

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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Masterson's WORDS

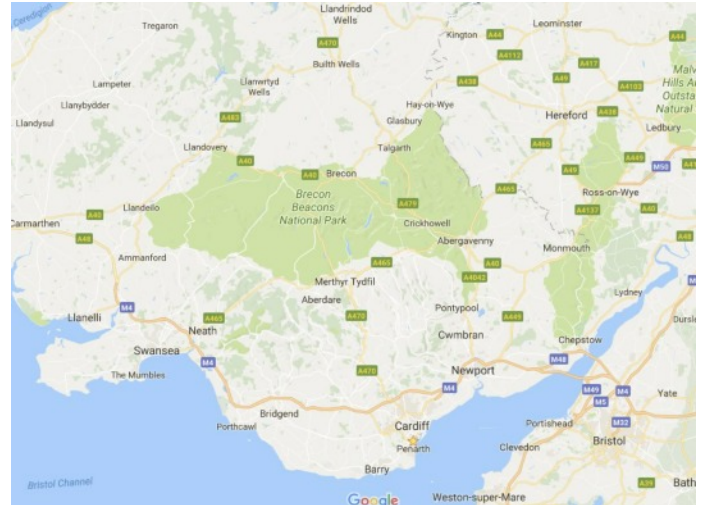
By Colin Masterson

Drive it day 2018 – this month I would like to make a plea to our regional members for some ideas for Drive it Day for next Spring.

I have offered to put it together again but need some input from you all as I shall be returning to the UK next year on 3 April and the Drive it Day itself is already set nationally at Sunday 22 April, so that doesn't leave much time for recceing the route and putting together accurate directions.

What I need from you are two things. Firstly, places we can visit as stops on the drive, ideally with plenty of parking (we had 29 cars and 50 people last time) and good coffee; and Secondly, some of your favourite roads in the area (ideally not leading to no-where but with stops included!). As we want to start not too early in the morning and end with lunch the amount of driving should be not less than 2 hours and not more than 3 hours, as I would like to leave plenty of time for socializing and spending time at the stops, even if only to check them out for future visits.

As a guide, last year we met at 10.00 for coffee, left on the run at 11.00, drove 75 miles – about 2½ hours and had lunch at 15.00.



Obviously the more input I get from everyone the more enjoyable will be our day. So there it is: you can contact me at:

colin.masterson@jecsouthwales.co.uk

Colin Masterson

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

Well what is Jaguar up to now! Five years ago who would have put money on Jaguar producing a SUV vehicle, the F Pace, and now the E Pace, especially when the Jaguar Land Rover already had the Range Rover and Evoke in their group. We now have the I Pace coming out next year, the first all electric Jaguar but perhaps the most unexpected announcement was the all electric E Type! It is a restored series 1.5 roadster and called an E Type Zero. It has an electrical powertrain developing 220kw which makes it quicker than the original E Type 0-100km/h in 5.5 seconds. See the full article on page 9.

THREE COCKS VINTAGE RALLY HAY-ON-WYE

On Sunday the 13th August we attended the Three Cocks Vintage Rally. The rally is held at Boatside Farm close to Hay-on-Wye. The Jaguar stand is organized by one of our old members Howard Harper. Howard lives near Hay-on-Wye and is now a member of the Three Counties region. It is a set in a great location on top of a hill with the Welsh mountings in the background.

Paul and myself in our E-Types, met at the supermarket car park at Abergavenny. Colin XK8, Dave & Ruth XK8, Neville MK5, Bob & Pat E type, Leigh XK8, Scott & family MK9, John E Type Howard XJS and Stuart E Type came up over the Brecon Beacons.

We got there early before Howard who then arrived and showed us where to park. When Paul and I had driven up from Abergavenny, as we came up the mountain, the mist had rolled in and it was very cold first thing in the mist, but it soon cleared and the sun came out! Scott had the "event shelter" in his MK9, the boot is a bit bigger than my E-Type and arrived after us but we soon had the shelter erected and Paul put on the cooker to start making

the bacon rolls.

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

This year the weather was good, in previous years the event has been rained off. Lots of different Jaguars started arriving. It was interesting to see an Austin Swallow, which we had seen in previous years in various stages of restoration, now finally finished. We had various E Types, Mk2s, XJSs, XJ6s and more modern models. There were almost 40 Jaguars on our stand. Well done Howard!

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

It was then time for lunch and Paul soon was handing out the beef burgers. The afternoon was spent looking at the cars we had missed in the morning and this year we had Ruth's delicious homemade chocolate cake with tea and coffee.

We packed up around 4.30 and had a lovely run home.

A full report on this event can be found on page 28.

PONTHIR MUSIC FESTIVAL

This was the third time we have attended this event held on the Sunday 27th of August. The first time Andy Webber who is involved with the Music Festival asked if we could take some classic cars along to the event to make it a music and classic car show. The weather forecast was not very good but about a dozen of our members brought their cars along. The second year again the weather was not good with rain on times but we invited the Usk Car Club and had over 40 cars attend.

This year at all the car shows we went to, Andy had gone around with flyers and invited lots of classic car clubs to attend. It worked and we had over 100 classic cars turn up. The Usk Car Club had a big stand and also the Aston Martin Owners Club attended. Well done Andy!

For once the weather forecast was good for the Sunday and sure enough it was dry all day. Unfortunately the Hog Roast stand which had been booked cancelled at the last moment. Fortunately there was a burger van and Pizza Bar, but the burger van could not cope with the number of



people and there were long queues of up to 20 minutes. This will be addressed for next year. There was also a licenced bar and lots of different acts on the stage playing a wide variety of music.

We left at about 5.00 pm. A good event which we will definitely support next year.

A full report on this event can be found on page 18.



JEC BRISTOL REGION BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". On Sunday the 10th of September we were invited as a region to attend the barbeque at their regional venue, the Olveston Sports and Social Club near Thornbury. We all had a great time last year and had no hesitation in accepting an invitation to attend this year.

We met as usual in the lay by near the old Seven Bridge, and I checked on Saturday the bridge was open. Last year it was closed and we had to go the long way around. Dave & Ruth in their XK8, Scott & Derek in Their "new" S Type Leigh in his XF, Neville in his Mk2, Howard in his XJS, Keith in his XKR and myself in my XKR met at the lay-by. The weather forecast was not good so Paul decided not to bring the E Type and was chauffeured by Howard back and fore.



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

Unfortunately on the way back Neville's MK2 broke down with a front wheel bearing collapsed. He was recovered, after a long wait, by the AA and taken back to Scott and Derek's garage. Scott has now fitted a new bearing.

OUR NEXT SHOWS ARE:

THREE COUNTIES CLASSIC CAR SHOW at MALVERN

This is on Sunday the 8th of October at the Three Counties Showground at Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.

JAGUAR INTERNATIONAL SPARES DAY AT STONELEIGH

This is on Sunday the 8th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.

CASTLE COMBE AUTUMN CLASSIC

Held on Saturday 7th October 2017 (We now have over 80 Jaguars on the JEC Stand and Tim Hannig, Director of Jaguar Land Rover Classic will be attending the event on our stand), this popular event returns for another year, the quality of cars and racing have been compared to Goodwood but not as crowded and with that typical friendliness that sets Castle Combe apart from other circuits. It also represents exceptional value for money at the early bird price of only £15 (£10 Senior) per person and that includes a free programme!

Since its inception the JEC Pre-66 Race for the Norman Dewis Trophy has been one of the highlights of the event for its close and entertaining racing. The other six races present a mixture from

REGIONAL CHRISTMAS DINNER

We would like to invite all members of the JEC to our Regional Christmas Dinner at the beautiful surroundings of The Old Custom House in Penarth Marina.

