

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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Masterson's WORDS

By Colin Masterson

What's next for Jaguar? Every month we seem to read news of significant developments. We now have three sizes of saloon in the current range, the XE XF XJ, an SUV, the E Pace F Pace with an impending smaller version the all electric I Pace, and a true sports car in the form of the F Type. As well as that there is a variety of drive trains and there is even an all electric E-Type to emphasise moves in this direction. All of this anticipates the governments intention to force the phasing out of internal combustion engines and places Jaguar in the vanguard of this new technology

Ian Callum, Jaguar's design director, has been and will be the driving force behind change. He has been at Jaguar since 1999, and has been responsible for shifting the company's design from retro to modern. Before that, Callum worked at TWR, where he did Aston Martin's DB7, the original Vanquish and the DB9. A pretty amazing CV in itself.

It is interesting to consider that he once said *"The F-Pace is the car I swore I'd never ever design. But now I'm delighted with it"*. So he should be as it is Jaguars biggest seller. *"There's a natural Britishness about crossovers. When we set about doing the F-Pace it was challenging. It wasn't a natural place for me. We knew we had things to learn. It's*



much more subtle than just a crossover with Jaguar cues on it. Some of our early attempts were generic, but then we moved into Jaguar mode".

So what's next? - who knows but it is an interesting time to be a fan of Jaguar!

Colin Masterson

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Please email all contributions including photographs, articles and reviews to:

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Deadline for all articles, contributions and adverts for the next edition is **November 3rd 2017**.



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REGIONAL NEWS

By Colin Manconi

THE BIG WELSH CLASSIC CAR SHOW AT CHEPSTOW RACECOURSE

As most of you are aware "The Big Welsh Classic Car Show", which for the last two years has been held at Margam Park, was started to continue the good work of the Tredegar Park show which was held to raise money for Leukaemia Research (Bloodwise). This year we had a change of venue to Chepstow Racecourse. The last time we had been to the racecourse was many years ago when Jaguar Cars had one of its "drive it days" there and we were asked to provide some classic cars.

We met at the Magor Services on the M4 and had a short run up to Chepstow. As we had arrived early we drove straight into the site, no queuing, and met up with Paul who had already picked out our stand area. The gazebo was soon up and our resident chef Paul soon had the bacon rolls ready. Thanks Paul for all your hard work!

We had over sixteen cars on our stand, ranging from Michaels F Type through all models of E Types, Xk8 and R's and some spectacular early saloons of Keith's MK4, Neville's MK5 and Scott & Derek's MK9.

The weather was good and we met up with our friends from the Usk Valley Club who had a stand not too far away from us.

The site was quite good, with a large area for the car clubs but unfortunately the race track dissected the show right down the middle with the car clubs on one side and most of the amenities on the other.

We still enjoyed the show and with Paul's burgers for lunch and Ruth's chocolate cake in the afternoon it ended up a very pleasant event. There is plenty of room to expand and make this something special!



CASTLE COMBE AUTUMN CLASSIC

Castle Combe is trying to make this a mini Goodwood Revival. This year they had seven races ranging from vintage sports cars to pre 66 Jaguars plus a range of other activities in the paddock.

We met at the Aust Services at the old Seven Bridge at 7.30 on a wet Saturday morning and travelled up in convoy to arrive around 8.00. We needed to be early so we could set up our gazebo alongside the JEC club's newly sign written van and awning. The club had 78 Jaguars who had booked and paid to be in the circuit and on the JEC stand.

It didn't take long to put the gazebo up and Paul soon had the bacon rolls ready. One by one the cars came in, all sorts of classic cars, including all different models of Jaguars. The weather forecast was drying up by 10.00 but it took until about 11.30 for the drizzle to stop. It was then dry all afternoon.

In front of the club awning we had Dave Bradbury's XJR15 and my XJ220. Castle Combe had asked if we would take them on a track parade so at 12.00 we tricked out onto a very wet track for two medium speed laps.

Peter Purdom the JEC chairman had invited Tim Hannig, who is the Director of Jaguar Land Rover Classic, to the event. Apparently Tim had a great time and presented the awards to the winners of the JEC pre 66 Jaguar race.

We packed up at about 4.30 and had a good run home.

See page 20 for the full article.

INTERNATIONAL JAGUAR SPARES DAY

Unfortunately Spares Day now clashes with the Malvern Show so a decision has to be made as

to which one you go to! I had been asked by Graham Searle if I would help at Spares Day as with Castle Combe the day before they were quite short-handed to man the JEC stand.

I drove up early on Sunday morning in the XKR and arrived just before James and Helen. The weather was good all day unlike the day before for Castle Combe.

The show was quite busy, with SNG Barratt having their usual large stand. Most of the main suppliers were there as well with one of our other advertisers BAS from Cwmbran doing good business.

The JEC stand was busy all day with Helen selling lots of items from the shop and the raffle car doing very well.

We packed up at about 4.00pm and had a good run home.

See page 28 for the full article.



THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This was held on the same day as Spares Day so I missed this event. I was disappointed as I have gone to this show for well over 25 years but must say that the show is much smaller than it used to be, but there is always lots of auto jumble to browse through. Some of our members attended the show and enjoyed it.

See page 24 for the full article.



OUR NEXT EVENTS ARE:

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>.

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 15th 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 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 15th 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.

The menu is on the page opposite and I am now taking menu choices and payment so please see me at the meeting or give me a call or e-mail. All payments have to be received by the 15th of November. If you come to the meeting there is a loose leaf form in the magazine to fill in.



We have a number of our friends from the JEC Bristol Region coming over for the dinner and our JEC General Manager Graham Searle and his lovely wife Lynne will also be attending as will Rob Jenner and Letitia Mace who are driving all the way from Scotland for the dinner. I am sure it will be a memorable evening.

Please contact me for any other details.

SILVERSTONE CLASSIC

Silverstone Classic will be held on the 21/22/23 of July 2018. This is always a great event with over 10000 classic cars attending and 1500 racing. The club has its own stand on the top of the banking.

As usual we will be staying in a hotel nearby Silverstone on the Friday and Saturday nights and eating in our favourite restaurant The Cromwell Cottage. I have booked 18 rooms for our members. I have four spare rooms available if anyone else would like to come. Please contact me on 07977474637 if you are interested in booking a room.

