

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*
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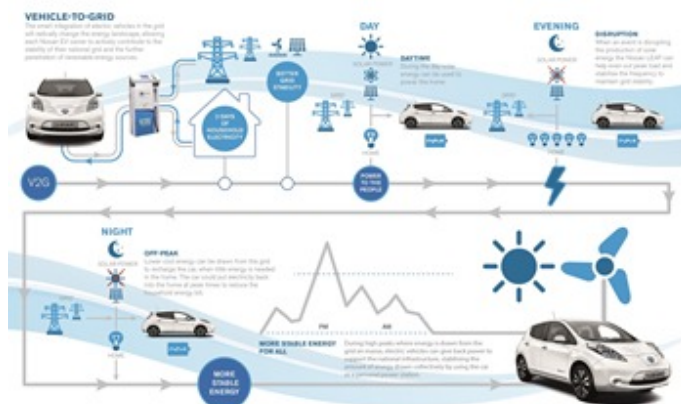


Masterson's WORDS

By Colin Masterson

My last job was with National Power and one of the projects being worked on, 18 years ago when I retired, was the creation large storage of electricity. They were also looking at extracting "used" battery electrolyte at filling stations and replace it with fully charged electrolyte to make the use of electric cars more practical. The reason National Power was involved was that you need to build fewer expensive power stations if you can store electricity efficiently when demand is low and release it when demand, and therefore wholesale price, is high.

What has this got to do with cars and, in particular, Jaguars I hear you ask. Well, this is where your electric car comes into play. On average, an electric car just stands around for 23 hours of the day. This time could be better used if the car were to step in as temporary stationary storage. What if the energy stored in your vehicle battery could be returned to the power grid at times of increased energy demand? What if this did not result in any disadvantage for you, and in fact meant lower procurement and maintenance costs for your electric car? And



there is more: what if you could supply your home entirely with your own solar power? This is the vision behind the high-tech Vehicle-to-Grid and Vehicle-to-Home solutions.

If energy supply exceeds demand, electricity prices fall. Then, energy from the sun, wind and water can be stored in your electric car battery at low cost, while your car charges at the charging station. If demand increases or supply decreases, this energy can be fed back into the power grid in return for a profit. In future, you will determine for how long your car is available as storage, and the point from which you need your car to be ready for use with a full battery, e.g. before a long journey.

If you are lucky enough to own a Jaguar i-Pace then you may soon consider it to be more than just transport but also a source of electricity for the grid on wheels.

Colin Masterson

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

JLR to shut Solihull plant for two weeks.

Jaguar Land Rover (JLR) has announced its Solihull plant will close for two weeks at the end of October as the company attempts to rein in profitability in the face of falling sales. The news comes less than one month after staff at Jaguar's Castle Bromwich plant were put on a three-day working week.

The Solihull factory, which is home to Range Rover Sport, Jaguar XE and F-Pace, recently received a £1.5 billion investment from JLR, and the shutdown is being implemented as the company attempts to make "operational efficiencies". Staff at the plant will continue to be paid during the shutdown.

Short-term factory closures can be hugely expensive to implement and are reluctantly undertaken as a result, but Jaguar Land Rover has been battered by two significant headwinds in recent months. Brexit uncertainties have led its chief executive, Ralf Speth, to warn "tens of thousands" of job losses may occur if the UK crashes out of the EU without a trade deal. The recent downturn in the popularity of diesel engines, meanwhile, is also believed to have hit the company - whose large cars are ostensibly well-suited to diesel power - hard.

Perhaps more serious - at least with regard to this latest production slowdown - is the 46 per cent fall in demand JLR experienced in China last month. Customers in the company's largest market had been presumed to be holding back from car purchases until vehicle import tariffs were reduced from 25 per cent to 15 per cent by Beijing on July 1, but the expected retail bounce-back has so far failed to materialize.

A statement released by JLR said: "As part of the company's continued strategy for profitable growth, Jaguar Land Rover is focused on achieving operational efficiencies and will align supply to reflect fluctuating demand globally as required.

"The decision to introduce a two-week shutdown period later this month at Solihull is one example of actions we are taking to achieve this. Customer orders in the system will not be impacted and employees affected will be paid for the duration of the shutdown."

Demand for vehicles produced at Castle Bromwich has dropped significantly. Sales of the firm's flagship XJ saloon, although coming to the end of its current lifecycle, have fallen by 45 per cent year to date. The XF and XE saloons are down



17 and 25 per cent respectively.

The shift change has also sparked comment from Jack Dromey, the Labour MP for Erdington. Taking to Twitter he said: "The historic Castle Bromwich Jaguar plant will now go onto a three-day week until Christmas - a combination of Brexit chaos and the mishandling by Ministers of the transition from diesel. Brexit now threatens the jewel in the crown of British manufacturing excellence."

Earlier in the year JLR made a multi-million Pound investment at its Solihull plant for the next generation Range Rover and Range Rover Sport models, which will move to a new electrified architecture. The investment will also free up additional capacity at the plant in the future.

THE BIG WELSH CLASSIC CAR SHOW, CHEPSTOW RACECOURSE

We met at the Magor Services on the M4 and had a short run up to Chepstow. The organisers had indicated that they would be checking all registration numbers which could lead to large queues so we thought we would be early. We drove straight into the site, no queuing, and met up with Paul who had already picked out our stand area. This year they decided to put us on the opposite side of the site from last year but the problem was we were situated on tarmac. The gazebo has to be put up on grass and we did not have any weights to hold it down! The gazebo had to be erected as our resident chef Paul couldn't cook the bacon rolls until it was up. Desperate times, so we ended up tying the gazebo to the cars next to it. Paul was soon handing out the bacon rolls.

As the weather was quite overcast we didn't

think many Jaguars would turn up but the Bristol Region arrived and we ran low on the bacon rolls. Paul and I walked down to the local shop to replenish supplies.

We had over fifteen cars on our stand, ranging from Mikes F-Type through all models of E-Types, XK8 and R's and XJ's. The weather was dry but overcast and we walked across to the other field to meet up with our friends from the Usk Valley Club who had a stand there.

The show wasn't as good as previous years but with Paul's burgers for lunch and Ruth's chocolate cake in the afternoon it ended up a pleasant event.

See page 22 for the full article.



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 8.00 on a wet Saturday morning and travelled up in convoy to arrive around 8.45. We needed to be early so we could set up our gazebo alongside the JEC clubs newly sign written van and awning. The club had 85 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 in the rain and Paul soon had the bacon rolls ready. They were needed as it was quite cold first thing. 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 2.30pm but it

took until about 3.00pm for the drizzle to stop. It was then dry for the rest of the afternoon.

Despite the weather we still had a good display of Jaguars, by far the biggest stand, but the bad weather did put a dampener on the show.

We walked over to the paddock to see the race cars. There were a huge range of different race cars there including many Jaguars. On the way back we stopped to watch the racing including the Jaguar race.

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

See page 18 for the full article.

OUR NEXT EVENTS ARE:

JAGUAR INTERNATIONAL SPARES DAY AT STONELEIGH

This is on Sunday the 21th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world.