The dinner will be on **Saturday the 2nd of December** in the Perrier Jouet Function Room (upstairs in La Marina) with drinks at 7.30pm with the meal commencing at 8.00pm. We will need your choices of meals and full payment by the 24th of November. Downloadable menu: www.jecsouthwales.co.uk/downloads/christmas-menu-2017.pdf

THE OLD CUSTOM HOUSE, PENARTH MARINA, PENARTH, VALE OF GLAMORGAN, CF64 1TT



THE CUSTOM HOUSE



Christmas Menu 2017

£26.95 per person

STARTERS

Homemade Winter Vegetable Soup (v)
Topped with Fresh Spring Onions

Rustic Pork Liver Pâté
With Crusty French Bread and a Homemade Festive Chutney

Home Cured Gravalax of Salmon
Served with Dill & Mustard Honey Dressing

Custom House traditional Prawn Cocktail
Finest Norwegian shell off prawns served on crisp iceberg Topped with a Marie-Rose Dressing

Fan of Galia Melon (V)
Drizzled with a Strawberry coulis

Crispy Goujons of Hake
Fillets of lightly fried Hake with homemade tartar sauce

MAIN COURSE

Slow Roast Shank of Welsh Lamb
Served on a Bed of Winter Vegetables with a Red Wine Jus

1/2 Pot Roast Pheasant
Served on a Bed of honey roasted winter root vegetables

Pan Fried Escalope of Pembrokeshire Turkey Breast
Topped with a Wild Mushroom and Garlic Sauce garnished with pigs in blanket

Pan Fried Fillets of Sea Bass
Served with a tomato and fresh basil dressing

Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Our Homemade Vegetable Lasagne (V)
Finished with a Rich Tomato and herb Salsa

DESSERT

Christmas Pudding with a rich brandy sauce
Homemade Salted Carmel Chocolate Brownie
Strawberry and Fresh Cream Roulade

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.15 | Garlic Bread £2.25
Side Salad £3.50 Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95

PLEASE NOTE ALL DESSERTS MAY CONTAIN NUTS ~ MAKE YOUR WAITER AWARE OF ALLERGIES

£33.95 per person

STARTERS

Homemade Mediterranean Fish Soup
Served with a Balsamic Olive Oil Dip

Deep Fried Manchego Wedges (V)
Breaded Manchego cheese fried, served with a homemade chutney

Home Smoked Chicken & Leek Terrine
Served with a homemade Festive chutney

Calamares 'A La Romana'
Fried in a Crispy Batter & Served with Homemade Tartar Sauce

Pan Fried Shetland Scallops
Served with a tomato and garlic butter sauce

MAIN COURSE

Chargrilled Prime 10 oz Aberdeen Angus Sirloin Steak

Slow Roast Shank of Welsh Lamb
Served on a bed of seasonal Vegetables with a Red Wine Jus

Breast of Honey Roast Duck (cooked pink)
Served on Braised Apples & Red Cabbage & Drizzled with a Pepper Sauce

Grilled Fillets of Devonshire Chicken
Finished with Our Unique Barbados Sauce

Pan Fried Scottish Salmon Fillet
Served with Hollandaise sauce

North Sea Hake 'A La Plancha'
Drizzled with extra virgin olive oil and Roasted garlic

Homemade Spinach, Nutmeg & Risotto Pancakes
Served with Provençal Sauce

DESSERT

Homemade Black Currant Cheesecake
Homemade Caramelized Orange, Cinnamon & White Chocolate Bread & Butter Pudding
Homemade Crème Brûlée

SIDE ORDERS

Panache of Winter Vegetables £3.95 | French Stick £1.15 | Garlic Bread £2.25
Side Salad £3.50 Pepper Sauce £1.95 | Garlic Mushroom Sauce £1.95



the very ancient Vintage sports cars to sixties single-seaters in the shape of the popular Formula Juniors. New to the 2017 Autumn Classic is the GT and Sports Car Cup for pre-1966 GT and pre 1963 Sports cars, while the crowd-pleasing 500cc Formula 3 cars return once more, joining the historic Aston Martins and a huge grid of 1950s sports cars for the Fiscar Inter-marque race.

Alongside the racing over 30 car clubs attend providing a varied selection of classics to see. The JEC has the largest stand which you can join in any age of Jaguar! But you must pre-book via the Club. So ring on 0117 969 8186 to secure your place or book online at: <https://jec.org.uk/events/castle-combe-autumn-classic-2?form=true#cta>.

JEC CASTLE COMBE TRACKDAY

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

Held on Wednesday 25th October 2017 our Autumn Track Day at Castle Combe not only can you buy a whole day of track activity but you can purchase 15 minute sessions for just £25 per session, giving you the chance to see if you like the experience. You can also choose to go out in your own car with one of our professional tutors, then have a go yourself. Share your car with a friend to keep costs down.

Or why not come along as a spectator – its free! It is always fun to watch and the restaurant is open.

We also hope to have some special Jaguars there to give that special track experience to spectators as well.

So join us at our Autumn trackday. This event is open to all, giving enthusiasts the opportunity to explore the performance of their car at this famous & interesting circuit, in a safe, controlled environment. Passengers are welcome to share the



experience. If required, professional tuition is included to get the best from your car in ideal conditions: no speed cameras, pedestrians and (hopefully) nobody coming the other way!

The day consists of a briefing, where the Instructor will talk you through trackday etiquette and circuit geography. This is followed by familiarisation laps for newcomers and, if required, one-to-one laps with an Instructor sitting alongside. When you feel you are ready, you can venture out alone.

More information available online at <https://jec.org.uk/events/jec-track-day-castle-combe>.

THE LANCASTER CLASSIC MOTOR SHOW AT THE NEC

This is being held on the 10-12 of November 2017 at the National Exhibition Centre at Birmingham. Many of our members will be going and I will be organising and helping out on the JEC stand. We will be having something special on our stand this year so if possible please come along and have a cup of coffee with us. It is a massive show with hundreds of car clubs and thousands of classic cars.

For more information and to purchase tickets see www.necclassicmotorshow.com.

SOUTH WALES REGION CHRISTMAS DINNER

We would like to invite all members of the JEC to our Christmas Dinner at the beautiful surroundings of the Old Custom House at Penarth Marina.

The dinner will be held on Saturday the 2nd of December, with drinks at 7.30pm and the meal commencing at 8.00pm.

We will need your choices of meals and full payment by the 24th of November.

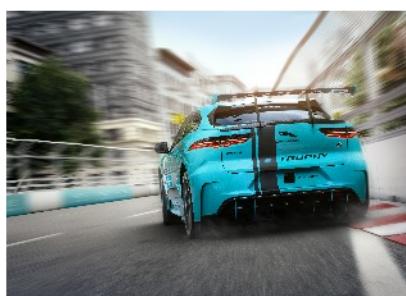
We held our Christmas dinner here last year and I am sure everyone will agree the food and ambiance at the Custom House is excellent.

I have booked the Private Function Room upstairs in La Marina. It will seat between 50 and 60 comfortably. They also have their own large customer car park with plenty of space. Upon entry to the restaurant please enter your registration number in the terminal to receive free parking.

There are two menus to choose from, they are located on the page opposite.

NEWS

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



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I-PACE WITH ALL-ELECTRIC RACE SERIES ANNOUNCED

The Jaguar I-PACE eTROPHY will be the support series for the FIA Formula E Championship, taking place on the same weekends at the same city circuits, starting in late 2018.

Exclusively featuring Jaguar I-PACE eTROPHY racecars, the new all-electric series gives racers of the future a chance to showcase their talent, competing on the world stage in zero-emissions motorsport.

The groundbreaking championship will support the launch of the Jaguar I-PACE – Jaguar's highly innovative five-seat battery electric sports car which

hits the road in the same year.

Up to 20 electric I-PACE racecars will be on the grid in the centre of 10 races in global cities such as Hong Kong, Paris, Sao Paulo and New York, giving future FIA Formula E Championship stars the chance to race in the world-first series.

Jaguar Land Rover Special Vehicle Operations (SVO) in Warwickshire, UK, will build the racecars. They will be based on Jaguar's first battery electric vehicle, the I-PACE performance SUV, which will hit the streets in late 2018.



JAGUAR E-TYPE ZERO - "THE MOST BEAUTIFUL ELECTRIC CAR IN THE WORLD"

The Jaguar E-type Zero not only drives and looks like an E-type, it also offers outstanding performance. It's quicker than an original E-type: 0-100km/h (62mph) takes only 5.5sec, about one second quicker than a Series 1 E-type.

The E-type Zero vehicle, displayed at Tech Fest, is a restored Series 1.5 Roadster. It's totally original in specification, apart from its 21st century state-of-the-art powertrain and modified instrumentation and fascia – although these are also inspired by the original E-type. LED headlights are also used to achieve energy efficiency. Again, they adopt the styling theme of the original Series 1 E-type.

An electric powertrain developing 220kW has been specially designed for the E-type Zero. Its lithium-ion battery pack has the same dimensions, and similar weight, to the XK six-cylinder engine used in the original E-type. The experts responsible for developing the electric powertrain have ensured it will be placed in precisely the same location as the XK engine. The electric motor (and reduction gear) lies just behind the battery pack, in the same location as the E-type's gearbox. A new propshaft sends power to a carry-over differential and final drive. Total weight is 46kg lower than the original E-type.

Using an electric powertrain with similar weight and dimensions to the outgoing petrol engine and transmission means the car's structure, including suspension and brakes, has not changed, simplifying the conversion and homologation. It drives, handles, rides and brakes like an original E-type. Front-rear weight distribution is unchanged.

The XK six-cylinder engine was made from 1949 until 1992, and was fitted to nearly all iconic Jaguar models of that period, including the E-type, XK120, Mk2 and XJ6. The new electric powertrain could be used in any of these vehicles.