To book the tickets for Silverstone and the important car pass, please use their website www.silverstoneclassic.com. The JEC code which will give you the car pass, to get onto the JEC stand, as well as the tickets will be announced soon. "Early Bird" tickets at a special price are available up until the 31st of March 2018.



NEWS

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



FUTURE-TYPE aims to deliver answers to the complex questions surrounding car ownership in 2040 and beyond. The rapid development of autonomous technologies and the prospect of on-demand vehicle ownership in the densely populated cities of tomorrow pose unique challenges for designers.

JAGUAR FUTURE-TYPE PUSHES DESIGN FRONTIERS

Jaguar is showcased the future of car design with a unique demonstration as part of the new Design Frontiers exhibition at Somerset House, London.

Visitors were able to experience cutting-edge design in a replica Jaguar design studio, which showcases the hi-tech creative process behind the electric I-PACE Concept, from the initial sketches and clay models to the finished vehicle.

A glimpse of the future is provided by an immersive presentation of the innovative Jaguar FUTURE-TYPE virtual concept. The display introduces Jaguar's vision for shared urban mobility in 2040 using a 3D installation and light projection technology. The Jaguar-sponsored Design Frontiers

event has exhibits from more than 30 international designers.

Ian Callum said, *"Design will always have an emotional value with customers and this will always be fundamental to what makes Jaguar unique. As engineering and manufacturing technology advances, each new model represents an exciting opportunity for us to push the frontiers of car design."*

Innovative solutions are the answer and the FUTURE TYPE's narrow body is designed to make the most of the space available in congested cities while the interior's clever 2+1 social seating layout optimises cabin space and encourages occupants to talk face-to-face when travelling autonomously.



JAGUAR CLASSIC CHALLENGE SEASON SIGNS OFF AT SPA WITH THIRD WIN FOR GRAEME AND JAMES DODD

The 2017 Jaguar Classic Challenge season concluded at the historic Spa-Francorchamps circuit in Belgium during the Six Hours of Spa race weekend, with the father and son pairing of Graeme and James Dodd taking their third victory of the five-race season in their 1963 E-type.

A strong 33-car entry competed in the Belgian event, all pre-1966 Appendix K specification Jaguars. Andy Newall and Rhea Sautter put their 1961 E-type on pole during qualifying, more than two seconds ahead of Chris Milner and Nigel Greensall's car. The Dodds started third, with Marcus Oeynhausen lined up alongside them on the second row of the grid.

The start was frenetic as Oeynhausen drove straight into the lead and started pulling away, setting the fastest lap of the race on lap two. His leading E-type looked set to dominate, before succumbing to a gearbox issue and falling back through the field. That left Sautter, Graeme Dodd and Nick Riley battling for the top spot before the pitstop window opened.

Once all drivers had conducted their mandatory stops, some with driver changes, James Dodd came out ahead in first place by a comfortable 16 seconds and pulled away consistently lap after lap before taking the chequered flag a more than a minute ahead of the field. Second was the pole-sitting E-type of Newall and Sautter, followed by Niklas and Lukas Halusa's E-type in third.

Race winner James Dodd said, "The race was a great success and the car fortunately stayed strong. Dad had a good start and kept up the pace until the pitstops. When I took over, we had such a big lead that I could back off and save the car. It's our first season racing the E-type and overall it has gone very well, we're delighted."

Every race throughout the 2017 Jaguar Classic Challenge season has seen 'Driver of the Day' and 'Most Improved Driver' awards presented, which went to Tim Mogridge and Paul Castaldini respectively for their superb driving and gentlemanly conduct throughout the race.



NEXT-GEN F-TYPE WILL BE ELECTRIFIED

Jaguar Land Rover CEO Ralf Speth confirmed this month that every model from the auto-maker launched from 2020 will feature some form of electrification.

That means even the F-Type will be electrified, something Jaguar Land Rover CEO Joe Eberhardt recently confirmed to Automotive News.

Heck, even the Ford Mustang is being hybridized so an F-Type with an electric motor and battery doesn't really seem that odd anymore.

Of course, it could simply be that the F-Type will receive a mild-hybrid setup. This is where an electric motor-generator is really only used for starting the engine and powering some ancillary features, so those fearing the electric revolution shouldn't get too concerned just yet.

The good news is that Jaguar is committed to the F-Type despite low sales. Only about 45,000 have been sold worldwide since the start of sales.

"We are going to do another range of sports cars eventually," Jaguar design boss Ian Callum told Automotive News. "[Sports cars] are not going to go away."

The current F-Type is related to the XK which dates back to the last decade. The next one should be a clean-sheet design, a move which may also leave the opportunity for the car to adopt a mid-engine layout. There's no word on when we'll see it arrive. Considering the current model was introduced for 2014 and given an update for 2018, we should see the next one introduced for 2021 or thereabouts.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from South Devon. Sadly, at the time of writing, the classic car show season has come to an end. However, I'm pleased to report that we and the TOWC have been involved in lots of events keeping us amused! Once again, hardly a week has gone by without an event to go to including:

- **TOWC Club Run to Beer caves/quarry** - 3rd September
- **Torre Abbey Show** - 10th September
- **Big Welsh Car Show at Chepstow** - 17th September
- **Kick Start Club Barn Dance** - 6th October
- **VW Oktoberfest at Dart River Country Park** - 7th October
- **Hatherleigh Autojumble** - 8th October

TOWC CLUB RUN to BEER CAVES/QUARRY - 3rd SEPTEMBER 2017

Unfortunately all the good weather was used up on the previous

day when some members went to a show in the South Hams area! On the day of the run it was wet and miserable all day. It was just as well most of our outing was spent some 200 feet underground! I don't think any members used a classic car on the run. A well organised run with a coffee stop at Darts Farm (north of Exmouth) followed by a very good carvery lunch in the Bowd. We then travelled the short distance to Beer for an excellent guided tour in the caves/quarry which had been worked for some 2,000 years but was no longer in operation. A lot of the tunnels were not accessible as they had been back-filled some hundreds of years ago. There are plans to reopen part of the quarry to provide stone for restoration work to Exeter Cathedral.

