



## Area 57 (Enfield) Newsletter

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Published by Kim'n'Roy

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At last we have had a good summer and we have been able to enjoy the sunshine at recent events. Although there were three events on July 7th, I don't believe that anyone from the club attended them. I know Wayne went to a good show at Ingatestone Hall but I'm not sure when that was. There were only three of our club cars at Hoddesdon this year although we were joined by four other Jaguars including a MK2 from somewhere in Lincolnshire! Apparently he used to live in the area and thought he would come back for a change.



Kimbolton Fayre on 14th July lived up to its usual high standard; a huge number of vehicles with lots of different makes all putting on good displays. We had six of our club cars there but as the organisers put us with Area 44 cars it was a very good combined display. It really is a show where there is something to please everyone with lots of entertainment and stalls. After last year's cancellation due to the bad weather it was good to be back. Just a shame that it clashes with the show at Cressing Temple.



On 28th of July it was the Grand Potato judging at Dick and Eileen's; thanks to Eileen for all the lovely food. This time Dick had included a quiz as well, just in case some of us had better general knowledge than vegetable growing talent. The winner this year was John Wilkinson so we wait to hear from him what next year's challenge will be.



On the following Wednesday, Harpenden Classics on the Common was as good as usual. All shapes, sizes and ages. That applies to people as well as cars! Trying to get there at two o'clock when they open the gate is a bit like films you see of rallies where they crawl along so as not to get to a checkpoint too early. We and Douglas got there about two minutes early and were waved on, so we had to go back up the road to a roundabout and come back. In the meantime, Keith and Audrey coming from the opposite direction timed it perfectly and had a perfect space at the end of the common under a tree. We were only a little way from them in the end so put our chairs with them, where we could also watch cricket on the next field. Parked next to us was a big American car which was playing rock'n'roll music most of the time. He didn't have it too loud and asked us if we minded it. For those of a certain generation it made a perfect back drop to a very enjoyable show. It's a shame that the show at Croxley Green which also attracts large numbers is only one week later.



There will be a small gathering of cars at Waltham Cross on 10th August and the following day is the show at Purleigh, Essex in aid of the Little Haven Hospice.



We will be at the Stratford Armories, Stratford on Avon on 18th August for XK Day, a joint event with XJ Register. This was another of last year's weather casualties so hopefully we will be OK this time.



August Bank Holiday Weekend, 25th/26th August, is the time for both the Knebworth Show and the Cuffley Steam and Country Show. I know some people do both by going to Knebworth on Sunday and then being part of our Club display on Monday. We haven't got our passes for Cuffley but Dick will be on the gate so he can give them to us when we get there at about 9am.



The Buntingford show is on 7th September and I hope everyone got booked in OK with their new online booking system this year. I expect passes will be sent out a week or so beforehand.



We have had a request from the Museum for cars at Classic Cars at Forty Hall on Saturday September 14th. Anyone interested should contact John D.

The following day is a classic show at Christchurch Green, Wanstead. Wayne should have details of this one.



A neighbour of ours has given us details of a Classic Bike and Car Show at Elm Court, Potters Bar on Sunday 15th September, 1pm to 5pm. It is in aid of Noah's Ark children's Hospice and anyone interested in displaying their vehicle should contact John.



At the next meeting, Keith O should be able to give us the details of an invitation to see some cars at Arkley on 23rd September.



Keith has also organised a coach trip to the Morgan car factory in Malvern on Thursday 7th November. As of now, there are still five seats left. The cost is £38 per person which includes the factory tour and leaves the Museum at 9am, If you are interested please contact Keith as soon as possible.



Since our change of venue for our meetings, we have met once a month instead of twice as before. Some people have expressed the opinion that in the summer it would be nice to revert to twice monthly, as more is going on to discuss, and this year there would have been the chance to sit outside on the long evenings. When we just have one meeting, anyone not able to get there for any reason has a long gap. It has been agreed that we stay as we are for this year but discuss it more fully at the AGM in March.



We may have been enjoying good weather for a while but the weeks go by and at our September meeting we will talk about both Breakfast Run and Christmas Dinner. I believe most people were happy with the Christmas meal at The Galley Hall but if anyone has any other suggestions, put them forward. It would be nice if some of our long term members that we don't see much of were to join us at the meal.



## **F Type Launch**

### ***Report by Douglas Millbank***

I was fortunate to be invited to this event which was held on 25th July at Dunsfold Park near Guildford, where Top Gear is filmed. After some refreshment I was shown the cars that were there. I soon found out that it was not just for the F type. There were eight of each Jaguar model in production, all new and unregistered. The track had been modified with coloured cones; this was to give us an idea for the braking points for the corners and chicanes. I drove with an instructor in the V8 F type first. The power from the engine was unbelievable. I did fifteen laps in the car and then swapped for the V6 which I preferred, as it seemed more responsive to the handling and steering. It was probably due to the engine being lighter. I was then a passenger in an XKR driven by an ex racing driver. I had to wear a crash helmet as he drove it round the track at very high speeds; I loved it. I also drove the XJ which was a big car to drive. It was a brilliant day out and one that I won't forget.



Don't forget, that so far Graham is the only one to have come up with a history of his car owning. (*Richard F. has sent his in but I have retained it for later in the year when there is less to report. Roy.*)



Alan's XJS is the subject of an article in the current Practical Classics magazine