JEC TRACK DAY AT CASTLE COMBE

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

At our Autumn Track Day at Castle Combe not only can you buy a whole day of track activity but you can purchase 15 minute "Power Laps" for just £25 per session, giving you the chance to see if



Continued >

REGIONAL CHRISTMAS DINNER

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

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

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

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

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

Christmas Menu 2018

STARTERS

Spiced Parsnip & Apple Soup

Prawn & Avocado Tian

Melon Parma Ham & Figs

Chicken Liver & Brandy Pate Served With Caramelised Onion Chutney

MAIN COURSE

Roast Breast of Turkey With Sage & Onion Stuffing And Chipolata

Brain Shin Of Beef Served With Homemade Yorkshire Pudding

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

Mushroom, Cranberry & Brie Wellington

All Served With Seasonal Vegetables

DESSERT

Christmas Pudding With A Rich Brandy Sauce

Irish Cream Profiteroles

Chocolate & Cheery Torte

Selection Of Cheese & Biscuits

Coffee & Mince Pies

Three Course Dinner

£22.50 per person



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



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.

The day consists of a briefing, where the Instructor will talk you through track day 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.

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

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

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



THE LANCASTER CLASSIC MOTOR SHOW AT THE NEC

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

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

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



REGIONAL CHRISTMAS DINNER at ST MELLONS GOLF CLUB

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

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

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

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

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

The menu is opposite on page 6.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from sunny (mostly!) South Devon. I hope JEC South Wales Region members didn't get too wet at the Hay on Wye and Castle Combe events!

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

Sadly the classic car show season is coming to an end. During the month we have been to or taken part in:

- Westcountry Classic Vehicle Club Show at World of Country Life
16th September
- TOWC Cotswolds Tour
23rd to 27th September
- Westcountry Classic Vehicle Club Show at Newton
29th September

We did not go to the following events:

- Sidmouth Classic Car Show
(too tired after our trip to Reading & London!)
15th September
- Red Rock Brewery at Kingsteignton
16th September

WESTCOUNTRY CLASSIC VEHICLE SHOW AT THE WORLD OF COUNTRY LIFE, - 16th SEPTEMBER

While most TOWC members went to another show at Kingsteignton I went (in the VW Camper) to the show at the World of Country Life. I had missed this event in 2017 as it clashed with the show at Chepstow Racecourse. The show was well

supported with approx 100 vehicles on display in the limited parking area. I met up with Roger & Julie in their MG Midget and a couple of their friends in a Citroen Dyane. It's an interesting venue to visit with lots of displays including old vehicles, farming equipment, a mock street with 1950s or so shop displays. It made me feel old to see items I have used in the past now on display in museums! We also had a ride on a "Land Train" out into the fields to see Reindeer, Goats and Llamas where we were able to offer food for the animals. The Llamas have the cleanest mouths & did not leave a sticky residue on our hands!

On my way home I came across Roger & Julie walking from their broken down MG Midget. All the clutch fluid had disappeared. I took them to three different garages before Roger succeeded in

buying some fluid. Back to the car, top up the master cylinder and pump, pump, pump the pedal! Roger finally got a bit of a pedal and decided to make a dash for home in Torquay while Julie rode with me in the Camper! Thankfully he got home safely (and I got a bottle of wine for helping!). Apparently the clutch pipe had been chafing where it passed through a bulkhead & leaked at that point.

TOWC COTSWOLDS TOUR - 23rd to 27th SEPTEMBER

The trip away was organised by Adrian & Sue Linscott and 14 members took part. We stayed at a beautiful Best Western listed building/hotel called the Salford Hall Hotel in Abbots Salford just north of Evesham. I'm pleased to say we had brilliant weather for the whole of the trip. One of our



coffee stops on the way up to the hotel was at Dobbies Garden Centre where they have some very unusual urinals, in the shape of flowers, in the gents toilets! We had to be wary of the "Penis Fly-trap"! We all used modern cars for the tour & I accompanied Dave Doyle in his Mondeo!

Day 1 - Most of the day was spent touring Sudeley Castle and its grounds. I last went there at least 35+ years ago for a classic car show! A fascinating tour. We learned that Henry VIII's sixth wife (who outlived him) Katherine Parr is buried at Sudeley Castle.

Day 2 - The day's main event was a steam train ride between Cheltenham and Broadway. We stopped off at Broadway to have a look around the picturesque town before catching the train back to Toddington where we had boarded it earlier in the day. Interestingly, on the same trip, a large school party was organised to experience life in the 1940s. The children were dressed in period clothing and some carried old suitcases etc. They even had a German spy on board the train!

Day 3 - This was a non organised day and members chose different destinations to go sightseeing. Most of us chose Stratford Upon Avon. It's a beautiful town to visit with, of course, lots of references to William Shakespeare. We all took part in a boat ride up and



down the river which included going through a lock between the basin and the river.

During our final meal in the hotel Dave Doyle presented Adrian & Sue with a card signed by all of us as well as a gift in recognition of our appreciation for all the work they had put in organising the tour. They normally do these tours every other year. Two years ago they went up to the Ironbridge area and Linton/Lynmouth is being considered for 2020.

WESTCOUNTRY CLASSIC VEHICLE SHOW AT NEWTON ABBOT - 29th SEPTEMBER

This was the second of two shows organised by WCVV using the pedestrianised streets of Newton Abbot. Once again it was well supported. I hadn't entered this time but just went up for a flying visit. There were about six or so TOWC members cars entered & I chatted briefly with them before leaving the event. A member of the TSSC (Nigel) is the Newton Abbot Town Crier and I heard him bellowing out an invitation to view the cars and get bored by the owners! Nigel finished off by saying that when boredom sets in just walk away - the owners probably wouldn't even notice!

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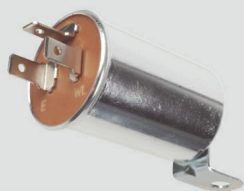


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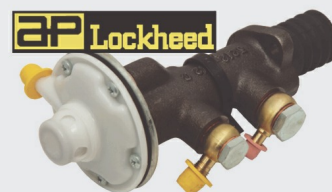


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VW OKTOBERFEST - 5th OCTOBER

This annual event took place at the Dart River Country Park over the three days 5th to 7th October. As in 2017, Natalea & I went along to have a look in our own VW Camper. I believe the 250 camping positions were all fully booked. As it turned out it would have been better to visit on the Sunday (Saturday was wet) as not all participants had arrived by Friday afternoon. More information can be read on their website - www.oktoberfestuk.com. It was still fascinating walking around seeing all the classic VW camper variations as well as looking around the grounds & park. For 2019 this event will take place on 4th to 6th October while there is another "Bristol Volksfest" on 14th to 16th June 2019.

CLUB MEETING - THURSDAY 27th SEPTEMBER

The main event for the meeting was a "Hobbies Night". The idea is for members to bring along displays of their other hobbies when not messing about with classic cars. There was an interesting mix which included archery, pebble painting, an 1835 rifle, model steam trains, classic vehicle models, silk painting and carving, wool painting, old film cameras and Nordic walking. Phil

demonstrated his bow which looked incredibly complicated. When he was finishing I played my mobile phone ring tone which is the "William Tell" overture! This drew applause and laughter from the members! Unfortunately Natalea was not with me so I showed two of her wool paintings. These are paintings made up with strips of coloured wool which surprised many members. They are clamped together under a sheet of glass. I also demonstrated using my Nordic walking poles & explained I go walking with a local group twice a week.