TORRE ABBEY SHOW - 10th SEPTEMBER 2017

This was another local show organised by the Westcountry Classic Vehicle Club (see www.westcountryclassicvehicleclub.uk). There had been a show at the same venue earlier in the year. I had not submitted an entry form for the show but on the morning of the show made an executive decision to take part in the Daimler while Natali went shopping! Torre Abbey is only just over a mile away from where we live so I didn't use too much petrol! Nice to meet up with fellow TOWC members and enjoy our natter. During the afternoon the weather closed in and we left a little early after being thanked by WCV for taking part in the display.

BIG WELSH CAR SHOW at CHEPSTOW - 17th SEPTEMBER 2017

Our thanks to Colin Manconi for



organising an entry ticket for the show. I had missed the entry deadline by five days and unfortunately there are no contact details on the "Bloodwise" website. Natali & I had decided we wanted to take the opportunity to meet up with old friends (and car nuts!) instead of going to the show at "The World of Country Life" near Exmouth.

We travelled up to Chepstow the day before the show spending some time at Tintern and meeting up with friends in Chepstow on Saturday evening. We managed to find accommodation in the Beaufort Hotel in Chepstow which has a rear car park suitable for the Daimler. I still disconnected the battery and coil! The traffic on the M5 going north of Clevedon was very heavy, stopping and starting, and we decided to cross the new Severn Bridge & travel to Chepstow via Magor. I didn't fancy going past Cribbs Causeway even though we had no overheating problems.

It was great to meet up with old JEC friends and take part in the display at the Chepstow Race Course. I also enjoyed Paul's bacon and beef burger rolls as well as Ruth's chocolate cake! Thanks Ruth for keeping a piece for me! It's also the first time for JEC friends to see the Daimler V8 250 as it has lived in Torquay directly after passing the MOT in 2014. Good to see new cars in the



club including Keith's early SS Jaguar saloon and Scott's MK IX. I also met up with friends in the Panther Club (Peter & Gail) and the Usk Valley Car Club. Nigel Wilcox's freshly restored E Type is fabulous. I'm pleased to say we had a good drive home and the Daimler didn't miss a beat.

KICK START CLUB BARN DANCE - 6th OCTOBER 2017

This is an annual event organised by the Kick Start Club at the Ross Park Hill Farm near Ipplepen. TOWC members were invited to join in as in previous years. On this occasion there were ten TOWC members joining in. This is the second time Natali and I have been along to the event and once again had a very enjoyable evening. We also gorged ourselves

on the very large buffet style meal! We didn't worry too much about getting the dance steps wrong! Probably would have only scored one point front Craig Revel Horwood! Natali even bought a "cowboy style" hat for the occasion which Roger then nicked!

VW OKTOBERFEST at RIVER DART COUNTRY PARK - 7th OCTOBER 2017

Some of you will know that we recently bought a 1984 VW Camper Van! It's a 2 litre water cooled petrol engine fitted out by "Autosleeper". Natali has been busy "decorating" the front of the camper with various stickers! We found that there was a three day "Oktoberfest" event at the Dart Valley Country Park

Continued >

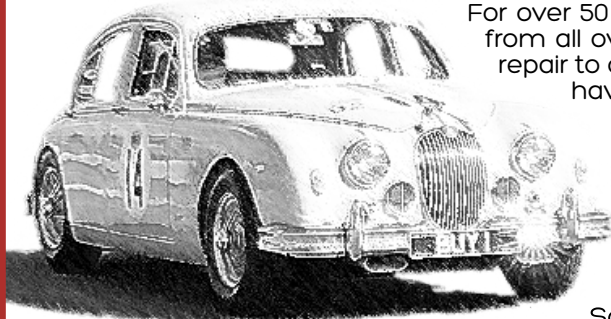




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which was fully booked. We decided to go along on the Saturday and have a look to see what went on at the event. (See - <http://www.oktoberfestuk.com>). It was fascinating to see all the variations in VW campers as well as some participants dressed up in "Bavarian Style" costumes. A lot of the camper vans were also "dressed up" in anticipation of Halloween! An enjoyable event and we look forward to taking part in more next year.

HATHERLEIGH AUTOJUMBLE - 8th OCTOBER 2017

Apparently this is the largest autojumble held in this area organised by the Devon Vintage Car Club. Hatherleigh is just north of Okehampton. I went along to have a look and arrived at the venue at the same time as Dave Doyle & Phil Haste! A few more TOWC members arrived a little later on. The autojumble is held in the cattle market buildings and I

recognised the smell as being very similar to Stoneleigh (which was held on the same day)! I found a few goodies including some very good hub caps for the Daimler - better than the ones on the car. Generally the prices were much lower than the high prices charged at Stoneleigh e.g. a good condition Haynes workshop manual for a 1960s Mk 2 Jaguar at only £4. I also bought some Jaguar brochures for only £1 each! Happy days!

JAGUAR MK 2/340 VIEWING - 28th SEPTEMBER 2017

A local classic car enthusiast (Jim Perriam) asked me to accompany him whilst viewing a 1968 Jaguar 340 automatic for sale just north of Taunton. Jim had previously owned a Daimler V8 250 and had sold it on as it didn't have power steering & he wasn't keen on the "Golden Sand" colour - he prefers the colour of our dark blue Daimler! The car was in pretty average

condition needing repairs to the paintwork on the boot, roof and bonnet. From a distance it looked OK but the seller hadn't cleaned out the boot (full of junk!), the rear footwells (more junk) and the engine bay was filthy. It actually drove very well with plenty of power. I thought it was too expensive at around £15,000. Jim is currently away on holiday so I don't know if he bought it. More news next month!

CLUB MEETING - THURSDAY 28th SEPTEMBER 2017

For the first part of the evening we had a couple of guest speakers giving us an interesting talk on the history, background and handing over of Hong Kong to the Chinese. Interesting to see how many of our traditions have been retained by the Chinese. The rest of the evening was spent on updating us on events both past and future, including a club run Natali and I have organised for 22nd October. Hope it goes well!