The E-type, launched in 1961, has regularly been voted the best-looking car of all time. Even Enzo Ferrari called it "the most beautiful car ever made".

E-type Zero's unique electric powertrain was developed by an electric powertrain specialist in conjunction with Jaguar Land Rover engineers and to a specific brief from Jaguar Land Rover Classic. It uses some technology and components borrowed from the upcoming I-PACE, Jaguar Land Rover's first production all-electric vehicle.

The E-type Zero has a 'real world' range of 270km (about 170 miles), helped by the low weight and good aerodynamics. It uses a 40kWh battery, which can be recharged from home overnight (typically in six to seven hours, depending on power source).



JAGUAR I-PACE CONCEPT NAMED MOST SIGNIFICANT CONCEPT VEHICLE OF 2017

The Jaguar I-PACE Concept has been named Most Significant Concept Vehicle of 2017 at the 16th North American Concept Vehicle Awards. As well as achieving the highest overall score to take away the top honour, Jaguar's all-electric performance SUV also won the Production Preview Concept of the Year category.

The awards, held at the Concours d'Elegance of America, recognise those vehicles most likely to shape the future of the automobile industry. More than two dozen jurors participated in a selection process that involved a total of 24 vehicles, each introduced to North America during this season's auto shows in Los Angeles, Detroit, Chicago, Toronto and New York.

Praised for its beautiful and futuristic design, the I-PACE Concept was described by judge Ashly Knapp as a 'landmark in automotive technology'. Juror Lauren Fix said: "Jaguar has completely improved the brand in so many ways, and the I-PACE Concept presents the new direction."

One of the most visually arresting concepts ever produced by Jaguar, the all-electric performance SUV takes full advantage of the packaging freedom offered by electrification. It previews Jaguar's first electric vehicle, the Jaguar I-PACE, which will be on the road in the second half of 2018.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a slightly cooler (and damper!) South Devon. The classic car season is coming to an end but there have still been lots of events to keep us amused! Once again, hardly a week has gone by without an event to go to including:

- Ferrari Anniversary, Birmingham – 28th July
- Totnes Show – 30th July
- MMOC Exmouth Show – 20th August
- Ugbrooke House Show – 27th August
- Aveton Gifford Show – 28th August
- TOWC Club & cheque presentation – 31st August

FERRARI ANNIVERSARY, BIRMINGHAM – 28th JULY 2017

Natali and I had travelled to Birmingham to see a Keith Emerson tribute performance in the Symphony Hall. On the Friday we went for a walk around the city centre and just happened to come across a large display of Ferraris, in front of the Town Hall,

celebrating their 70th anniversary. This was a real and unexpected bonus to see so many beautiful cars. I believe there were similar Ferrari celebrations at different locations in the country. I particularly liked the early Dino.

TOTNES SHOW – 30th JULY 2017

Apologies for missing this in my previous report. I had a bit of a false start for this show. A few of us from the TOWC met up at Marl-don and travelled in convoy to the show site just outside Totnes. Unfortunately there had been heavy rain prior to the show and the marshal at the gate advised us that cars were being towed by tractors to get onto the muddy site! We decided to turn back & I made my way home in the Daimler. As soon as I got home I had a phone call to say the information

was wrong and that most of our members were on site! Grrr!

As time was moving on Natali and I decided to go just as spectators later in the day. Quite an interesting show with tractors, rare fowl breeds, showjumping, farm animals, crafts, music performance etc. There were also displays in the main arena especially with some trick motor cyclists. We caught up with our club members and enjoyed some more usual banter! As a bonus I found a £5 note lying in the grass in the car park! Lucky me!

MORRIS MINOR OWNERS CLUB SHOW at EXMOUTH – 20th AUGUST 2017

Although there were dire warnings of poor weather worsening during the day we had a fine display of TOWC members' cars. On this occasion we met up at Darts



Farm near Topsham before travelling in convoy to Exmouth. This was just a classic vehicle show situated alongside the Exe Estuary. Some interesting exhibits were on display including a 4.2 litre V8 powered Morris Minor! The Morris 1000s were parked in one particular area for judging. Our "Moggy" owners made their way over to join us & keep us company - and of course brew up! Cakes were also shared. As the weather looked worse in the afternoon, with more rain obviously on the way, we decided to call it a day at approx. 3.30pm. and made our way home.

UGBROOKE HOUSE SHOW - 27th AUGUST 2017

What a difference a week made as the weather was almost unbearably hot! Not too far to travel to Ugbrooke House which is situated just a few miles north of Newton Abbot. Once again TOWC members gathered in the public car park for the house before travelling in convoy onto the show site. We were able to park together and positioned ourselves on the slope overlooking the site. This was the first time Natali and I had visited Ugbrooke House and we took advantage of a guided mini tour of the house. We also explored the gardens and surrounding park and lake. We were surprised at the large number of



ducks on the lake! There was very little respite from the heat even using an umbrella to keep the sun off! In the previous year's show Dave won the prize for best car in show with his Ford Capri 3000GT - even though he hadn't entered the competition! This year it was Phil's turn to win the prize with his Morris 1000.

It was good to see Rex & Jan's new car - a Vanden Plas Princess 1300 - on its first outing. The car is in lovely condition having covered only 17,000 miles since new! Their old Austin 7 will be on the market soon.

AVETON GIFFORD SHOW - 28th AUGUST 2017

Aveton Gifford (pronounced - Av Et Ton Jifford - these strange

English names!) is in the South Hams area not far from Kingsbridge. For this event we met up in the "China Blue" car park in Totnes before travelling in convoy to the show. Poor Ian had fuel problems with his Vauxhall Victor estate but managed to get to the show. He stripped & cleaned part of the carburettor during the day but still had more problems on the return journey home to Teignmouth.

Natali did not accompany me this time as she had reached classic car saturation level the previous day! Probably a good idea for her as it was quite a small show with very little to explore in the village. Once again it was an extremely hot day. Thankfully we were parked alongside a hedge

Continued >





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and became shaded by the trees from mid morning onwards.

Towards the end of the day Rex & Jan had a serious problem with their Vanden Plas 1300. Somehow the keys got locked in the boot! They had visions of being transported home by the AA or RAC! I suggested that we all try our own car keys to see if any would fit the boot lock. 1960s locks are not the most secure and some keys may fit more than one car! Eventually they got lucky and another classic car owner had a key that worked the lock. Phew!

CLUB MEETING – THURSDAY 31st AUGUST 2017

The main item on the agenda for the meeting was the presentation of a very large cheque (literally!) for local charities for £5,500 to Mike Bailey of the Paignton Festival Committee. This came out of the gate receipts & entry fees for the TOWC show on Paignton Green in July. Julian (our Chairman) had asked that members come to the meeting early with some classic cars so that the presentation could be photographed in daylight in the car park with a couple of classic cars behind the members. In the event Natali and I were the only ones to turn up in a classic car (our Daimler V8 250) and that was used alongside a modern Mini convertible for the background.

I had also been asked to

take the photos for record and publicity purposes. I took quite a number of photos with the camera set up on a tripod to avoid any camera shake in fading sunlight. I also set the self timer so that I could sprint over and get myself in the photos! Later on some more photos were taken indoors when more members had arrived. Dave also took video footage of the presentation. He said it looked very funny to see me dashing across to get into the photos and called me a poser! Watch out Usain Bolt!

We did very well in the raffle that night as Natali and I had no less than three winning tickets! On our table of four, Phil (Morris 1000) & Barbara (Jaguar 240) also had two winning tickets each!

As a footnote to the TOWC show on Paignton Green, as well as the cheque presentation, a number of photos taken by Natali and me are now on the TOWC website. See <http://www.towc1.talktalk.net>

...and finally:

Shares & Investments.

If you had purchased £1,000 of shares in Delta Airlines one year ago, you would have £49.00 today.

If you had purchased £1,000 of shares in AIG insurance company one year ago, you would have £33.00 today.

If you had purchased

£1,000 of shares in Lehman Brothers five years ago, you would have nothing today.

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But, if you had purchased £1,000 worth of beer one year ago at Tesco's, drunk all the beer, then taken the aluminium cans to the scrap metal dealer, you would have received £214.00.

Based on the above, the best current investment plan is to drink heavily & recycle.

A recent study found that the average Briton walks about 900 miles a year. Another study found that Britons drink, on average, 22 gallons of alcohol a year. That means that, on average, Britons get about 41 miles to the gallon! Invest in your drinking!!!

Wife Lost in Asda

I was in a very busy Asda, and I said to this young lady, 'I can't find my wife, can I talk to you for a few minutes?'

She said, 'Sure you can, but how will that help?'

I said, 'I'll bet you anything she'll appear out of nowhere!'





XK Forum Autumn Gael weekend

Ruth and I were wondering what to do on our 39th wedding anniversary on the 2nd of September - In the June edition of the JEC magazine was the solution.