...and finally:

SPEEDING

A man in his 40's bought a new BMW and was out on the interstate for a nice evening drive. The top was down, the breeze was blowing through what was left of his hair and he decided to open her up. As the needle jumped up to 80 mph, he suddenly saw flashing red and blue lights behind him. "There's no way they can catch a BMW," he thought to himself and opened her up further. The needle hit 90, 100... Then the reality of the situation hit him. "What the hell am I doing?" he thought and pulled over. The cop came up to him, took his license without a word and examined it and the car.

"It's been a long day, this

is the end of my shift and it's Friday the 13th. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go."

The guy thinks for a second and says, "Last week my wife ran off with a cop. I was afraid you were trying to give her back." "Have a nice weekend," said the officer.

IRISH CONFESSIONAL

A married Irishman went into the confessional and said to his priest, "I almost had an affair with another woman."

The priest said, "What do you mean, almost?"

The Irishman said, "Well, we got undressed and rubbed together, but then I stopped."

The priest said, "Rubbing together is the same as putting it in. You're not to see that woman again. For your penance, say five Hail Mary's and put \$50 in the poor box."

The Irishman left the confessional, said his prayers, and then walked over to the poor box. He paused for a moment and then started to leave.

The priest, who was watching, quickly ran over to him saying, "I saw that. You didn't put any money in the poor box!"

The Irishman replied, "Yeah, but I rubbed the \$50 on the box, and according to you, that's the same as putting it in!"





Bangernomics: Across the Baltic in a £900 Jaguar

Old Jaguars - especially the XJ40 - are notoriously unreliable. So how will this aging £900 example cope with driving across the frozen Baltic Sea?

Every winter, as temperatures plummet to thirty below zero, large swathes of the Baltic Sea relinquish their liquid state and freeze, forming vast ice sheets off the coasts of Estonia, Russia, Finland and Sweden. Where the ice freezes thick and hard enough, it is able to support the weight of a car, and industrious locals build ice roads across the sea to access islands offshore.

As someone who is always on the lookout for new automotive adventures, the prospect of driving across a frozen sea seemed rather unmissable, so a vague plan was drawn up, a charming old Jaguar XJ6 3.2 purchased for £900 and for a few weeks, quizzically perusing Baltic sea ice charts became part of the daily routine.

But due to an unseasonably warm winter, with one week to go none of the ice was thick enough to support the weight of HMS Jag. However, a couple of days before the XJ6 left for the

Baltic, a late freeze sent the ice into overdrive, and our dream of driving on a frozen sea on a 22cm layer of ice became viable. Pesky work commitments meant I wasn't able to travel with the Jag on the first leg of the trip from England to Estonia, instead making plans to fly to Tallinn, joining the Jag five days

after it left the UK, and just in time for the first planned ice road.

The Boeing's wing dipped as it turned onto finals, revealing a frozen ocean, dotted with islands and glistening in the sunlight. As we touched down, HMS Jag was still 200 miles south, purring its way through the snow from Riga. After effortlessly clearing customs at Tallinn's airport, I got the bus to the old town and went for an explore, passing time until the car arrived.

And arrive it did, at about 6pm that evening, covered in 2000 miles worth of grit and grime, and looking rather sorry for itself in the half light, with its trademark chrome grille swathed in gaffa tape against the cold. Tom and Laura jumped out surprisingly full of energy after their 6 day marathon - and



promptly dragged me back into the pub I'd just vacated for a cheap pint. Or seven.

The following day we nursed our hangovers 80km east from Tallinn towards the coast, the town of Haapsalu, and the start of our ice road adventure. At the time of our arrival in Estonia, two ice roads had been opened - a 10.2km route across the sea ice to the island of Vormsi, and a shorter one from Haapsalu to the Noarootsi peninsula - a far cry from the previous year, when all 6 of the possible ice roads were in condition, stretching up to 25km across the Baltic.

We headed for the longest ice road first, attached the union jack to the back of the HMS Jag, and were soon driving along a track of compacted snow as the shoreline passed unseen beneath us.

road, other than the constant niggling thought that there was less than a foot of ice keeping two tonnes of car and the Baltic Sea a safe distance apart.



Estonia's Ice roads have a rather esoteric highway code - no seatbelts, no vehicles over 2.5 tonnes, no stopping and no cruising at between 30 & 45km/h. After firing up a stirring rendition of 'Rule Britannia' on the stereo, we accelerated up to a comfortable 70km/h cruise and wafted across the ocean, a ferry slowly plying its channel in the ice a few hundred metres to our left

There was no unusual sensation which accompanied driving on the frozen sea ice, nothing to differentiate the experience from driving on a frozen back

It didn't take long before we wafted up onto the shores of the island of Vormsi, having put a seven-mile sea crossing behind us. Quickly realizing that out of season, there's not a huge amount to do on said island, we promptly spun the Jag around (literally) and headed back across the ice, beating the ferry back to the mainland by about 90 seconds. Not that we were racing...

We then headed over to the second ice road. Shorter but twistier, it offered a similar experience, but with the bonus that corners provided the opportunity

to have some fun with the rear wheel drive Jag, drifting it like a rally car on the friction-less surface - lairy oversteer on the Baltic sea was, quite frankly, a box

which needed ticking!

Satisfied with our first taste of driving on a frozen sea, we spent a pleasant evening sightseeing in Tallinn's old town, before boarding a ferry to Finland the following morning.

The pack ice fractured easily as the ferry bulldozed its way into the Port of Helsinki. Still in the Euro zone, entering Finland was a formality, and we were soon heading north across an endless land of rolling forests and lakes, with just over 400 miles to go to the day's goal of Oulu, a port and university town near the northern end of the Bay of Bothnia, and home to one of Finland's more famous ice roads.

The first 200 miles of the drive were fairly uneventful, despite the roads being an unconvincing mixture of grit, tarmac and ice, banked by snowdrifts and covered in veils of blown spindrift. However, after dark, the spindrift worsened, and became so blindingly illuminated by headlights that it was impossible to see the road for worryingly long periods of time.

For 4 hours we pushed on through the grit and ice patches in various degrees of blindness

Continued >

until we reached our evening's destination, full of relief. Once again, the Jaguar never missed a beat, purring through the day's drive without so much of a hiccup.



Refreshed by a full night's sleep, the sun shone brightly as we approached the ice road the following morning. We stopped to attach video cameras to the Jag, and as we did a local car emerged after attempting the road, stopped, wound down their window and advised us rather persuasively not to attempt to drive the 8km route. But attempt it we did.

Everything went smoothly until we were a few kilometres from shore, when some patches of waterlogged gunk appeared in the smooth ice of the road, signs that the surface had thinned to a point where it was unable to support the weight of a car.

Unable to stop and turn around, we were forced to swerve around the rotten ice, forcefully ramming the poor executive saloon through snowdrifts at the side of the road when there wasn't room to drive round the bad ice cleanly, covering the windscreen and sending plumes of white powder high into the air.

After about 500m of this, our luck ran out, and we were forced onto one of the rotten sections of ice, which promptly gave way beneath the wheels on

the right hand side of our hefty steed. Fortunately, I'd been driving rather quickly since the dangers began, and 40mph was just sufficient to skim the Jag's right-hand-side wheels over the

through, which now had two sea-filled tire tracks clearly visible.