NEW TOWC CLUB WEBSITE

The old club website had been maintained by Alan Turner who is retiring from that duty at the end of the year. Phil Haste volunteered to design and run a new club website. This is now up and running and may be viewed on www.towc.club. It is still being developed and added to. Have a look!

...and finally:

A man is driving down the road and breaks down near a monastery. He goes to the monastery, knocks on the door, and says, "My car broke down. Do you think I could stay the night?" The monk graciously accepts him, feeds him dinner, and even fixes his car. As the man tries to fall asleep, he hears a strange sound. The next morning, he asks the monks what the sound was, but they say, "We can't tell you. You're not a monk." The man is disappointed but thanks them anyway and goes about his merry way.

Some years later, the same man breaks down in front of the same monastery. The monk accepts him, feeds him, and even fixes his car. That night, he hears the same strange noise that he had heard years earlier. The next morning, he asks what it is, but the monks reply, "We can't tell you. You're not a monk." The man says, "All right, all right. I'm dying to know. If the only way I can find out what that sound was is to become a monk, how do I become a monk?" The monks reply, "You must travel the earth and tell us how many blades of grass there are and the exact number of sand pebbles. When you find these numbers, you will become a monk."

The man sets about his task. Forty-five years later, he returns and knocks on the door of the monastery. He says, "I have travelled the earth and have found what you have asked for. There are 145,236,284,232 blades of grass and 231,281,219,999,129,382 sand pebbles on the earth." The monk reply, "Congratulations. You are

now a monk. We shall now show you the way to the sound."

The monk leads the man to a wooden door, where the head monk says, "The sound is right behind that door." The man reaches for the knob, but the door is locked. He says, "Real funny. May I have the key?" The monks give him the key, and he opens the door. Behind the wooden door is another door made of stone. The man demands the key to the stone door. The monks give him the key, and he opens it, only to find a door made of ruby. He demands another key from the monks, who provide it. Behind that door is another door, this one made of sapphire. So it went until the man had gone through doors of emerald, silver, topaz, and amethyst. Finally, the monks say, "This is the last key to the last door." The man is relieved to get to the end. He unlocks the door, turns the knob, and behind that door he is amazed to find the source of that strange sound. But I can't tell you what it is because you're not a monk.





PERSHORE PLUM FESTIVAL 2017

Pershore Plum Festival had a fantastic turnout this year with, according to the organizers, a record attendance of 25,000 people on the Bank holiday Monday! Which to be fair is not surprising as it really is an excellent event.

At 8.15am, John Griffiths (with his E-type) and Myself (in my XK8) met Nigel Wilcox along with a few UVCCC and JEC members, including Peter Harris in his Mercedes SL (his very impressive latest addition!) and Terry in his E-type in Monmouth. We then left and made our way to Pershore.

As this was the first time I have attended the Pershore Plum Festival I really was surprised how big the whole event was. There really was something for everyone to see at this event. There were stalls scattered throughout Pershore Park, around the Abbey and around the main street, all full of Jams, fruits, wines, pasties, pies and so much more! Not to mention the main attraction of the

whole event, every variety of plums imaginable for sale!

The three counties region of the JEC had a very impressive show of cars and against the background of Pershore Abbey made this a wonderful sight! There was a mixture of XK8, XKR, XK150, XK140 and many others including a lovely looking red 1966 S-Type. Graham Searle was also present along with this year's JEC Raffle car. One very unusual and immaculate V12 XJS stood out with a very distinctive registration of 13 OND. This car is a one owner from new and has covered a mere 18000 miles making this a very rare car indeed! Not to mention a perfect registration for any 007 fan! Two V12 E-type roadsters

were also attracting some attention and quite rightly so as they looked spectacular!

Among the many classic cars was a C-TYPE replica recently rebuilt and now awaiting to be painted. This particular car is a very early replica apparently designed by the man who later founded Proteus. The Rolls Royce Enthusiast Club also had a great display of cars on their stand ranging from Silver Shadows, Silver Clouds, Phantoms and Wraiths. One striking aspect of the magnificent Rolls Royce Phantom is the sheer size of the vehicle! A very imposing sight on the road I'm sure! It's always a fantastic sight to see some of these Rolls Royce and Bentleys as many of these cars have been cherished through the many years of family ownership and maintained regardless of cost.

Amongst the many classic cars on display at Pershore there were a few unusual cars you do not often see at any shows, one such car was a Dodge Viper GTS! This all American powerhouse sports the famous 8.0 litre V10





detroit built engine which will propel this car from 0 to 60 in 4.0 seconds and all the way to 185mph! With all that power to the rear wheels and bearing in mind this model had no driving aids until 2002 it could potentially prove quite dangerous if not treated with respect. But none the less tremendous fun I'm sure! Nearby was a very rare Shelby Daytona Cobra Coupe (presumably a replica) Originally there were only six of these cars (not counting the 50 continuation cars in 2015) built between 1964 and 1965. It was built specifically to compete against Ferrari and their 250 GTO in the GT class. In 2009 the fourth Shelby Daytona, out of the six built, reached a staggering 7.25 Million Dollars! That's why I



presume it could be a replica!

Another very rare sight at Pershore was another car by Carroll Shelby, an immaculate 1969 Shelby GT350. Many other car club stands were at Pershore this year, including the Triumph TR register, who had a great collection of cars, as did the MG club including a beautiful 1937 MG SA Drop Head Coupe which was in stunning condition. This model was originally planned as an "advanced performance" saloon/tourer to rival the likes of SS cars (Jaguar) and even Bentley. But unfortunately due to the amalgamation of MG and Morris in 1935, development was stopped, and a much more conservative version of the planned model was released. What could have been! But still a fantastic car!

The MX-5 owners club also had many cars on their display, proving what a popular car the MX-5 really is with the earliest models now starting to reach modern classic status. There was also a very early french MORS dating from the 1920s (or could even be earlier, unfortunately I was not around when these were made so not sure!). This magnificent old machine had the old chain driven rear axle, looking at such cars from this era really do remind you how much of a different experience motoring used to be!

All in all between the fantastic show of cars, live entertainment, glorious weather and a great deal of plums it was an exceptional day, one to certainly put on the calendar for next year!





