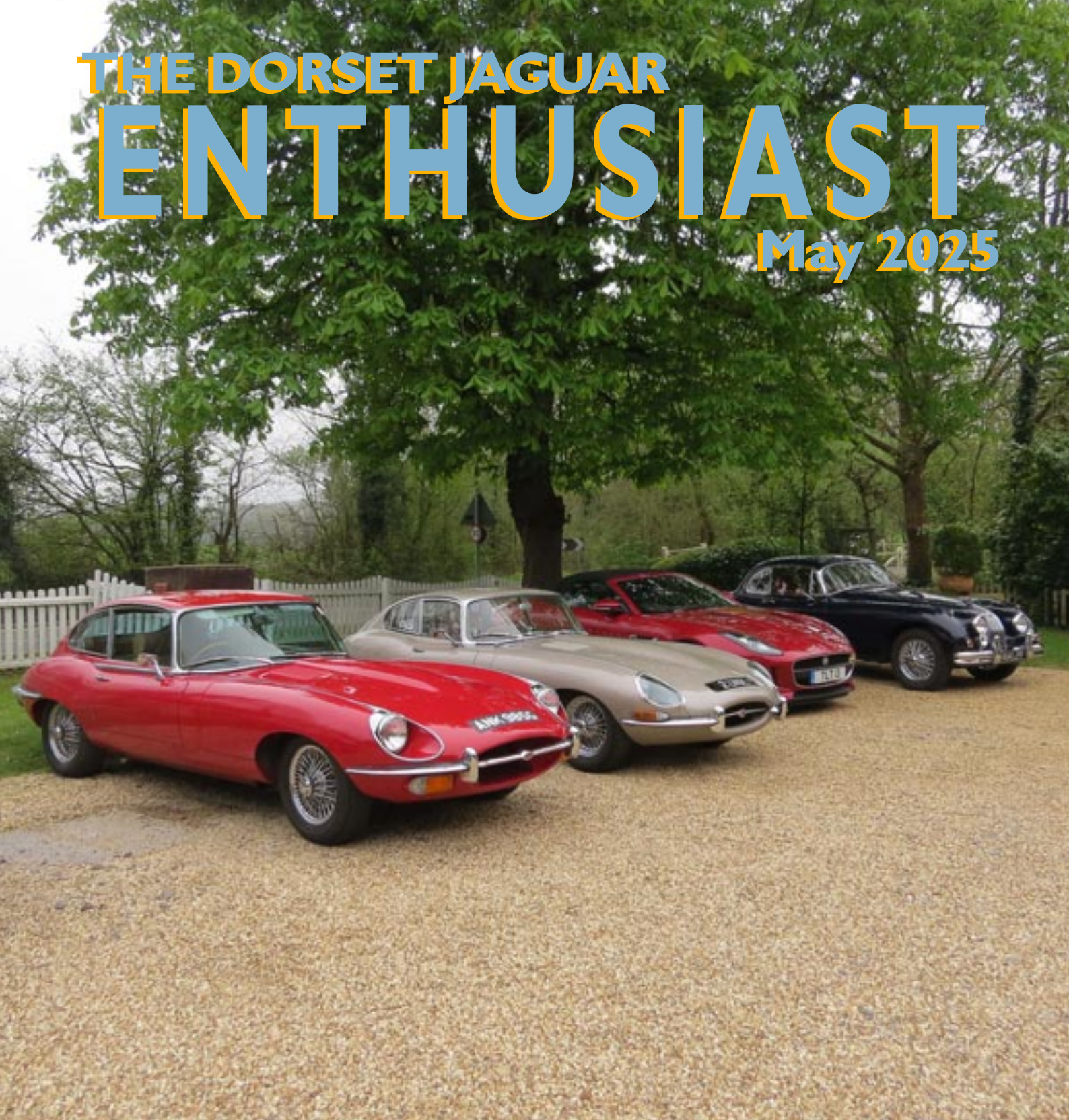


THE DORSET JAGUAR ENTHUSIAST

May 2025



**Our first Cruise
Road to Ruin
Trip to Exbury Gardens
Drive it Day
Tribute to Phyllis Brookes**



Magazine of the Dorset Region Jaguar Enthusiasts' Club

www.jecdorset.com

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Editor's Ramblings

A very enjoyable skittles match took place at our April club night, boys against girls and the boys came out top this time. I think this was down to the girls missing Dawn Kimber who was their star skittles player in the previous match. The final score was Girls = 77, Boys = 83 points.