And even through this, the Jag never missed a beat. There can be fewer more satisfying ways to spend £900 than on than a 20-year-old XJ6...

Following our close encounter with a non-frozen part of the Baltic, we decided that heading inland to dry (well, icy) land was the order of the day. And when in Finland, inland destinations don't come much more appealing than Arctic Lapland - hence a 60 mile detour from the Baltic coastline to Rovaniemi, Arctic Finland's most hyped tourist destination.

After a day spent taking the Jag across the Arctic Circle, wafting past Santa's official residence, failing to spot the northern lights and hooning around on snowmobiles, we spun our grip less, wafty steed around and began the long drive home.

Entering Sweden, the first sight which greeted us was, fittingly, an Ikea - so meatballs all round were the order of the day, before we carried on south through a worsening blizzard, which for about 100 miles made both visibility and grip distant memories. Given the poor ice forecast, the relatively high temperatures and our recent near-sinking, we decided to give our planned attempt on the ice road near Lulea a miss, and so drove on to the university town of Umea, halfway



down Sweden's Baltic coast and on first impressions, home to a population which was almost entirely drunk.

We then continued to Stockholm, where we spent a pleasant day wandering around beautiful Stockholm, its canals choked with pack-ice glistening in the sun. The next day Copenhagen beckoned, following by a final stop in Amsterdam, the Jag taking the long days on the motorway completely in its stride, wafting along in perfect comfort and winning us all over to the rightness of Jaguar's approach to things.

And so, fourteen days and 4,950 miles after it left the UK, the unflappable, wonderful Jag returned home to Devon. Predictably, the car remained completely unflustered and reliable to the last, and hence the trip around the Baltic became the first adventurous road trip I've



ever completed without actually breaking down.

If you ever find yourself at a loss for some midwinter excitement and fancy an excuse for a wintery road trip, I'd heartily recommend a lap of the Baltic, and

a visit to Estonia's ice roads, preferably in a classic Jag. And if there's one bit of advice I'd give, it's that if a Finnish local tells you not to do something, listen to them; they know best.



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Castle Combe Autumn Classic 2018

Seven historic races and a world-famous Porsche 917k guaranteed an action-packed event on Saturday, 6 October. From tremendous vintage car racing through to hundreds of classic car displays and some very special guests thrown in along the way, the seventh Castle Combe Autumn Classic was every bit as magnificent as its previous six instalments have proven to be.

First established in 2012, the Autumn Classic has now established itself as a must-do date on the classic racing calendar and consistently delivers glorious racing from grids full of racing sports cars, single-seaters and touring cars from days gone by.

This year there was be a real flavour of Le Mans in Wiltshire as the event honoured the 50th anniversary of the Ford GT40 winning Le Mans and also marks the car's Castle Combe

heritage with Ron Fry. A number of Ford GT40s ran some demonstration laps and pay homage to the popular Bath garage owner who raced two GT40s at his local track in the late 1960s.

Add in a host of classic car and owners' clubs packing the venue's display areas, as well as on-track demonstration sessions for rare and powerful racing cars from the sport's history and it all added up to a superb day out at Castle Combe, one of Britain's longest-established race tracks.

The race line-up brought together seven quality grids representing a fine cross-section of historic racing, capped by a welcome return of the high-profile GT and Sports Car Cup. After such a successful debut at the Autumn Classic last season, AC Cobras, Jaguar E-types, TVRs, MGBs and more returned for an hour-long race with the added

drama of pit stops and driver changes along the way.

A very welcome return for Austin Healeys brought out a gaggle of the spectacular 3000s, made famous here by local racer John Chatham. The race remembered journalist and photographer Phil Broster who was part of the Austin Healey racing family for many years. The action started with glorious Pre-War cars from the Vintage Sports Car Club and also took in the incredibly popular Formula Junior single seaters of the late 1950s and early 1960s with the 12th of 14 rounds in the Silverline UK Championship. Young racer Peter de la Roche was on-target to retain his title in his Lola Mk3 and already has nine class wins from 11 starts this season.

More period sports cars lined up for the ever-popular FIS-CAR race for production-based machines of the 1950s and an array of Pre '66 Jaguars, both sports and saloon cars, honoured legendary Jaguar racer and tester Norman Dewis. This remarkable man, now 98 years young, raced a Jaguar D-type at Le Mans in 1955 and continues to live an



active retirement from his Shropshire home.

Finally, the curtain came down in style with a race for Pre-1966 Touring Cars, held in memory of Terry Sanger, a local hero through the 1960s as he raced more and more outrageous saloon and touring cars.

One of the highlights of this year's step-back-in-time for the thousands of classic car fans that made the annual pilgrimage was the Dream Garage paddock in the middle of the venue's display area. This time celebrating Le Mans winners, the area was dominated by ex-competition Ford GT40s that were there to commemorate the car's outright win at Circuit de la Sarthe back in 1968.

The GT40s were in great company, too - namely Mark Finburgh's incredibly rare Porsche 917 - a machine that dominated in several endurance races across the globe in the early '70s before going on to star in Steve McQueen's Le Mans Hollywood blockbuster. Needless to say, it was a vehicle that was never too far from a mesmerised crowd!

Aside from the endless stream of races that took place on the circuit, the track action also included an extremely memorable parade demonstration at lunchtime, including the aforementioned GT40s as well as machines like Nick Mason's Ferrari 365 GTB/4 Daytona Competizione.

With many show-goers dusting off their period clothing to add to the atmosphere, as well as local swing outfit the BJ Big Band providing the live tunes, the circuit's display areas were a great place to revel in the golden era of motoring as the day went on. As always, hundreds of club cars could be seen in all their glory, with judges eventually dishing out several trophies to some well-deserved winners.

2018 acted as a particularly poignant year for the Autumn Classic as it was chosen as the backdrop for the unveiling of an all-new memorial stone to commemorate the Wiltshire circuit's extremely important past

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life. With the help of Airfields of Britain Conservation Trust, circuit Managing Director Graham Marshall said unveiled the new memorial that pays tribute to RAF Castle Combe - a crucial training airfield during World War Two whose perimeter road formed the bases of the race circuit we know and love today.

This year we met at the Aust Services at the old Seven Bridge at 8.00 am. The weather forecast was not very good for the day with heavy rain up until 3.00pm, but then clearing for the rest of the day. We had a good run up to Castle Combe and with

and the lovely smell of bacon cooking wafted over as our world renowned chef, Paul, handed out the bacon rolls. That was just what we needed on a rainy October morning. A cup of coffee and we were ready to park up the dozens of Jaguars that arrived along with hundreds of other makes of classic cars.

After parking up the last of the cars, we had by far the most cars on our stand of any of the car clubs, but the number was way down due to the weather, we walked over to the paddock to look at the race cars. 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 it was quite spectacular in the heavy rain!

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



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, 85 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. Graham and James were already there with the F Type raffle car. We soon had the gazebo erected



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. I just feel sorry for the organisers having put so much effort into the event and then having awful weather!



BIG WELSH CAR SHOW AT CHEPSTOW RACE COURSE

Some eight cars met for an early start from Magor Services so we could get into the show at the Chepstow Racecourse before the inevitable jam at the entrance gate.