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"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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Article by Colin Masterson

BIG WELSH

CAR SHOW- CHEPTOW RACECOURSE

The show, which was last year at Margam Park and before that Tradegar Park, was this year at the Chepstow Racecourse, once again organized by Bloodwise, the leading blood cancer charity who use the funds raised to fund ground-breaking research and vital support for people affected by blood cancer.

Meeting up at Magor Services on the M4 after negotiating the usual weekend Newport Tunnel closure a number of us gathered in the car park and convoyed on to Chepstow, arriving around 8.30am, in good time to find a

good spot on the showground. As usual the gazebo was soon set up and before long the bacon was sizzling in the pan, being expertly tended by Paul.

We had quite a few members on our stand, although several ended up on the Usk Valley Motor Club stand. One of the most outstanding cars on their stand, indeed of the show, was Nigel's freshly minted E Type in a gorgeous original silver grey colour embellished with beautifully finished dark red leather upholstery by BAS International of Cwmbran, who advertise in our regional

magazine. It was his first trip out in the car since the rebuild.

Most of the cars were parked on grass on the other side of the racecourse to the main grandstand so it did mean that the show was split in two with the classic cars on one side of the track and the main public entrance, catering and trade stands on the other with quite a walk to get from one side to the other. Whilst thus was not ideal, it is difficult to see how else they could have organized it as there is not enough room on the grandstand side for the large number of cars attending. It did mean that for most of us only one trip was made to the grandstand, so many of the activities, which occurred at various times in the day, were





missed by the car exhibitors. On the stand side of the show, opposite the main display, were a few more classic cars and heavy vehicles, trade stands and catering vans. There was only one van allowed to sell coffee and this was instant – no thank you! Inside the main stand building there were activities for youngsters and a display of reptiles whilst in the parade ring were a number events including dancing groups, choirs and dogs agility with timed jumps over jumps and through flaming hoops which was quite spectacular and displayed the dogs confidence in their owners

I was fortunate enough to have all my family, Netta, my son

and daughters, their spouses and grandchildren and dogs present as they had all come together for my birthday. Ben, my 4 year-old grandson, enjoyed his run in the XK, “Grandpa’s Jaguar” to the show (my Challenger E type is “Grandpa’s racing car”). He went home with a James Bond Car and I am sure you can guess which one, yes the green Jaguar XKR complete with Gatling gun and missiles from Die Another Day.

Despite the change of venue this is still a popular show, as evidenced by the large number of cars attending and, maybe, being near the Severn Bridge and the English border, the show will continue to grow in size. There was something for

everyone from old cars to moderns with many not seen at our usual cars shows with both one-marque and regional clubs. Included in the military vehicles section was a very interesting 1939 Scammell Pioneer British Army (REME) heavy breakdown vehicle which had managed to survive the war, quite a feat.

With quite few members involved it didn’t take long to pack up our gazebo at the end of the show. To avoid the usual snarl up on our homeward journey on the M4 trip we, like many other club members, elected to take the A48 and, for those of us heading West, all of the way to junction 28, avoiding the Sunday evening tail backs from Newport tunnels.





CASTLE COMBE AUTUMN CLASSIC

With its 67 year history, Castle Combe Circuit has always provided tried and trusted motor sport entertainment. But in 2012, a simple idea for a "Classic" themed meeting proved to be one of its best, now hailed by many as one of the best historic racing events of the year.

With seven races the fabulous cars speak for themselves, with a mixture of the very ancient vintage sports cars to sixties single-seaters in the shape of the popular Formula Juniors. Featuring the GT and Sports cars which are new to the Autumn Classic, while the crowd-pleasing 500cc Formula 3 cars return once more. Add in pre-66 Jaguars and a huge grid of 1950s sports cars for the Inter-marque race and demonstrations of

historic Grand Prix cars and you have a full afternoon.

The whole circuit is stepped back in time, with numerous club stands, displays and period style aplenty.

Europe's most prestigious series for the cream of historic sports and GT cars is just one of many reasons thousands of spectators flocked to the Castle Combe circuit's Autumn Classic Historic Racing Festival, supported by Bristol Forklifts and David

Hathaway Transport, on Saturday October 7th. Having gained a reputation as one of the 'must see' events on the historic racing calendar, series such as the 'GT & Sports Car Cup' are the 'icing on the cake' of a seven race programme complemented by demonstrations and displays of cars rarely seen in public.

A capacity grid for the invitation only main race had both local and world-wide interest. Given the high speed nature of the circuit, the tarmac shredding power of the AC Cobras placed them as favourites though the light-weight E Types also in the GT4 class would be right with them.

There were plenty of E Types to savour in the Pre '66 Jaguar race from the 'Jaguar Enthusiasts Club', but last year it





was the XK120 of Kevin Zwolinski which beat them all. The race was run in honour of Norman Dewis, the legendary Jaguar race and test driver responsible for the development of so many Jaguar competition and road cars.

With a circuit packed with displays from dozens of car clubs and period costume encouraged, this is a must see event for any classic car enthusiast.

This year we met at the

Aust Services at the old Seven Bridge at 7.30 am. The weather forecast was not very good for the early morning with light drizzle up until 10.00am, but then clearing for the rest of the day. We had a good run up to Castle Combe and with our early arrival we drove straight in, no queues!

To make sure there is enough room for JEC cars to park all bookings for Jaguars have to be made through the club. This year we had the most ever, 78

cars had booked and we had the whole length alongside the track to park the cars.

We had been asked to bring our gazebo to go alongside the club van and awning as a point of contact for the club. We soon had the gazebo erected and the lovely smell of bacon cooking wafted over as our world renowned chef, Paul, handed out the bacon rolls. That just what we needed on a rainy October morning. A cup of coffee and we



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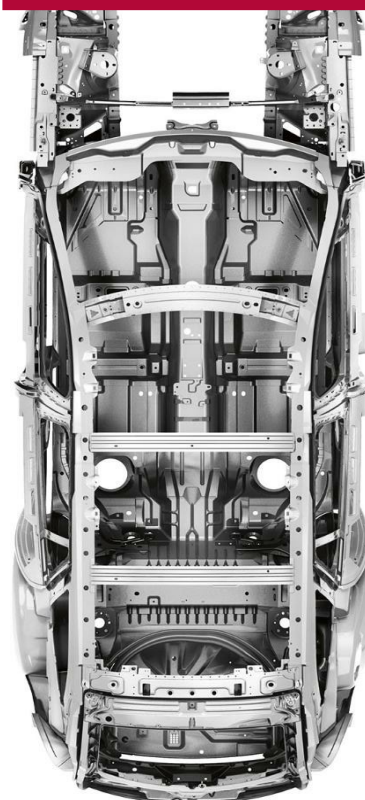
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were ready to park up the dozens of Jaguars that arrived along with hundreds of other makes of classic cars.