Exbury Gardens

Thirty-one members made the trip to Exbury Gardens and for a change Murphy's Law worked in reverse, giving a beautiful sunny day for members to enjoy a train ride and a wander around the gardens. However, Dawn and I didn't make it, as I was experiencing a strange knocking noise from the front of my E-Type. It was like something had got stuck in the tyre or the spokes, because knocking increased or decreased depending on speed. I pulled off at Canford Bottom roundabout, on inspection I couldn't see anything, so we set off again and the noise seemed to have gone, but as we carried on it came back, so I decided to take the car home.

As you will see, Linda came to my rescue and wrote me a report and other members supplied me with a few pictures. As Linda mentioned in her report, in hindsight, probably best to stay away from organising future events at Easter time!

Classics on Christchurch Quay

Unfortunately, the first date for this event was cancelled due to the Weather forecast, but hopefully the next event will go ahead.

Westbourne Motor Show – Saturday 10th May

I don't know how many members may have booked in for this event, Bob and yours truly have registered and we were invited to attend, it is something different, so we will see how it goes. I will let you know in next month's magazine.

Event details



Anne Walter in full flow showing an excellent bowling technique.

As you will see, I have reserved some pages in this magazine to publicise a few up-coming events, because very few members actually log on to our web site and look at the information under our Events. So as the saying goes, **"If the mountain will not come to Mohammed, Mohammed will go to the mountain,"** So you will see I have copied the information that is available on the web site so that you have no excuse for not knowing what day it is and what's going on!!!!



Claysmore Car Show is now 'Canford Classic & Super Car Show,' this is actually organised by an outdoor events company and due to its success, they needed more space. For most of us it is now much closer, but you will need to go to their web site to book in.

Paying our respects to Phyllis Brookes

The funeral took place on the 2nd May for our long-standing member, Phyllis Brookes, the loving wife to Keith and mum to Ian and Michael and grandchildren. The service was held at the Harbour View Crematorium, many friends, family and fellow Jaguar Club members were present to pay their respects. For newer members who didn't know Phyllis very well, she was a lovely, gentle lady, always willing to help out with our club activities. (see My Tribute to Phyllis on page 5) "My thanks to all who sent me cards of condolence those who shared the celebration of Phyllis's life on Friday," from Keith Brookes.

Corfe Mullen Carnival – June 14th

I was approached at our Drive it Day in Weymouth by the organiser of The Corfe Mullen Carnival, inviting us to show some of our Jaguars at the up-coming show. Having lived in the area for the last 30 years, I know that this is a big event and it takes place in the Recreation Ground which is situated to the north of the village, opposite Parry's Hill, and he said to me "the more cars the merrier." I will bring a list to collect names at our next Club Night or you can email me barry@baz234.co.uk The good news is that it is on a Saturday and doesn't clash with any other events.



Our First Cruise

by Donia Gray

Oh! How cruising has changed since 1963, our first cruise. I was 19 and my husband was 21 and it was our honeymoon and I was all dressed up, my hair was up, also, had high heels on and wearing a coat with a fur collar. We arrived at Southampton docks and I remember it was very open, with no big buildings, unlike today. As we approached the steep gangway there was a very large officer at the top, as we approached him, he said men down this end of the ship and women down the other end. I said "We are married," (in those days couples did not sleep with each other unless they were married) he replied, four women to a cabin and the same for men. He pointed which way to go and I headed off down a narrow corridor and found my cabin. I was the last one to arrive and the only bunk bed left was a top one. (There were four bunks to a cabin, one sink and a small shower)

The ship headed out of the Solent and into a rough sea, the chest of drawers in the middle of the cabin kept opening and closing throughout the night. We had a very uncomfortable night, so much so, I thought I was in danger of falling off the bunk bed. I seriously thought "Oh dear, what have I done?"

The next day I had arranged to meet Rick in the dining



Ex Cunard, the SS Flavia, used for transporting the £10 Poms in the 60's.

room for breakfast at 9.00 am and when I found the dining room, it was laid out in rows of trestle tables with long wooden benches. Sitting down in a nearly empty room, I thought I had got the time wrong! Eventually, a waiter came out through what looked like 'cowboy' swing doors and took my order, however, there were only two choices on the menu. I noticed that the table cloths were very wet and asked him if someone had spilt some water on them, the waiter said that is was to stop the plates from sliding around in a storm. I never saw him again; I was on my own, hungry and lonely, I struggled out and eventually found Rick's cabin. They were all seasick. Luckily, I never seem to get seasick, but the smell from the cabin made me feel unwell. I had to get some fresh air and found my way out onto the deck only to find fellow passengers everywhere being seasick. As you can guess we were

"Ten-pound Poms," on our way to Australia. It was our first insight to cruising, but thank goodness it only got better, but we did have fun on-board for six-weeks.