We had already had advance warning that the organisers were going to check the registration number of every car entering the show as well as directing cars to their allotted parking space. With people coming in different cars from those registered, for understandable reasons, (we are talking about old cars after all) the organisers, who were handling the show for the first time, obviously had no idea what they were taking on. After all, we are paying to bring our cars without which there would be no show, so why does it matter what car we bring?

Arriving very earlier we motored straight in and this time we were directed to the hard standing on the grandstand side of the course, as apposed to the

grass opposite the grand stand. Next problem: how do we erect the gazebo without pinning it down, especially as gusty winds were expected? The organisers did offer sandbags but these were half a mile away, not much use as we couldn't get to them for a couple of hours. With rain potentially coming we decided to bite the bullet and put up the gazebo, tying the guy ropes to the cars each side and hoping for the best. The last thing you want is a gazebo flying over a lot of expensive parked cars so we made sure they were very secure.

By the time this was done more Jaguars had arrived, mainly from the Bristol region of the JEC and we ended up with an excellent display of twenty cars. Paul having arrived before us soon had the frying pan on and was serving up his world famous bacon butties and salivating customers were queuing up across the gazebo and beyond. By the time he had finished the supply

of rolls, including those for our lunchtime hamburgers, had been exhausted and Paul and Colin had to trudge off towards the town to restock supplies - thanks guys!

It was a very overcast day with rain threatened for much of it, but it held off and this didn't seem to reduce the number of cars attending by much. On our side of the course, aside from our Jaguars, was a good display of Triumph Stags and a number of modern Fords, many of which were current models and could have just been driven out of the showroom; not my idea of car show cars as most of them would not have looked out of place in a Tesco car park!

Most of the traditional classics were on the other side of the racecourse and they provided an excellent display and included several other clubs like our friends at the Usk Valley Car Club.

Parked near the end of our line of Jaguars was a bright red Henson car - what you ask? Most people have heard of the Gilbern, the "only" car built in

Wales, well, here was another one! It was over engineered being very heavy with very thick glass fibre bodywork and cost around £3,000 when you could buy an equivalent competitor for a third of this price. The styling was of the love it or loathe type (I know which side of the fence I am on!), a definite muscle car for the brave. The drive train was Ford Granada

according to the owner, being more like a superbike but with four wheels and room for a passenger alongside. Talking about owners, Paul mentioned that he was Chris Goddard, a full time policeman and star of the BBC programme Crash detectives so I went back to have a chat with him about the programme.

Crash Detectives follows a team within the Gwent Police

probably as a nationally broadcast programme. Many of these crashes are of the most serious type often involving fatalities, so this is very important job and not for the faint hearted. As well as the more obvious things like estimating the speed from impact damage and tyre marks, some of the tests are considerably more subtle. For instance it is possible to tell if lights are on



and this car was built in 1984. Only 17 Hensens found homes, which wasn't enough to keep production alive, and it finally ceased after a few attempted revivals through the 80's and early 1990's.

At the other end of our line of cars was another oddity, an Aerial Atom. Two seats sit within the Atom's intricate steel latticework, and in this case the looks don't deceive: there are no creature comforts to speak of, but performance is stunning. It had tiny little aero screens which, according to the owner, significantly reduce the blast of wind when travelling at speed.

This one had a the 245bhp Honda Vitec engine and, with such a low weight, had phenomenal performance



that is dedicated to forensic examination of a crash site to determine how the accident was caused and apportion blame on the likely culprits. They have just finished their first series for BBC Wales which you can get on the iPlayer and will soon start their next,



(main, indicator, even brake lights) as the tungsten filaments stretch when hot. I asked Chris if he would come to one of our monthly meeting and give a talk to which he readily agreed. It will be around Spring time, so watch this space.



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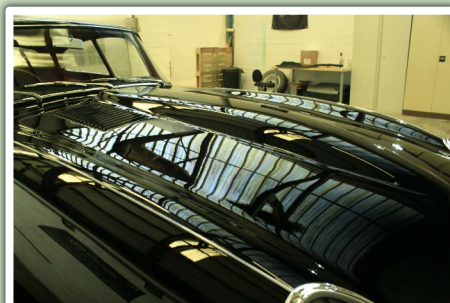
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Leigh's Trip to the 2018 Belgian Grand Prix.

As I was disappointed not to have been able to take up a last-minute offer to attend the Le Mans Classic with Scott I decided on the spur of the moment to book a self-drive trip to the 2018 Belgian Grand Prix at Spa-Francorchamps on August bank holiday weekend. I took the XF as the XKR wasn't well at the time.

As I'd left it quite late to book I initially found it difficult to get the tickets I wanted but, after a bit of research I got in touch with a very helpful company called Grandstand Motorsports. They had a pre-arranged trip available with three nights in a hotel in the German town of Aachen about an hour from the circuit.

Not only that, they had a ticket for the famous Eau Rouge grandstand, long since sold out on the circuit website. So I splashed the cash and booked

the trip. The deal was I would drive to Aachen and then be taken by bus into the circuit on Saturday and Sunday.

As my channel crossing was by tunnel on Friday lunchtime, I drove up to Kent on Thursday to stay overnight with an old mate from Pontypridd who now lives 30 minutes from the terminal.

On Friday morning I got to the terminal early and was lucky enough to go over at around 11am. I got into Folkestone at around 12.45 local time and my satnav informed me that my journey to Aachen should take about 3 hours and 45 minutes. Sadly that didn't happen. A road closure around Brussels (and the infamous XF satnav deciding to take me through the city) meant that my journey took around 6½ hours.

On the trip I passed through bits of France, Belgium, the Netherlands and Germany.



Riot police vehicle in Francorchamps village

After a while I couldn't tell my Uit from my Ausfahrt.

Aachen proved to be an interesting city with loads of restaurants and a wine festival in a lovely central square. There were also some interesting shops and the hotel was brand new and very good indeed with an excellent restaurant.

Around 7am on Saturday morning, after a top notch buffet breakfast at the hotel, I boarded the bus for the journey to the circuit for qualifying day. I was told the journey would take an hour but I had my doubts as Spa GP traffic is always very bad. I was wrong to doubt them. The bus was diverted out of the main traffic and down back lanes to a bus park in Francorchamps village arriving around 8.15am.

Our guide advised us to walk up to the village main

steepness of the hill up from Eau Rouge isn't done justice on TV and as I wandered around I took some photos of some practice sessions for Porsches and F2 from the bottom of the hill.

“After a while I couldn't tell my Uit from my Ausfahrt ...”

To watch Formula One final practice I took the (for me) lung busting walk up to my grandstand seat at the top of Eau Rouge. I was carrying my camera backpack with about 15lbs of gear.

My seat had a superb view of the track but was just a little too far from the track for some proper photography even

with my 640mm lens. However, during final practice I noticed that a number of people were standing in front of the Grandstand and photographing through holes in the fence intended for use by pro-photographers. So, when practice ended and everyone left for lunch I, having already bought my mega-baguette, went to the front of the stand and staked my claim at a well placed hole. It was a two hour wait until qualifying but it was well worth it. I had uninterrupted views of Eau Rouge corner. It was easily the best position I have ever found to photograph Formula One and I've been doing it off and on since 1981.