In The Modern XK section of the magazine was article on a meeting they were planning based from the Glasgow Hilton involving a buffet meal, a tour around the Trossachs, other events and a dinner on the final night Sunday. Open to all owners of modern XK's.

Ruth had never been to Scotland and whereas I had, it was on drunken rugby internationals, so my memory is pretty blurred. So what could be better than a Jaguar weekend away in our XK8. This our story of the weekend.

We set off at 8.00 on Thursday morning the weather forecast for the day was for showers all over the UK so we had roof up anyone who knows me (AWKM) will know that 1st sign of any sun and the roof and the comes down but as there would be few

opportunities to put the roof down and take the cover off I thought it a wise decision.

You can imagine my frustration when there was not a cloud to be seen until we got outside Birmingham stuck in the usual traffic jams caused by the constant roadworks on the M5/M6 when it emptied down so I felt a little bit better but still annoyed.

As advised by Jim Mann the organiser (who planned the event in great detail) we turned at Jcn 44 of the M6 for a break at a garden centre that had a café and a picnic area.

After about an hour's break we continued our journey filling up with fuel at a nearby ASADA @ £1.15 a litre compared with £1.30 on motorway services with roof down as the weather had improved and I was by now

getting roof down withdrawal symptoms.

The weather was ok until we entered Scotland when it started raining but I used my tried and tested theory that as long as keep over 50 mph you will keep dry (mind you, you get some funny looks when it is chucking it down driving with the roof down). After about 15 mins or about 20 miles the sun came out for the rest of the journey.

Even with Jim Mann's excellent instructions finding the entrance to the Glasgow Hilton was quite difficult as even though it close to Glasgow centre it is right at the of the M8 on the opposite side that means leaving the exit on one side turning right joining the slipway and the entrance is about 50 yds. Immediately on the left, if you miss it you have to go round the one way system with the sat nav going crazy, something we did 3 times doing an emergency stop so not to miss the turning on the last time.

Even with all this we got to the Hotel at 15.45, covering 412 miles, averaging 64mph and just over 30 mpg.



Thursday evening we attended a buffet evening organised again Jim Mann.

It was done with a Scottish twist with something for everyone's pallet.

After everyone had their fill Jim gave a very interesting talk on Scottish whisky with some tasting of various malts he had brought along explaining the difference can be made to the taste of drinking it straight and by adding water or ice. I am not really a whisky drinker but AWKM anything to do with alcohol will receive my undivided attention, so I took part in tasting the samples that Jim provided, He said some had an acquired taste, so who knows with a bit more practise I might get a taste for it (something I am still

doing with beer with great dedication).

Friday was a free day for everyone to do as they please. So as neither Ruth nor I had been to Glasgow after a hearty Scottish breakfast at the hotel we set out explore the city.

We decided to go on the Hop on Hop off tourist buses that take you around the city explaining the various points of interest. It was a very nice sunny day with temperatures in the low 20's which is tropical for Scotland. After the tour we made our way back to the hotel via the many shops and bars enjoying the Glaswegian hospitality and having conversations with the locals who were very friendly.

Saturday was a road trip

organised by Jim Mann through the Trossachs to Loch Katrine. So after a hearty Scottish breakfast all the XK's (8 convertibles and 2 coupes) were lined up outside the hotels for a photo shoot. We then set off to Loch Kristine we set of in 3 groups so if we got split up there would be someone who knew the route.

As it was sunny day again all the convertibles had their tops down except one who had problem with it (Andy had a similar problem with his red XJS) we were making good time until we came to the Erskine bridge that had tail backs due to road works.

I was third in a lead group of 4 cars, because of the hold up and we had to be at Loch Kristine at 1300 hrs for the sailing. The lead





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Photo: Stirling Moss Collection

"Mike Hawthorn and I remained good friends on and off the circuits throughout our careers. On this day in 1955, I had asked Mike if he would like to drive my Maserati at Crystal Palace in a formula one meeting. Our pre-race discussion must have been spot on because he won the race by nearly two seconds."

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driver decided that we needed to make up time, whereas no speed limits were broken we going through the country lanes and bends of the Trossachs at a fair old lick of speed needless to say we got there with time to spare and line up for a photoshoot in the car park of Loch Kristine that had been sectioned off for our XK's.(again organised by Jim Mann).

After the photo shoot we boarded the Sir Walter Scott Steamship for trip around Loch Kristine. It was a very enjoyable trip as the weather remained good if not it bit colder on the Loch.

We then set off for the town of Callander where the TV program Dr Finlay's Case book was filmed (older members should remember the program,

celebrate our 39th anniversary with meal and a drink in the centre of Glasgow.

Sunday was another free day. Jim had organised visit to the Bo'ness hill climb which some went to. Ruth and I decided to get a train to visit Edinburgh as Ruth had never been there and I would remember it this time.

We decided to go on the Hop on Hop off tour bus again same as Glasgow ending up enjoying the hospitality of some of the bars in Edinburgh before the trip back to Glasgow and the hotel.

Sunday evening we attended the Forum dinner organised by Jim Mann for an enjoyable meal and drinks reminiscing the weekend agreeing what a success it was.

modern XK to attend any future they organise. Look for details in the Modern XK section of the JEC magazine.

Monday the trip home.

After another hearty Scottish breakfast and putting on a few pounds of weight, we said our goodbyes and set off home at about 10.00. As it was raining the roof was up. We made our way back stopping off at jcn 44 of the M6 to refuel. We decided that because of the amount of motorway roadworks we would turn off towards Chester/Wrexham and go through Mid Wales as it is more picturesque and not so boring. When we got just outside Chester the sun came out and you guessed it the roof came down. All went well till we got passed Builth Wells where it rained on



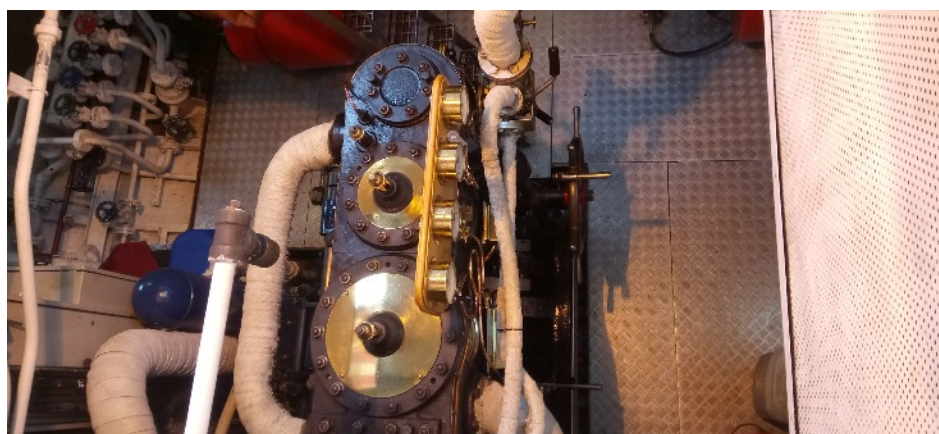
not sure about Scott or Andy) .If I thought the first part of the journey was fast it was a dawdle compared to the second part. AWKM will know I do not hang about when required (I am still awaiting surgery to have the brick removed from my right foot) but this was the fastest club run that I have ever been on I was fifth in line of the group of cars but in some parts I was struggling to keep up, these guys were flying (but they knew where they were going. That's my excuse and I am sticking to it.). After a stop for refreshments in Callander we made our own way back to the hotel after what was a very enjoyable day out.

In the evening Ruth and I went out to a nice restaurant to

All agreed it had been expertly and precisely organised by Jim Man who must have put a lot of effort in this especially as his daughter was expecting a baby all through this, arriving on the weekend. I can strongly recommend this to anyone who has a

off all the way till we got the A470 on the turn off for Maesteg (but I employed my over 50 mph theory again).

We arrived back in Barry just after 18.00 covering 925 miles at an average speed of 55 mph and 28.8 mph.





Article by Colin Masterson

PONTHIR

MUSIC & CAR FESTIVAL

This one was down to Andy as he organized the show that is growing at a great rate each year – well done mate (as he would say!) It was jointly sponsored by The Usk Valley Car Club, The Jaguar Enthusiasts' Club and the Aston Martin Owners Club (or COMA) for short. It was held at the Ponthir Cricket Club, a perfect setting to display our cars with pride of place going to Colin's XJ220 on the immaculately cut grass outfield. I didn't count them but there must have been at least 100 cars in show.

The cars began arriving soon after noon, as this is an afternoon show with most in place by the 2.30 deadline as members of the public arrived around then.

Not so much a car show, almost a dog show there were so many dogs including our 6 month-old Cavapoo, Harry. This was his first show and he is still to learn the etiquette of sitting quietly – Dogs should be seen and not heard – but he wasn't too bad, but it was a bit of a squash in the E Type Challenger with Netta, a couple of chairs and all the kit and

caboodle needed for a day out.

