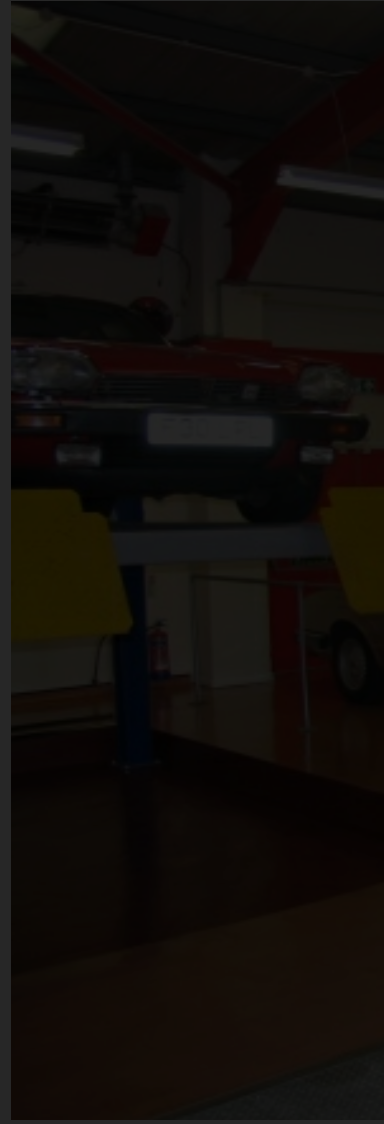


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