Qualifying was very, very exciting. The Ferraris were faster than the Mercs in dry conditions but a shower in the final part of qualifying meant that Lewis

Continued >



street and buy our lunch as circuit prices were high. There was a superb boulangerie just up from where we had parked and a 'goodie loaded baguette' and some bottles of water were purchased for around 6 Euros. This turned out to be good advice as the circuit operated on a token system with ten tokens costing €35. A burger was four tokens. You do the maths.

As it was quite early I wandered around the 'Grand Prix Village' where there were all sorts of diversions from simulators to a lovely coffee place (one of the few places that took cash) with a terrific view of Eau Rouge corner from below. The





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Hamilton, a demon in damp conditions, set the fastest qualifying lap right at the death by going almost four seconds faster than anyone else! This lap was closely followed by one from Vettel who got within nine tenths of Lewis. But Hamilton was on pole and the Brits were happy. I got some pretty decent shots including one of Sergio Perez coming past me at around 160mph on full opposite lock after losing it when the rain first started. How he didn't

cool and misty circuit. I had plans to once again grab a spot at the hole in the fence as it was so much better for photos than my seat in the stand above. Sadly this was not to be as the organisers had decided to cordon off the area I had used the day before. I don't know why.

At the race start there was a violent three-car crash triggered by Hülkenberg missing his braking, hitting the back of Alonso and sending the McLaren over

of orange at the circuit showed just how popular he is.

After the race finished they opened the gates and I was able to walk up the track from Eau Rouge to La Source where I exited the circuit to get back to the bus. I had 90 minutes this time and it was far quicker walking up the track so I was able to enjoy the stroll this time.

It took us about 45 minutes to get out of the car park and we were back in Aachen by



hit the wall right beneath my is beyond my comprehension.

After qualify I had an hour to get back to the bus, not an easy task in the very large crowds. We had an easy drive back to Aachen where a couple of us enjoyed a lovely Indian meal.

the top of Leclerc's Sauber.

The tyre marks on Leclerc's 'halo' showed how lucky he was. I saw the aftermath of the incident in the distance but it was too far away to get a decent photo.

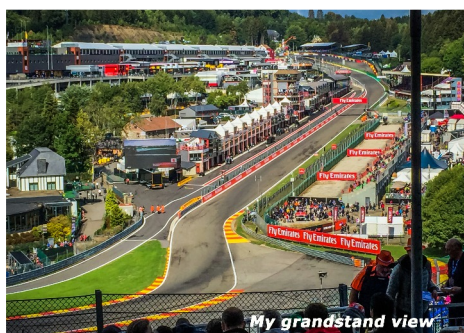
The remainder of the race wasn't the most exciting affair. It was dry race throughout and

about 7.30pm. My drive on Bank Holiday Monday home was uneventful apart from a couple of boring delays due to accidents.

Over the weekend I did 906 miles in the XF at an average speed of 51mph and an average mpg of 48.6 which I thought was pretty good considering I spend a good three hours crawling in traffic. The re-mapped 2.2D is much more driveable now and the economy has improved by about 5mpg.

Surprisingly I got from Folkestone to Pontypridd on August Bank Holiday Monday with no delays whatsoever covering the 235 motorway miles in about 3 hours and 45 minutes. I didn't even stop for a pee.

Spa is a great circuit to visit and I'd like to go there for the Spa Classic and further explore the photo opportunities as it wasn't easy to get around the circuit on Grand Prix weekend.



Vettel in the faster Ferrari overtook Hamilton on the run up to Les Combes on lap one just before the safety car came out for the Alonso/Le Clerc accident. Sebastian went on to win the race without too much bother and closed the gap on championship rival Hamilton to 17 points. Local hero Max Verstappen from just across the border in the Netherlands was a strong third. The seas



On the Sunday of the race we made a 7am departure for a



The Lynx 'D' Type

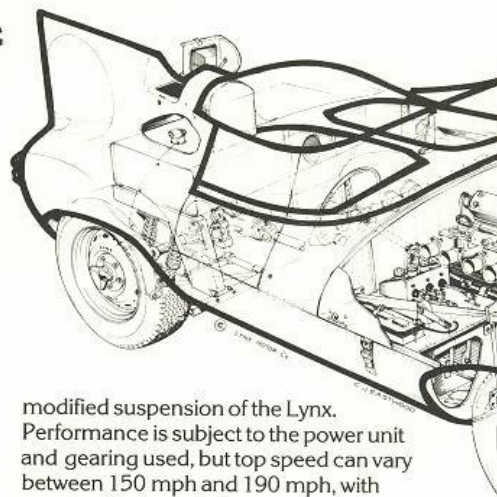
The Lynx 'D' Type Replica

Was conceived to recreate the famous 'D' type Jaguar sports racing car of the fifties.

The project grew from the restoration and maintenance of original 'D' types which we have specialised in, together with the 'D' types predecessor the C type, since 1972. With large stocks of 'D' type parts and drawings and not least original cars constantly in our care, we are in a unique position to produce the most authentically detailed reproduction of the 'D' Type Jaguar possible.

The Lynx 'D' Type Replica incorporates such features as an all-aluminium body and monocoque structure which take the mechanical components from the very similar 6 cylinder 'E' Type Jaguar. The only major departure from the original car is the utilisation of the 'E' type independent rear axle and suspension unit. In fact this dramatically improves the road holding and general comfort of the car, and apart from anything else, facilitates the retention of the 'E' type identity, thus avoiding all the problems of re-registering the car because it is, to all intents and purposes, a re-bodied 'E' Type Jaguar.

THE LYNX 'D' TYPE REPLICA incorporates all the well known qualities of the 'E' Type. Performance, handling and proven components, are further enhanced by the better streamlining, lower weight and



modified suspension of the Lynx. Performance is subject to the power unit and gearing used, but top speed can vary between 150 mph and 190 mph, with acceleration to match.

Great attention has been paid to the incorporation of such visual features as the instrument faces, dashboard, upholstery, steering wheel and much more, even down to the bonnet handles, which are original manufacturer's items. Special mention must be made of the wheels which have pressed alloy ventilated disc centres – manufactured in the same manner as the originals – and are attached to the car by 'D' Type three eared spinners to peg drive hubs.

The car is available in any of the original's body shapes and configurations, such as the Short Nose model, which generally was the shape of all production 'D' types, or the Long Nose model which was



Specification

CHASSIS Hand worked aluminium alloy stressed central monocoque with modified front 'E' Type frames attached and with special rear subframe to take the 'E' Type Jaguar rear suspension unit.

BODYWORK As standard, the kit is supplied with the 1956 works type 'Long Nose' Jaguar bodywork with forward hinging front bonnet, detachable bolted on tail section, full width perspex windscreen, two doors and tail fin. Alloy radiator header tank and twenty gallon fuel tank with Monza quick release filler cap.

COCKPIT Authentically trimmed in a choice of colours. The dashboard finished in crackle black, takes standard 'E' Type instruments. We provide new dials for the rev. counter and speedometer which visually compare with the original to create a high standard of authenticity. Full harness seat belts can be provided at the construction stage.

STEERING With the kit comes a revised steering column on an exchange basis and a set of parts to mount solidly the 'E' Type rack and pinion.