The highlight of the music element of the show was an Elvis tribute singer who looked the part with his lank head of black hair, long sideburns and tight fitting leathers (steady ladies!).

After weeks of poor weather, the sun shone all day and it was almost too hot for some – needless to say, being British there were a few complaints about the heat

The catering was meant to include a hog roast, but that vendor cancelled to attend a wedding instead, a bit disappointing. Fortunately there was the alternative of a burger bar and a Pizza oven so, despite the lack of our resident chef Paul's bacon butties





and burgers, we were not going to starve. The pizzas were particularly good with a range of toppings, like goats cheese and honey which were unusual and delicious. The cricket club provided a licenced bar with a further out door bar to save on the queues, albeit with a more limited range of drinks

With incredibly poor timing an ice cream van arrived only shortly before it was time to pack up and leave. Even worse, Andy was nowhere to be seen, probably hiding behind the pavilion, no doubt. As we were leaving the music festival was continuing in full swing and was expected to continue late into the evening.





Silverstone Classic FROM A MEMBERS PERSPECTIVE

If there is one show that is a must each year, it is the Silverstone Classic. Although it is billed as the largest classic racing event in the world, it isn't just about racing, as there is so much more to see and do. Not just that, but staying for three days with a couple of nights in a local hotel and dinner out with "the boys" (yes, that includes the girls!) provides a great social gathering as well and a chance to meet up with some of the JEC staff. As the

Silverstone Classic date was changed, following the change to the British Grand Prix we had to book our stay at a different hotel, a Travelodge at Northampton, which worked out fine. We only use it at night and the rooms were quite comfortable

A number of us met up on the link road just outside Chepstow on the way to the old Severn bridge crossing at 7am to give us an early start and to save queuing once we got to

Silverstone. As usual we conveyed there, with Colin leading in the XJ220. When we got there the JEC had a huge area of grass banking and a flat gravel area on the inside of the track at Copse corner as last year, always an exciting place to watch the action as cars come steaming down the old start finish straight to take the fast wide corner at Copse setting themselves up for the series of corners that are Maggots, Becketts and Chapel. If they get those right they exit fast onto the long hanger straight, where they achieve the highest speeds on the track.

Saturday and Sunday are the busiest days when JEC had around 200 cars on the stand and the whole infield was crammed with classic cars, around 120 car clubs and 10,000





cars in total. Some car clubs came from far and wide, including four Volgas which came all the way from Russia.

Friday is quite a nice day to be there as it is a little quieter and gives you time to look around before the weekend crowds arrive. The forecast weather was not too good as rain was expected on each of the days. In fact we were really lucky with heavy rain on each of the three nights, Friday to Sunday, but quite pleasant weather during the daytime.

Touring the club parking and also both the old pits and the International pits by the Wing we were rewarded by the sight of some fantastic cars. Aside from some 1,000 racing cars there was everything from the

classic historic cars. One that really caught my eye was Bentley "Old number 7". The rather modest looking 3 litre car that was the actual winner of the 1927 Le Mans, driven by Benjafield and Davis.

Rather more bizarre was a very rusty 1935 BSA Ten saloon which had suffered in a fire, so the seats were recovered with old sacks. The person who rebuilt it used only things he already had in his garage. I spotted an MGB engine but it had parts from lots of other cars. The National Motor Museum of Beaulieu brought several cars including a Napier Lion (27 litre aero engine) replica of one of Malcolm Campbell's Blue Birds and one of the most famous and successful sprint specials of the 1920's and

1930's called "Bloody Mary". Powered by a 996cc JAP engine when originally built by John and Richard Bolster, they decided to add a second engine and then convert both to run on Methanol and achieved a combined output of 110bhp. As John Bolster put it "I admit that she's rather dicey on those tricky straight bits".

On Saturday morning we made a B line for the JET marquee where they had 10 race simulators that were interlinked so that you could race the other participants on the Silverstone track. It was very realistic. Needless to say, Andy beat the rest of us, and again on Saturday, which just goes to confirm our view that he has a wasted youth. We all remember last





year when he took on a load of seven year-old, beat them and started shouting “yes”, pumping his fist and reducing them to tears. At least his fellow competitors were a bit older this time.

I hate to raise the touchy subject of Andy’s waning loyalty to the Jaguar marque but, not only had he bought an Aston Martin DB7 (known to the cognoscenti as and XJS kit car) and sold a beloved XJS to finance the deal, but he turned up to Silverstone in a “friends” Aston Martin, who promptly abandoned him (does this indicate anything, I wonder?). He then had the cheek to to cadge lifts of the JEC members present for the rest of the weekend. To add insult to injury he was spotted filling in his application for membership of the Aston Martin club using the hospitality tables and chairs kindly provided by the JEC, which I thought was poor form (no pun intended). Neville and his grandson decided to tease him in a show of mock solidarity by wearing Aston Martin shirts to the Saturday

dinner. Before we leave the subject of Andy, he deserves a vote of thanks for “volunteering” to buy us all ice creams, double cones at that, with chocolate flakes and sauces. Of course he made his usual play of not having any cash with him (having checked first that the ATM cash machine was out of order) and casually asked the girl in the ice cream van if she took credit cards. We had to use smelling salts to bring him round when she answered yes!

As usual the racing was excellent with entries from more than 1,000 historic racing cars of all shapes and sizes including F1 cars of all eras, sports and GT cars from the 1950s and 1960s, Group C Le Mans racers, pre-war sports cars, touring cars and GP Bike Legends. The Silverstone Classic features more track action than you’ll experience anywhere on the planet over one weekend. The packed 22-race programme includes all the finest championships including the FIA Masters Historic Formula One Race Series, FIA



Masters Historic Sportscars, the Royal Automobile Club Woodcote Trophy, Stirling Moss Trophy, Group C and JET Super Touring Car Trophy. This year’s schedule also celebrates 50 years of Formula Ford and sees the welcome return of the Pre-War Sports Cars starring Bentleys, Bugattis and Frazer Nashes from the twenties and thirties. Further details on the schedule here.

Racing flat-out in a field of Austin A30 and A35 saloons from the late fifties were World and Olympic champions, chart-topping musicians, best-selling authors and familiar figures from TV and radio will all be racing each other in teams on a star-studded grid for the Celebrity Challenge Trophy Race.

In the evenings there was a concert with tribute acts: The Bootleg Beatles, Who’s Next and Are You Experienced? playing the music of the Beatles, the Who and Jimi Hendrix on Friday evening while Tony Hadley formerly of Spandau Ballet fame will be headlining on Saturday



with a performance from The Dire Straits Experience, too. We skipped this as we prefer to have a more leisurely dinner at The Cromwell Inn, not far from our hotel.

One of the highlights of the weekend was the celebration parade of XJ200's, marking its 25th anniversary. I counted 40 during the weekend, a record gathering, the previous record was 20 cars. Parades at Silverstone are usually a pretty sedate affair, but with four race versions of the car leading the parade headed by Justin Law, it was not to be. Colin went round with Michael immediately following the race cars. As he exited the pit lane they had vanished down the track! Colin floored it and clearly had a great time, old tyres not withstanding, and returned to the pits with a big grin on his face. The procession was completed by Don Law, driving the 600bhp Ford Transit, the "mule" development vehicle for the 200 chassis – some wolf in sheep's clothing!

After the XJ220 run Colin managed to get us into the Jaguar Classic hospitality marquee where we enjoyed champagne and a slice of XJ220 cake, cut by the late Tom Walkinshaw's wife. Jim Randle and Keith Helfet, the original designers, were there and they gave us a very interesting talk about how the car was designed and built in just 9 months by the "Saturday Club" which was a group of enthusiastic Jaguar employees who worked on it in their own time in the evenings and weekends without being paid by Jaguar but with the support of their suppliers, a truly amazing effort. The original first car was there. It had



a number of significant differences to the production car. It had a V12 engine and Lamborghini style scissors doors, but from a distance looked just like the final production version

There was also a tribute to the Bruce McLaren, who won Le Mans, two Can-Am titles and four Grands Prix before tragically losing his life aged just 32 in an accident when testing a sportscar at Goodwood in 1970. The team he founded has won no fewer than 20 F1 World Championships – 12 for drivers, eight for constructors – and 182 Grands Prix. McLaren cars have also won Le Mans and the Indy 500 and this would have been his 80th year. McLaren road cars are pretty rare but they managed to get together 130 of them and they also took part in a parade, albeit a bit more sedately than the XJ220s!