Our stand looked spectacular as Dave Bradbury's XJR15 and my XJ220 were put in front of the JEC Clubs new sign written van and awning. The organisers had asked if we would take the two cars out on a couple of parade laps at 12.00. The weather was not great, the rain had stopped but the track was still very wet. Neither of these cars are great in the wet with huge wide tyres that tend to aquaplane on a wet surface. Graham Searle was brave (or is it silly) enough to want to come out with me as a passenger. As we came down the back straight alongside our stand I put my foot down slightly, the turbos cut in, the rear wheels span and the rear of the car

kicked sideways. I caught it just in time and needless to say I was much more circumspect on the next lap. Peter Purdom the JEC chairman had invited Tim Hannig, who is the Director of Jaguar Land Rover Classic, to the event. Apparently Tim had a great time and presented the awards to the winners of the JEC pre 66 Jaguar race.

After parking up the last of the cars, we had by far the most cars on our stand of any of the car clubs, we walked over to the paddock to look at the race cars. Grant Williams was racing but instead his normal MK1 (BUY1) he had entered a 3.8 E Type. The paddock was full of all sorts of different makes of classic race cars but of course the ones which took our eyes were the Jaguars. There were all varieties on display from MK1&2's,



XK120's, E types and a lovely MK7 all prepped ready to race.

We walked back up to the banking to watch the JEC Jaguar race and were most surprised to see Grant well ahead on the first lap as he had never driven the E Type in a race before. Unfortunately this was not to last as the clutch slave cylinder went and he had to drive the rest of the race without a clutch but still finished second!

We then went back to the stand where Paul was cooking lunch, delicious beef burgers. In the afternoon we walked back over to the paddock to watch the presentation of the prizes for the JEC race and look at the cars we had missed the first time.

At about 4.30 we took down the gazebo and made our way home. This is a great event which is getting bigger every year.





MALVERN

FESTIVAL OF TRANSPORT 2017

This year's Malvern show certainly didn't disappoint! There was an excellent turn out of cars along with glorious sunshine! Sunday Morning started off as a slightly misty, typical autumn morning. We all met at the usual meeting point in Monmouth at 8.15, Dave and Ruth in their XK8, Nigel and Alison in their fantastic E-Type, Mike and Helen in their MK10, Paul and his E-type, Bob and Pat in their E-type, Me and My father in the MK9 and Howard in his Lotus Esprit (not quite a Jaguar but we made an exception and let him park on the Jaguar Stand!).

We then left 8.30 sharp and made our way through the beautiful Ledbury countryside and on our way to Malvern. On arrival we found we were given a prime spot just through the entrance and parked up on the right, so had a fantastic view of all the cars coming in to the show. The gazebo was quickly assembled and Paul got the bacon rolls on to cook!

After we had all been fed and watered it was time to head to the halls to find some bargains! And if there are no bargains to be found in the halls you can always pay the antique flea market a visit

in the next field. Derek did venture into the Flea market but apparently was stopped returning back into the show as his entry ticket was left in the MK9 and at the gate they didn't believe he had a car on display resulting in them wanting to charge him £9.00 to get into the car show! This did not go down well!

There's always a good selection of auto jumble stalls at Malvern although mainly containing parts for Minis but on the odd occasion you do find a few things Jaguar related. After having a good look for any bargains it was time to take a look around the cars. But first we headed back to the Gazebo where Paul got the Burgers on to cook. After we all enjoyed our burgers (under the





watchful eye of Mike and Helen's little dog!) I made my way around the cars on display.

As always there was a great selection of cars at Malvern, one unusual car was what very much looked like a Daimler Dart with what seemed to be a bespoke hard top complete with T-Tops, whether it was factory made, which I would be very surprised as I'm certain they didn't make any or maybe the owner made himself. Either way was very unusual! There was a number of Jaguars dotted around the show including a fantastic very early red 1961 E-type 3.8 roadster. Not far away was also a fantastic red S-type Jaguar (I'm surprised the S-type did not have the same following as the MK2!)

There was also a good selection of American cars including a fantastic 1941 Cadillac and

an immaculate Buick Skylark.

Among the many cars at Malvern there was the usual selection of immaculate commercial vehicles including Kenworths, Thames Traders, Bedfords, the cost of running some of these vehicles, especially the Kenworth must be colossal! The Land Rover Club also had a good show of Land Rovers ranging from early series One, Two, Three, Defenders, Discoverys and Range Rovers.

Tesla also had a stand promoting their new cars along with a few other electric Hybrid cars including the BMW i8. Later on these cars drove into the arena completely silent. Even at classic car shows the modern threat of the Electric car is looming closer and closer. How successful they will be in the long term is another matter and time will only tell!

As always there was a very impressive collection of Minis at the show. It really does show what a huge following Minis have and the amount of time and effort many of the owners invest in them is amazing!

Dave Fisher entered his XK8 into the arena for best car between 1990 to 2000. We all followed in support but sadly Dave didn't win, although on the plus side at least a Jaguar did come first which I believe was an XJ40.

Once back at the Gazebo Ruth cut her fantastic chocolate cake and shared the pieces out to us all! Very nice it was too! Shortly after as the show was drawing to a close it was time to dismantle the gazebo for the final time this year and pack up. Once all packed up and ready to go we all made our way home back through the picturesque Worcester countryside.





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Jaguar D-type expected to fetch up to \$8 million at Motorclassica auction in Melbourne

Sleek, fast and beautiful — one of the most iconic racing cars of all time is expected to set an Australian record when it goes under the hammer in Melbourne this weekend.