COMPLETED CARS We do not currently offer completed cars though we would be very pleased to discuss the building of such a car for a customer; obviously a suitable 'E' Type must be provided. The cost of this work will depend on the condition of the donor car.

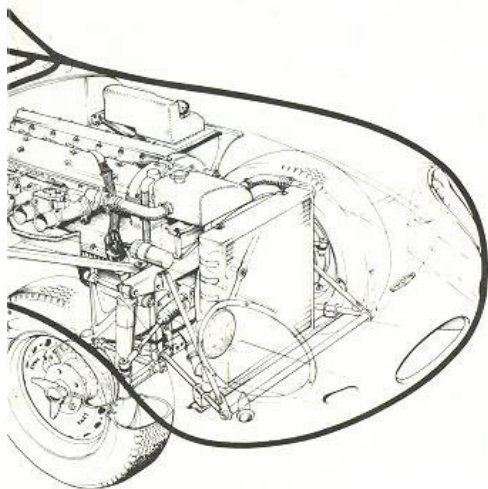
A 10% deposit is required on ordering the car. This guarantees the price to within 10% and also provides a starting date for the construction of your kit. On commencement of work we require a 50% deposit and the balance due on completion. On average a kit takes 12 to 15 weeks to construct.

CONDITIONS OF SALE This brochure and contents, is intended for your guidance only and does not form a contract in any part or form. Lynx reserve the right to alter prices and specification without notice.



Lynx Engineering

Unit 8,
Castleham Industrial Estate,
St. Leonards-on-Sea,
East Sussex TN38 9NR.
Telephone: Hastings (0424) 51277



Cockpit layout.

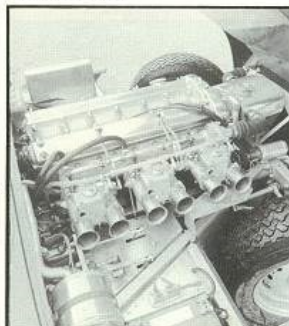
introduced in 1955 for the "Works" cars, with a single wrap-around screen. For 1956, the "Works" cars had full width screens and two doors. The XKSS, which was the road going conversion of the 'D' Type, is also available.

Of all the body styles available from Lynx, the Long Nose, Two Door version proves to be the most popular and practical.

THE LYNX REPLICA is offered in kit form. The kit contains all the necessary components (including the body unit and modified exchange parts) to enable the owner of a 6 cylinder 'E' Type Jaguar to construct his own Lynx 'D' Type without any specialist tools or metal working knowledge.

Bearing in mind the dramatic performance of the completed car, it is recommended that a very thorough overhaul of all the mechanical components is undertaken.

Under the bonnet.



The Lynx 'D' Type

CASE DISMISSED

A lady about 8 months pregnant got on a bus she noticed the man opposite her was smiling at her. She immediately moved to another seat. This time the smile turned into a grin, so she moved again.

The man seemed more amused. When on the fourth move, the man burst out laughing, she complained to the driver and he had the man arrested.

The case came up in court. The judge asked the man (about 20 years old) what he had to say for himself.

The young man replied, Well your Honour, it was like this: When the lady got on the bus, I couldn't help but notice her condition. She sat down under a sign that said, "The Double Mint Twins are coming" and I grinned.

Then she moved and sat under a sign that said, "Logan's Liniment will reduce the swelling", and I had to smile. Then she placed herself under a deodorant sign that said, "William's Big Stick Did the Trick", and I could hardly contain myself.

BUT, Your Honour, when she moved the fourth time and sat under a sign that said, "Good-year Rubber could have prevented this Accident", I just lost it.

"CASE DISMISSED!!"

CASE DISMISSED

After landing my new job as a B&Q "Greeter - a good find for many retirees. I lasted less than a day. About two hours into my first day on the job a very loud, unattractive, mean-acting Bognor woman walked into the store with her two kids, yelling obscenities at them all the way through the entrance. As I had been instructed, I said, pleasantly, "Good morning and welcome to B & Q." I then said, "Nice children you have there. Are they twins?"

The woman stopped yelling long enough to say, "No, they ain't effin twins. The oldest one's

humour

Members jokes & anecdotes

9, and the other one's 7, why the hell would you think they're twins? Are you blind, or just effin stupid?"

I replied, "I'm neither blind nor stupid, Madam. I just couldn't believe someone shagged you twice... Have a good day and thank you for shopping at B&Q."

My supervisor said I probably wasn't cut out for this line of work.

B&Q JOB APPLICATION

This is an actual job application that a 75-year-old pensioner submitted to B&Q in Tunbridge Wells. They hired him because he was so funny.

NAME: Kenneth Way (Grumpy Bastard)

SEX: Not lately, but I am looking for the right woman (or at least one who will cooperate)

DESIRED POSITION: Company's Chief Executive or Managing Director. But seriously, whatever's available. If I was in a position to be picky, I wouldn't be applying in the first place - would I?

DESIRED SALARY: £150,000 a year plus share options and a Tony Blair style redundancy package. If that's not possible, make an offer and we can haggle.

EDUCATION: Yes.

LAST POSITION HELD: Target for middle management hostility.

PREVIOUS SALARY: A lot less than I'm worth.

MOST NOTABLE ACHIEVEMENT: My incredible collection of stolen pens and post-it notes.

REASON FOR LEAVING: It was a

crap job.

HOURS AVAILABLE TO WORK: Any.

PREFERRED HOURS: 1:30 - 3:30 p.m. Monday, Tuesday, and Thursday.

DO YOU HAVE ANY SPECIAL SKILLS?: Yes, but they're better suited to a more intimate environment.

MAY WE CONTACT YOUR CURRENT EMPLOYER?: If I had one, would I be here'?

DO YOU HAVE ANY PHYSICAL CONDITIONS THAT WOULD PROHIBIT YOU FROM LIFTING UP TO 50 lbs.?: Of what?

DO YOU HAVE A CAR?: I think the more appropriate question here would be "Do you have a car that runs?"

HAVE YOU RECEIVED ANY SPECIAL AWARDS OR RECOGNITION?: I may already be a winner of the Reader's Digest Timeshare Free Holiday Offer, so they tell me.

DO YOU SMOKE?: On the job - no. On my breaks - yes!

WHAT WOULD YOU LIKE TO BE DOING IN FIVE YEARS?: Living in the Bahamas with a fabulously wealthy Swedish supermodel with big tits and who thinks I'm the greatest thing since sliced bread. Actually, I'd like to be doing that now.

NEAREST RELATIVE?: 7 miles

DO YOU CERTIFY THAT THE ABOVE IS TRUE AND COMPLETE TO THE BEST OF YOUR KNOWLEDGE?: Oh yes. absolutely.

ENGLISH HUMOUR

For those of you who do not listen to the 'Today'

programme on Radio 4, this is English humour at its best.

Right at the end of a programme recently, there was a discussion about the obscene cost of entry into Premiership football games, the cheapest price of between £60 and £100 per game is not uncommon.

An older chap being interviewed said he could recall many years ago arriving at the turnstiles (it was probably Everton or Liverpool) and being told:-

"That will be ten quid, mate."

"What?!" the old chap said, "I could get a woman for that!"