It is now 25 years since Nigel Mansell won the 1992 British Grand Prix in front of his fanatical fans at a packed Silverstone, sparking a famous track invasion. 'Mansell Mania'

spontaneously erupted as 'Our Nige' took another big step towards lifting the World Championship title that had cruelly eluded him in previous campaigns. Even more significantly perhaps, it is 40 years since Sir Frank Williams formed what is one of the most successful Formula One teams of all time. To celebrate this Williams returned with their amazing active suspension FW14B and this chassis hasn't raced since its hugely popular home win in 1992. It gave fast demonstration laps on both Saturday and Sunday with Nick Yelloly, the experienced GP2 and sports car driver Nick Yelloly at the wheel – it was it fast and noisy! The Renault V10 engine could be heard howling its way right round the track and was a reminder of what it was like to have over 20 similar cars on the track at the same time. They also brought along their 6-wheel F1 car, which was another typically innovative design. It is hardly surprising that they one so many races as the rule makers tried hard to keep up with them.



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Lotus Seven celebrated its 60th anniversary with a massive track parade on Saturday. Other notable automotive anniversaries were honoured including 60 years of both the 'Topolino' Fiat 500 and Gaz 21, 50 years of the Ferrari Owners Club and AMC Mercedes' as well as 30 years of the fearsome Ford Sierra RS500. In fact, the original Topolino existed in the 1930's as my parents had one in 1938, the year they got married

The track schedule included a round of the high-profile Jaguar Classic Challenge for the first time. Open to all pre-1966 Jaguar models, the impressive invitational grid featured no fewer than 35 E-types as well as Mk1 saloons plus XK120, XK150 and D-type sports cars.

If you wanted a more interactive experience you could jump aboard the Jaguar Art of Performance Tour. It provided a wonderful opportunity to take memorable, heart-pumping drift rides in one of six F-type proved massively popular last year had long queues during the day and was obviously a great hit - what's

more, it was FREE! I made a mental note of the registration numbers, in case I ever decide to buy one - probably these would be best avoided!

The race programme was boosted by something very special for two-wheeled fans with the return of World GP Bike Legends. Star names revving up include 500cc World Champions 'Fast' Freddie Spencer and Wayne Gardner as well as 'Prince of Speed' Phil Read, the oldest surviving 500cc/MotoGP World Champion.

The track action wasn't be the only against-the-clock competition over weekend. On the infield, eBay's Restoration Live team organized by Mike Brewer engaged in another race against time as it battled to bring a 33-year-old Ford Capri back to life using only parts sourced on eBay. The finished car is due to be auctioned on eBay, with all proceeds going to the event's official chosen charity, Prostate Cancer UK.

As usual Silverstone Auctions had a three-day sale of both cars and memorabilia.

There were quite a few E types for sale and a replica D Type and XKSS. I had my eye on a beautiful drop head Bentley Azure but didn't think that Netta would be too keen on adding to the collection. There was a glorious 1972 scarlet Ferrari Daytona once owned by Sir Elton John. Others include an ex-Rowan Atkinson Land Rover Defender Celebration model, a Martini-liveried Lancia Delta HF Integrale as campaigned by four-time WRC champion Juha Kankkunen plus an impressive number of very desirable classics including TRs, Porsches, Ferraris, BMWs and Aston Martins. Andy, if you promise to buy the ice creams at Silverstone next year I won't tell Heather how much you spent on that Aston Martin sign that you sneaked into the garage so she wouldn't see it.

Of course all good things come to an end so, come Sunday afternoon, it was time to pack up for the journey home. Now all we have to do is look forward to next year and here's hoping it is even better!



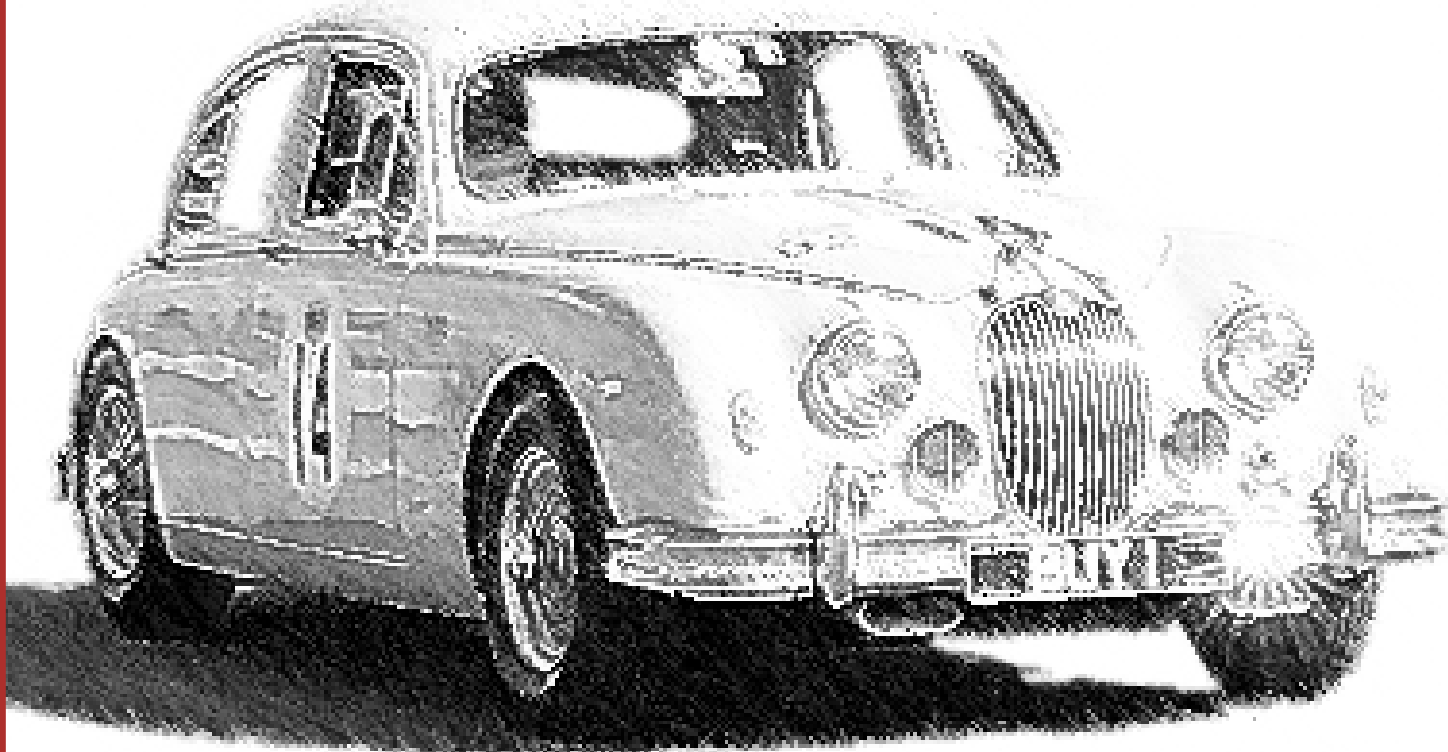


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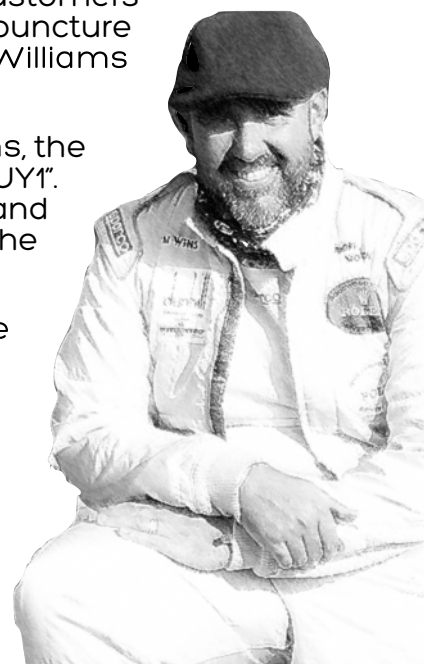
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THREE COCKS VINTAGE RALLY

What a great venue: the Three Cocks Vintage Rally is held at the Boatside Farm at Hay on Wye, less than ¼ mile from the English border, on top of a one of series of rolling hills with magnificent views across to beautiful hilly area affording commanding views of the local countryside.

Club members travelled from various directions to converge at the show. As usual, Howard Harper had reserved a part of the show ground for Jaguars (South Wales and Three counties regions) so, despite arriving at different times, we could all park together. It was cold and misty first thing as the two Colin's and Paul got there early and waited for Scott to arrive in style in his Mk IX with the gazebo. It was soon set up and Paul set to meeting challenge of feeding our hungry mouths with bacon butties as a prelude to our usual lunch-time burgers of the finest beef.

Most of the classic cars were all mixed together, so it is nice to have our own section just reserved for Jaguars. I counted 35 Jaguars on display ranging from earliest, a cute little Austin Swallow, a brilliant way of marketing Austin sevens to the wealthy in the early thirties during the market crash, through

MkIIs, E Types, XJSs up to the latest F Types. In addition there were several of our members cars in the Usk Valley Classic Car Club, which had a section in the general cars on display.