It's sleek, fast and beautiful — what's being billed as the most expensive car to ever go to auction in Australia is expected to fetch an eye-watering price.

Auctioneers believed the 1955 Jaguar D-type will sell for between \$7 and \$8 million on Saturday evening in Melbourne.

The iconic car was owned in Europe by former Le Mans winner Duncan Hamilton, and raced in the UK and Senegal before going to Singapore.

It eventually arrived in Australia in the late 1960s.

Classic car consultant James Nicholls said there was interest from car collectors in the UK, France and Australia.

But what sort of person might buy it?

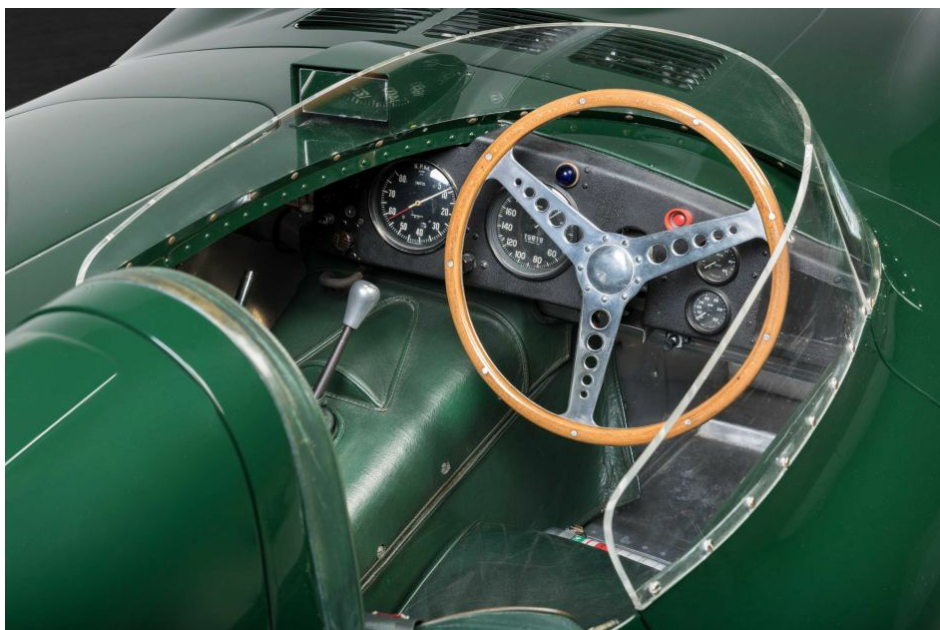
"A rich person and a collector — it's not just going to be someone who thinks 'Oh, that looks pretty, I think I'll buy it,'" he said.

"It's a collector's car and a very important car internationally, it's one of the great, iconic racing cars of all time."

Mr Nicholls said a car's value was based on its history and provenance.

"Condition, originality, rarity and desirability and the more of those boxes you can tick, the more valuable the car's worth," he said.

Jaguar collector Ian Cummins also owned the car before Australian motor racing champion Bib Stillwell bought it for what was then a record price.





INTERNATIONAL SPARES DAY STONELEIGH

This is always one of the first events of the year and was held as usual at the National Agricultural Centre at Stoneleigh in Warwickshire on Sunday the 8th of October. I drove up early on Sunday morning and arrived just before James and Helen. Helen had come on Saturday and set up the JEC stand. As last year we had moved the charity car from directly in front of the restaurant to alongside the main stand. It definitely makes a better stand.

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

James Had brought the new charity car, a beautiful XK in Spectrum Blue with a black interior. He soon had it parked alongside the JEC Gift Shop, we cleaned it and it was ready for customers to buy raffle tickets. The charity this year is in aid of the Prince Philip Trust Fund.

It was then time to have a quick walk around the stands and I stopped at the very impressive SNG Barratt stand to have a chat with Julian Barratt. I

thanked him for his continuing support of our regional magazine and gave him some copies of the magazine, as the printed version is more impressive than the on line version. Barratt's always take a whole isle and it great to see their cars with stickers on advertising the parts they remanufacture and sell. I also had a part to pick up for Paul and I wanted a copy of the new E Type Series 3 parts manual.

BAS from Cwmbran, another of our advertisers were





there. Steve and the boys were their usual cheerful selves, selling lots of their fabulous interiors and rushed off their feet with inquiries about their products.

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

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

There were lots of cars for sale at the bottom of the hall including some XJS's XK8, X300, E Types and XJ6's. The most unusual car was a XJS with a V8 engine.

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



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LITTLE JOHNNY IS BACK!

The teacher asked the class to use the word "fascinate" in a sentence.

Molly put up her hand and said, "My family went to my granddad's farm, and we all saw his pet sheep. It was fascinating."

The teacher said, "That was good, but I wanted you to use the word 'fascinate,' not 'fascinating'."

Sally raised her hand. She said, "My family went to see Rock City and I was fascinated."

The teacher said, "Well, that was good Sally, but I wanted you to use the word 'fascinate'."

Little Johnny raised his hand, but the teacher hesitated because she had been burned by Little Johnny before. She finally decided there was no way he could damage the word "fascinate," so she called on him.

Johnny said, "My aunt Carolyn has a sweater with ten buttons, but her boobs are so big she can only fasten eight!"

The teacher sat down and cried.

THE MAIDS RAISE

The Russian Maid asked for a pay rise. The wife was very worried about this and decided to talk to her about the raise.

She asked, "Now Anna; why do you want more pay?"

Anna: "Well, Ma'am, there are tree reasons why I wanna increaze. The first reason is that I am cleaning better than you."

Wife: "Who said you are cleaning better than me?"

Anna: "Your husband he say so."

Wife: "Really?"

Anna: "The second reason is that I am better cook than you."

Wife: "Don't talk nonsense!, Who said you were a better cook than me?"

Anna: "Your husband said."

Wife increasingly angried: "Oh he did, did he?"

humour

Members jokes & anecdotes

Anna: "The third reason is that I am better at sex than you in the bed."

Wife, really boiling now and through gritted teeth asks, "And did my husband say that as well?"