The guy on the turnstile retorted, "Not for 45 minutes each way with a brass band and a meat pie in the interval, you couldn't!"

OLD AGE AND WISDOM

A father, son and grandfather went to the country club for their weekly round of golf.

Just as they reached the first tee, a beautiful young blonde woman carrying her bag of clubs approached them. She explained that the member who brought her to the club for a round of golf had an emergency that called him away, and asked the trio whether she could join them.

Naturally, the guys all agreed. Smiling, the blonde thanked them and said, "Look, fellows, I work in a topless bar as a dancer, so nothing shocks me anymore. If any of you want to smoke cigars, have a beer, bet, swear, tell off-color stories or do anything that you normally do when playing a round together, go ahead. But I enjoy playing golf, and consider myself pretty good at it, so don't try to coach me on how to play my shots."

With that the guys agreed to relax and invited her to hit first. All eyes were fastened on her shapely behind as she bent over to place her ball on the tee. She then took her driver and hit the

ball 270 yards down the middle, right in front of the green. The father's mouth was agape. "That was beautiful," he said. The blonde put her driver away and said, "I really didn't get into it, and I faded it a little." After the three guys hit their drives and their second shots, the blonde took out an eight iron and lofted the ball within five feet of the pin. The son said, "Damn, lady, you played that perfectly." The blonde frowned and said, "It was a little weak, but even a soft seven would have been too much club. I've left a tricky little putt." She then tapped in the five-footer for a birdie. Having the honors, she hit first on the second hole, knocked the hell out of the ball, and it landed nearly 300 yards away, smack in the middle of the fairway. For the rest of the round the statuesque blonde continued to amaze the guys, quietly and methodically shooting par or less on every hole.

When they arrived at the 18th green, the blonde was three under, and had a very nasty 12-foot putt on an undulating green for a par. She turned to the three guys and said, "I really want to thank you all for not acting like a bunch of chauvinists and telling me what club to use or how to play a shot, but I need this putt for a 69 and I'd really like to break 70 on this course."

If any one of you can tell me how to make par on this hole, I'll take him back to my apartment, pour some 35-year-old Single Malt Strathmill Scotch in him, fix him a steak dinner, and then show him a very good time for the rest of the night."

The yuppie son jumped at the thought! He strolled across the green, carefully eyeing the line of the putt and finally said, "Honey, aim about 6 inches to the right of the hole and hit it firm. It will get over that little hump and break right into the cup."

The father knelt down and sighted the putt using his putter as a plumb, "Don't listen to the

kid, darlin', you want to hit it softly 10 inches to the right and let it run left down that little hogback, so it falls into the cup."

The old gray-haired grandfather walked over to the blonde's ball, picked it up, handed it to her and said, "That's a gimme!"

The blonde smiled and said, "Your car or mine?"



A man tells a Rabbi: "I have a strong desire to live to eternity. What am I supposed to do?"
"Get married," replies the Rabbi.
"It's that simple? Would that allow me to live forever?"
"No, but the desire will disappear."



CALENDAR

WHAT'S ON IN 2018

OCTOBER

21 Jaguar International Spares Day Stoneleigh

22 JEC Track Day At Castle Combe

NOVEMBER

3 Jaguar Enthusiasts' Club National AGM

9-11 Lancaster Classic car Show - NEC

30 Regional Christmas Dinner

DECEMBER

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. Also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series.

South Wales Region Monthly Meetings

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

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

2018/2019 Dates

Wednesday 21st November 2018

Wednesday 19th December 2018

Wednesday 16th January 2019

Wednesday 20th February 2019

Wednesday 20th March 2019

Wednesday 17th April 2019

Wednesday 15th May 2019

Wednesday 19th June 2019

Wednesday 19th July 2019

Wednesday 21st August 2019

Wednesday 18th September 2019

Wednesday 16th October 2019

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

HOW TO FIND OUR MEETINGS:

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

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

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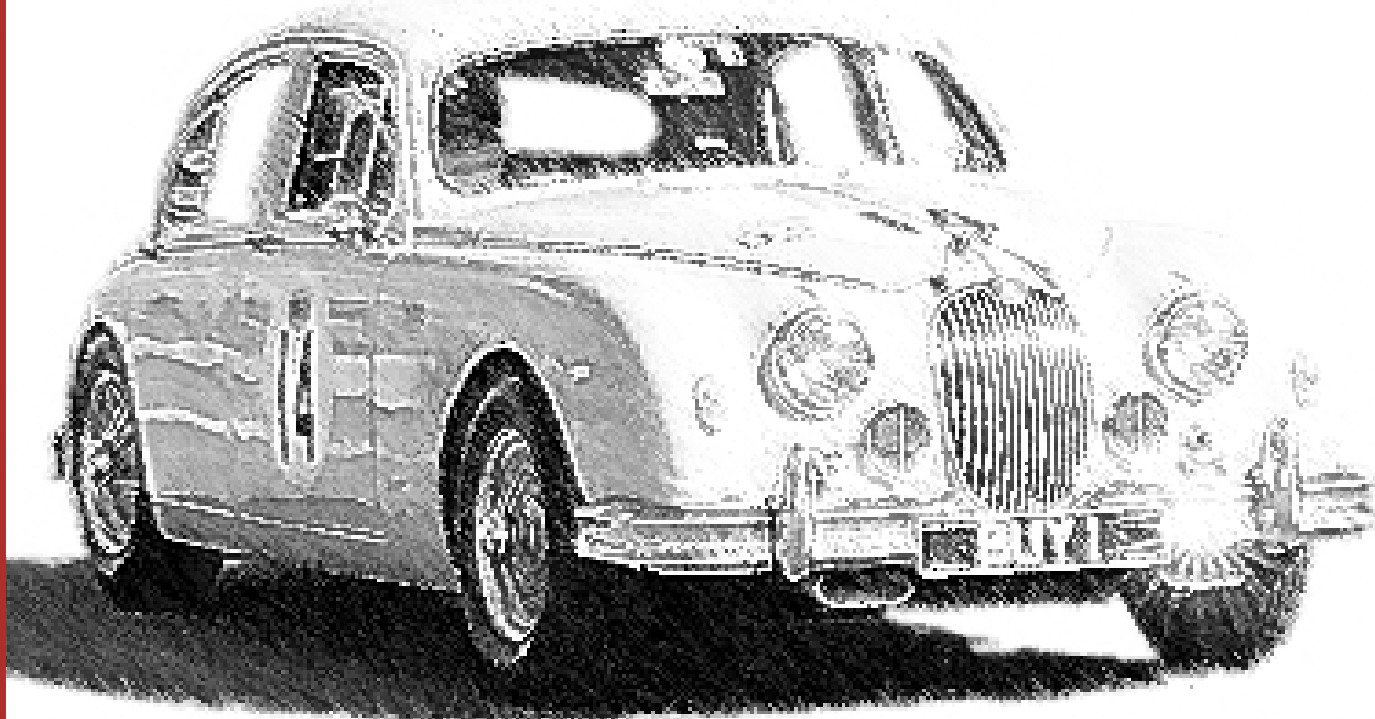


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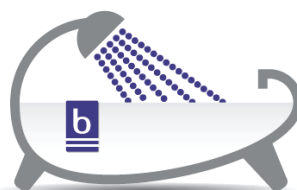


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