The theme of the show was divided between steam power (traction engines, stationary engines; agricultural machines (mainly tractors); and various forms of transport (from bicycles and motorbikes to lorries, buses and cars). There were also various trade stands selling a combination of old car parts, boot sale paraphernalia (although it is difficult to see how some of this junk would ever sell) and new clothes, iron monger etc.

Also there was a Model Tent with many precision made models and with craft demonstrations such as cake decorating, upholstery, spinning, stained glass, needlework and many others. In previous years there were



a lot more skills on display like blacksmithing, charcoal making, cider making, Steam sawing, stone cutting, woodcarving, pole lathe turning, but these were absent this year. There were a couple



of fair organs and helicopter rides were enjoyed by the more intrepid.

In previous years Jim McTaggart used to fly down from Scotland to give us an excellent aerobatic display in his Stolp Starduster biplane. This was pretty hair raising stuff and, with the show in an elevated position, it was one of the few aerobatic displays that you could watch from above as he swept down the adjoining valley. This year we had Rich Goodwin in his highly modified Pitts Special S2S, his 'Muscle Biplane' G-EWIZ. Designed in the 60's specifically for aerobatics and powered by six cylinder, 8.5 litre engine, producing over

300HP it has a top speed of over 200 mph and capable of pulling plus 6 g and minus 5g. These aircraft are extraordinary enough but Rich had applied lots of mods to it enabling it to perform even more extreme manoeuvres. As well as the usual spins and loops he got the plane tumbling end over end, not really flying at all, and managed to get the plane to hang vertically on its prop using the power of the engine.

One of the advantages of travelling a bit further from home is that we get to see cars that don't make it to South Wales. These include quite a few vintage makes you are unlikely to see elsewhere like Essex Motors,

Crossleys (two of them!) and a Hudson Terraplane. There was a very rare Ford ten convertible; of 1,500 or so made only half a dozen survive with only 3 in the UK. There were lots of old British cars including some nice pre-war Rileys.

We were lucky with the weather with most of us travelling up over the Brecon Beacon and, despite a predicted overcast later in the day it stayed dry, just as well as it can get a bit bleak on the hills on a wet and windy day, so many of which have occurred this summer. It only remained to pack things up and rely on Colin to devise a way past the jams to get out of the show with little trouble and make our way home.



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Supplied by Colin Masterson

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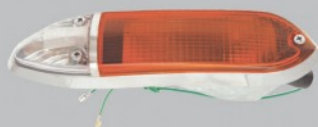
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GOLFERS ACCIDENT

A golfer was involved in a terrible car crash and was rushed to the hospital. Just before he was put under, the surgeon popped in to see him.

"I have some good news and some bad news," says the surgeon. "The bad news is that I have to remove your right arm!"

"Oh God no!" cries the man. "My golfing is over! Please Doc, what's the good news?"

"The good news is, I have another one to replace it with, but it's a woman's arm and I'll need your permission before I go ahead with the transplant."

"Go for it doc," says the man, "as long as I can play golf again."

The operation went well and a year later the man was out on the golf course when he bumped into the surgeon.

"Hi, how's the new arm?" asks the surgeon.

"Just great," says the golfer. "I'm playing the best golf of my life. My new arm has a much finer touch and my putting has really improved."

"That's great," said the surgeon. "Not only that," continued the golfer, "my handwriting has improved, I've learned how to sew my own clothes and I've even taken up painting landscapes in watercolors."

"That's unbelievable!" said the surgeon, "I'm so glad to hear the transplant was such a great success. Are you having any side effects?"

"Well, just two," said the golfer, "I have trouble parallel parking and every time I get an erection I get a headache!"

PASSENGERS ON A PLANE

A man boarded an aircraft at London's Heathrow Airport for New York and taking his seat as he settled in, he noticed a very beautiful woman boarding the plane. He realised she was heading straight toward his seat and bingo - she took the seat

right beside him.

"Hello", he blurted out, "Business trip or vacation?"

She turned, smiled enchantingly and said, "Business. I'm going to the annual nymphomaniac convention in the United States .."

He swallowed hard. Here was the most gorgeous woman he had ever seen sitting next to him, and she was going to a meeting for nymphomaniacs!

Struggling to maintain his composure, he calmly asked, "What's your business role at this convention?"

"Lecturer," she responded, "I use my experience to debunk some of the popular myths about sexuality.."

"Really", he smiled, "what myths are those?"

"Well," she explained, "one popular myth is that African-American men are the most well-endowed when, in fact, it's the Native American Indian who is most likely to possess that trait. Another popular myth is that French men are the best lovers, when actually it is the men of Greek descent. We have also found that the best potential lovers in all categories are the Irish."

Suddenly the woman became uncomfortable and blushed. "I'm sorry," she said. "I really shouldn't be discussing this with you, I don't even know your name!"

"Tonto," the man said. "Tonto Papadopoulos, but my friends call me Paddy."

POLICE DOG ON A PLANE

A man had just settled into his seat next to the window on the plane when another man

sat down in the aisle seat and put his black Labrador Retriever in the middle seat next to the man.

The first man looked very quizzically at the dog and asked why the dog was allowed on the plane.

The second man explained that he was from the Police Drugs Enforcement Agency and that the dog was a 'sniffing dog'.

'His name is Sniffer and he's the best there is. I'll show you once we get airborne, when I put him to work.'

The plane took off, and once it has levelled out, the Policeman said, 'Watch this.'

He told Sniffer to 'search'. Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds. Sniffer then returned to his seat and put one paw on the policeman's arm.

The Policeman said, 'Good boy', and he turned to the man and said,

'That woman is in possession of marijuana, I'm making a note of her seat number and the authorities will apprehend her when we land.'

'Gee, that's pretty good,' replied the first man.

Once again, the Policeman sent Sniffer to search the aisles.

The Lab sniffed about, sat down beside a man for a few seconds,

returned to its seat, and this time he placed two paws on the agent's arm.

The Policeman said, 'That man is carrying cocaine, so again, I'm making a note of his seat number for the police.'

humour

Members jokes & anecdotes

'I like it!' said his seat mate.

The Policeman then told Sniffer to 'search' again.

Sniffer walked up and down the aisles for a little while, sat down for

a moment, and then came racing back to the agent, jumped into the

middle seat and proceeded to poo on the seat.

The first man was really disgusted by this behavior and couldn't

figure out how or why a well-trained dog would behave like that. So he

asked the Policeman, 'What's going on?'

The Policeman nervously replied, 'He's just found a bomb.'

SCOTCH WITH TWO DROPS OF WATER

A lady goes to the bar on a cruise ship and orders a Scotch with two drops of water.

As the bartender gives her the drink she says,

'I'm on this cruise to celebrate my 80th birthday and it's today...'

The bartender says, 'Well, since it's your birthday, I'll buy you a drink. In fact, this one is on me.'

As the woman finishes her drink, the woman to her right says, 'I would

like to buy you a drink, too.'

The old woman says, 'Thank you. Bartender, I want a Scotch with two drops of water.'

'Coming up,' says the bartender.

As she finishes that drink, the man to her left says, 'I would like to buy you one, too.'

The old woman says, 'Thank you. Bartender, I want another Scotch with two drops of water.'

'Coming right up,' the bartender says.

As he gives her the drink, he says, 'Ma'am, I'm dying of

curiosity. Why the Scotch with only two drops of water?'

The old woman replies, 'Sonny, when you're my age, you've learned how to hold your

liquor. Holding your water, however, is a whole other issue.'

OLD IS WHEN

Your sweetie says, 'Let's go upstairs and make love,' and you answer, 'Pick one; I can't do both!'

'OLD' IS WHEN...

Your friends compliment you on your new alligator shoes and you're barefoot.

'OLD' IS WHEN... ;

A sexy babe catches your fancy and your pacemaker opens the garage door.

'OLD' IS WHEN...

Going braless pulls all the wrinkles out of your face.

'OLD' IS WHEN...

You don't care where your spouse goes, just as long as you don't have to go along.

'OLD' IS WHEN...

You are cautioned to slow down by the doctor instead of by the police

'OLD' IS WHEN... ..

'Getting a little action' means you don't need to take any fiber today.

'OLD' IS WHEN...

'Getting lucky' means you find your car in the parking lot.

'OLD' IS WHEN...

An 'all-nighter' means not getting up to use the bathroom.

AND

'OLD' IS WHEN...

You are not sure these are jokes?

LANGUAGE BARRIERS

At a travel agency in Shanghai, I asked the Chinese girl behind the counter if she could escort me on a city tour and asked her for her mobile number so I could call her to make arrangements.