Anna: "No Ma'am, the gardener did."

Wife: "So how much do you want?"

POOR OLD RYAN AIR

Spare a thought for poor ole Michael O'Leary, Chief Executive of Ryanair.

After arriving in a hotel in Manchester, he went to the bar and asked for a pint of Guinness.

The barman nodded and said, "That will be £1 please, Mr. O'Leary."

Somewhat taken aback, O'Leary replied, "That's very cheap," and handed over his money.

"Well, we do try to stay ahead of the competition", said the barman. "And we are serving free pints every Wednesday from 6 pm until 8 pm. We have the cheapest beer in England".

"That is remarkable value", Michael comments

"I see you don't seem to have a glass, so you'll probably need one of ours. That will be £3 please."

O'Leary scowled, but paid up.

He took his drink and walked towards a seat. "Ah, you want to sit down?" said the barman. "That'll be an extra £2. You could have pre-booked the seat, and it would have only cost you £1."

"I think you may be too big for the seat sir, can I ask you to sit in this frame please".

Michael attempts to sit

down but the frame is too small and when he can't squeeze in, he complains "Nobody would fit in that little frame".

"I'm afraid if you can't fit in the frame you'll have to pay an extra surcharge of £4 for your seat sir".

O'Leary swore to himself, but paid up. "I see that you have brought your laptop with you" added the barman. "And since that wasn't pre-booked either, that will be another £3."

O'Leary was so incensed that he walked back to the bar, slammed his drink on the counter, and yelled, "This is ridiculous, I want to speak to the manager".

"I see you want to use the counter," says the barman, "that will be £2 please."

O'Leary's face was red with rage. "Do you know who I am?"

"Of course I do Mr. O'Leary."

"I've had enough! What sort of a Hotel is this? I come in for a quiet drink and you treat me like this. I insist on speaking to a manager!"

"Here is his e-mail address, or if you wish, you can contact him between 9.00 am and 9.01am every morning, Monday to Tuesday at this free phone number. Calls are free, until they are answered, then there is a talking charge of only £1 per second, or part thereof".

"I will never use this bar again".

"OK sir, but do remember, we are the only hotel in England selling pints for £1."

MILITARY HUMOUR

Three men are sitting stiffly side by side on a long commercial flight. After they're

airborne and the plane has levelled off, the man in the window seat abruptly says, distinctly and confidently, in a loud voice, "Admiral, Royal Navy, retired. Married, two sons, both surgeons."

After a few minutes the man in the aisle seat states through a tight lipped smile, "Admiral, Fleet Air Arm, retired. Married, two sons, both Judges."

After some thought, the fellow in the centre seat decides to introduce himself. With a twinkle in his eye he proclaims, "Master Gunnery Sergeant, Royal Navy, retired. Never married, two sons, both Admirals."

NORTH KOREA TO LAND A MAN ON THE SUN

Kim Jong-Un announced at a news conference that North Korea would be sending a man to the sun within ten years!

A reporter said - "But the sun is too hot. How can your man land on the sun?"

There was a stunned silence. Nobody knew how to react.

Kim Jong-Un quietly answered, "We will land at night".

The gathering and everyone in North Korea watching on television broke into thunderous applause.

Back in Washington, Donald Trump and his entourage were watching the news conference. When Trump heard what Kim said, he sneered - "What an idiot. Everybody knows there's no sun at night."

His cabinet and everyone working in the White House broke into thunderous applause.

IT NEVER HURTS TO ASK

Yesterday morning I bought two six packs of beer at a Save-On Liquor Store.

I placed them on the front seat of the car and headed back home

I stopped at the service station where a drop-dead gorgeous,

almost blonde was filling up her car at the next pump.



It was very warm and she was wearing tight shorts and a light top which was wide open.

She glanced at the beer, bent over and knocked on my passenger window.

With her bra-less breasts almost falling out of her skimpy top she said, in a sexy voice, "I'm a big believer in barter, old fellow."

Would you be interested in trading sex for beer?"

I thought for a few seconds and asked, "What kind of beer you got?"

ENGINEERS

Two engineers were standing at the base of a flagpole, looking at its top.

A woman walked by and asked what they were doing.

"We're supposed to find the height of this flagpole," said one engineer, "but we don't have a ladder."

The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her pocketbook, took a measurement, announced, "Twenty one feet, six inches," and walked away.

The second engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!"

Both engineers have since quit their engineering jobs and are currently serving as elected members of Parliament.



WE NEED YOUR JOKES!

Please email all your jokes and funnies to:



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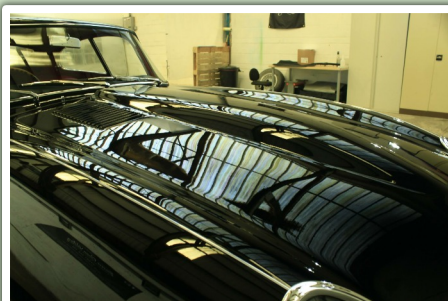
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South Wales Region Monthly Meetings

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 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
Wednesday 18th April 2018	Wednesday 17th October 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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CALENDAR

WHAT'S ON IN 2017

OCTOBER

25

JEC Track Day At
Castle Combe

NOVEMBER

4

Jaguar Enthusiasts'
Club National AGM

10-12

Lancaster Classic car
Show - NEC

DECEMBER

2

South Wales Region
Christmas Dinner

ALLIANCE

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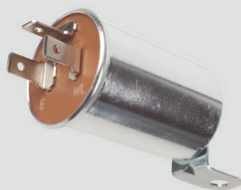


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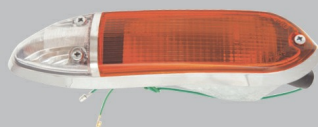
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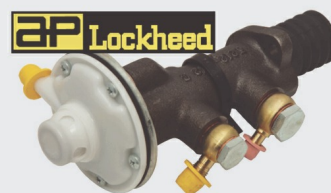
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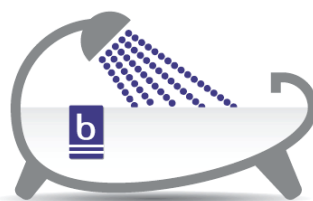
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