She gave me a big smile, nodded her head and said, "Sex sex sex, wan free sex for tonight".

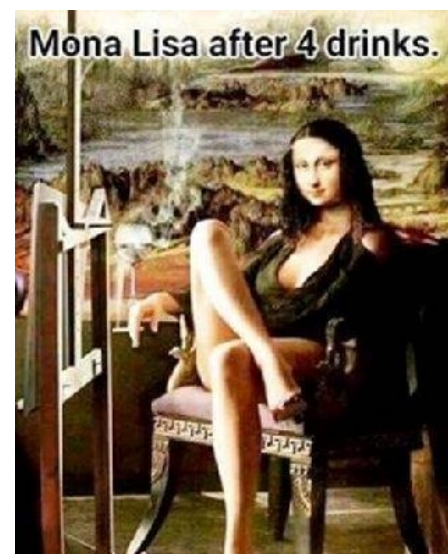
I replied, "Wow, you Chinese women are really hospitable!

A guy standing next to me overheard, tapped me on the shoulder and said,

"What she really said was: 666136429

Arguing with a women is like reading the Software License Agreement.

In the end, you ignore everything and click "I agree".



During labor, the pain is so great that a woman... can almost imagine what a man feels like when he has a cold.



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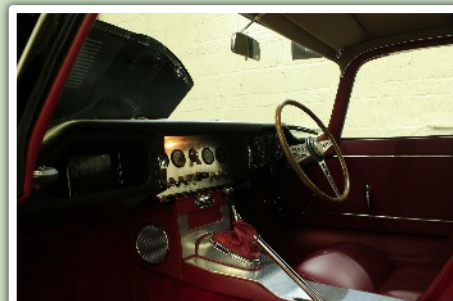
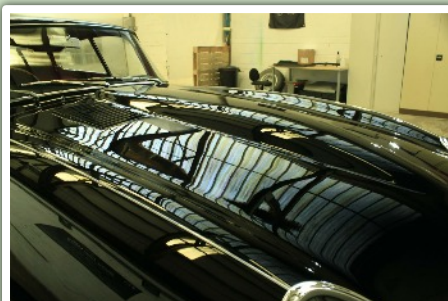
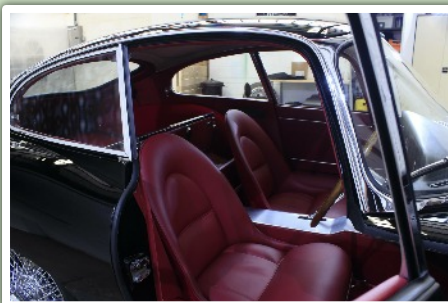
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South Wales Region Monthly Meetings

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 18th October 2017	Wednesday 18th April 2018
Wednesday 15th November 2017	Wednesday 16th May 2018
Wednesday 21st December 2017	Wednesday 20th June 2018
Wednesday 17th January 2018	Wednesday 18th July 2018
Wednesday 21st February 2018	Wednesday 15th August 2018
Wednesday 21st March 2018	Wednesday 19th September 2018

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

HOW TO FIND OUR MEETINGS:

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

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

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

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

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OCTOBER

7	Castle Combe Classic Action Day
8	Malvern Classic Car Show
8	Jaguar International Spares Day Stoneleigh
25	JEC Track Day At Castle Combe

CALENDAR

WHAT'S ON IN 2017

NOVEMBER

TBA	Jaguar Enthusiasts' Club National AGM
10-12	Lancaster Classic car Show - NEC

DECEMBER

2	Regional Christmas Dinner
---	---------------------------



Footman James

Classic vehicle insurance. We share your passion.

Unlocking your Classic Vehicle Insurance

Club insurance partner, Footman James, advise members on how to get the best out of your classic vehicle insurance.

Discovering valuable insights into your insurance can prove beneficial to saving you time and money, and can help ensure that you are efficiently covered in the case of an incident.

When insuring your classic with a specialist there are generally two main rating factors compared to insuring a modern vehicle where there can be considerably more. Understanding these factors can help simplify your insurance process and give you a greater perspective into what insurers consider when taking out a policy.

What is a classic

When taking out insurance with a specialist broker, you first have to reflect on whether your vehicle is in fact a classic. At FJ we base this generally on a rolling 20 year cut off (it is important to note though that even if a vehicle is 20+ years old it doesn't 100% guarantee that it is a classic) with certain exceptions such as high value prestigious models based on how they will be used - this is the key factor in classic insurance. In fact, Footman James may in some cases cover JEC Members Jaguars from new!

There are two key rating factors of a classic policy and they are the annual mileage and its value, what defines a classic from insurance perspective is based more around lifestyle than age of vehicle or historic status. However, there are a number of other factors considered for a quote to be delivered. A drivers age is also important with owners generally between the ages of 25 and 75, Footman James do offer policies for 17 year olds with an unlimited upper age, however for cover to be obtained it is subject to owners meeting certain criteria. Generally speaking, in the market younger and older owners may find it more difficult to obtain cover or for it to be more expensive.

Pieter Bolton, FJ's underwriting manager explains how an owner's lifestyle such as usage and club membership may impact on the boundaries of cars recognised as a classic from an insurance perspective, "At FJ we have started to offer cover for future classics- cars that may only be a few years old- that are built like traditional classic policies. If the owner attends shows, has car club or forum memberships and has a limited annual mileage, why not consider them for a classic policy?"

Time on the road

Exposure to risk is arguably the biggest risk factor, this exposure is most closely related to time on the road driving your classic - your annual mileage! In other words, the lower annual mileage you do, you may see a reduction in premium. It is vitally important though that owners provide accurate information to avoid any invalidation of cover.

Generally, brokers offer a choice of mileage options, Footman James start with the lowest annual mileage at 2000 miles. This can be increased to 3,000, 5,000, 7,000 and 10,000 miles, but expect a jump in the premium the higher you go. 10,000 miles a year equates to circa 200 miles a week and viewed as an everyday drive. A cars exposure can also be influenced by the number of drivers you have on the policy. The more drivers on the policy the greater the risk.

Pieter Bolton commented, "if you are lucky enough to own more than one vehicle then ask your broker about the possibility of a multi vehicle policy. With a multi vehicle policy you may see a saving on your premium. Ideally to see a greater benefit you can assume that the more cars you cover on a multi-vehicle policy with one driver then the more this may reflect in the premium"

When it comes to vehicles value a general rule is that ratings rise in a straight line with the value of a car. Agreeing the value of your car provides some comfort in the event of a total loss claim, at Footman James you can obtain a hassle-free agreed value as long as your valuation is representative of the make/model; if of a greater value you may require an independent valuation.

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

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Be honest

It is easy to make an honest mistake when taking out insurance, but these little hiccups can invalidate your cover. Pieter Bolton stated that "the biggest thing is to ensure that your classic is valued correctly. Values are rising for many makes and models, so assessing your vehicles value on an annual basis is crucial." For just £10, FJ offer customers the option of an agreed value. This is where FJ and the owner agree on a fixed value for the insured vehicle when the policy is taken out. In the event of a total loss, FJ will reimburse you the fixed amount that was agreed at the beginning of the policy (minus the policy excess).

Footman James offers owners the ability to build on their standard policy to meet their motoring needs, available cover options include;

- UK Breakdown - £50**
- UK Breakdown with Homestart - £70**
- UK & European Breakdown - £55**
- UK & European Breakdown with Homestart - £75**
- European motoring, 90 days (35 days as standard) - £60**
- Drive to work - £20**
- Wedding Hire (5 weddings) - £50**
- Track Day (1 track day) - £60**
- Driving other Classics - £10**
- Nil Deduction Salvage Retention (Ex>£50k) - £15**
- Excess Protect £150 - £15**
- Non-Standard Audio, £2k in value (£750 as standard) - £50**
- Agreed Value (to any sum) - £10**

Modifications

Anything perceived as enhancing performance or increasing the risk of theft, such as modifications, can have an effect on your premium. Not declaring may deem the policy void, even the smallest modifications should be mentioned, let your insurer know if you've had a respray, fitted alloys or even a new stereo as all of these may increase the risk of theft.

In terms of safety related changes such as power disc brakes and rear seatbelts, although unlikely to increase the premium, it is always important to let your insurer know.

With many policies, customers gloss over what they use their vehicle for or are simply unaware of what their policy covers. An example of this could be taking your vehicle to work. Driving to your place of work on a couple of sunny days' counts as commuting, with Footman James you can purchase 'Drive to Work' cover for a flat rate of £20 (whatever your classic) as part of the FJ+ cover options.

Overall, it is always best to be safe than sorry. Let your insurer know each detail to ensure that you are adequately insured in the event of an incident.

For more information, visit footmanjames.co.uk or for a quote* call our friendly UK team on 0333 207 6185

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