The ship we were on was only 15,000 tons! The Queen Mary is 150,000 tons, so ours was only 10th of the size, consequently we were being tossed about like a cork. We passed through the Panama Canal via Curacao and Tahiti, what an experience, however, we now have passed through the Panama Canal five time on cruises, but I still find it fascinating.



Ships passing through the Panama Canal.

We celebrated the crossing of the line ceremony with deck games and being thrown into the swimming pool! Great fun. We danced all night (still do!) and joined in everything.

Luckily, we had a key system with our cabin buddies!!! We got stuck in the lift one night!!! I turned off the main switch, because I wanted a private cuddle, but when I turned it on again, it didn't work, so, we were stuck. We called the engineers; it was 1.00 am and we stuck between two decks. The two engineers came and managed to open the doors, but they were a long way up, so they pulled me up by my arms. Unfortunately, my off the shoulder dress got pulled down, I was so embarrassed. We did not let on the next day at breakfast when people were talking about it, but we did laugh.

We often look back and appreciate the luxury that Cunard have given us over our 60 years of marriage and it only gets better. *(Editors comment; not sure is it the marriage or the cruising?)*

Eighteen months ago, we celebrated our 60th Wedding Anniversary on the Queen Victoria and they really made it special. Our friends had organised something rather special, so we actually danced the Anniversary Walz to the big band on our own.

Such happy memories thanks to Cunard, no better place than onboard to celebrate.

Thank you, Cunard, for a life of luxury Cruising.



A Tribute to Phyllis Brookes

I had an informal chat with Keith, just to find a little bit more about Phyllis's life and he told me she was actually born up in Cumbria in 1944, although the family lived in London. Her mum was pregnant with Phyllis, so she was evacuated to the Lake District to avoid the bombing in London. Obviously, they moved back home after the war. Unfortunately, her father died suddenly in 1958, so Phyllis felt she needed to support her mum looking after her younger sister and brother, so aged 15 she left school and started work for a company called United Merchants, operating an Addressograph machine. This company supplied Hardware Shops.



She eventually went to college to learn Shorthand, she was an excellent typist, and became a very proficient bookkeeper for their business. (You know the saying: behind every successful man there is good woman.)

She met Keith in 1960 at the Grafton Ballroom and he asked for a dance and the rest is history. They eventually tied the knot in 1965 and had a lovely wedding with both of their families present, whilst she was given

away by her uncle Ted. They have two boys, Ian and Michael who still live in the London area.

Keith also told me that as a young woman Phyllis used to run a girl guides club. Phyllis started writing her life story in 2020, but sadly she never managed to complete it and later Phyllis started to have memory problems.

Keith sold his business in the late 90's and they moved down to Poole and bought a house in Canford Cliffs, eventually sold it and moved to their current residence in 2001

Keith acquired a BRG Green manual gearbox XJS Coupe in 1987 and this was mainly used for his frequent trips to work in Germany. Initially Keith joined the Kent JEC in 1987 and then later in 1990 he bought his current gold XJS and then joined the Dorset Region. By this time he had caught the Jaguar virus to which there is no known cure.

Keith and Phyllis's grandchildren adored their Nana and loved to spend many of their school summer holidays in Sandbanks.





Trip to Exbury Gardens

by Linda Bister

Perhaps Easter School holidays was not the best time to go to Exbury as the traffic was horrendous! Saying that, the day itself was perfect, lots of sunshine - not a rain cloud in sight. We decided to get there early so that we could help sort out with the parking - they had kindly reserved a big space by the entrance for us. The cars all fitted in, we collected our tickets from Bob and headed into the Gardens. We then made our way to the restaurant outside, provided lovely, reasonably priced meals and a much-needed coffee! It was quite amazing, that although the car park was very full when you got inside you rarely saw many people.



We started to wander around the gardens nearest to the station as we intended to catch the 1.30 p.m. train. After a visit to the Rock gardens, Mirror ponds and Jubilee Hill we headed to the station - the dark blue steam train called 'Mariloo' was sat quietly with a long string of carriages. Lots of people and dogs queued and luckily most of us got on. The staff were very friendly and helpful and when we asked for a seat for two 'with long legs' they kindly obliged - 'mind your head'! At this point we noticed a celebrity walking past our carriage, this was Jenny Eclair



(English comedian, novelist, and actress) looking very glamorous! We set off on our trip having listening to the safety instructions. It took us on a journey in and out of woods, over a bridge, through a tunnel looking at numerous 'artificial' wild life and creatures from a frog to a giraffe avoiding the crocodile! We stopped for a couple of minutes at dragonfly halt, in case anyone wanted to get off



before we continued back to the station.

On our return we met Bob and Gill waiting for the next train and Maureen and Richard who we accompanied and set off towards the View point at Arromanches Plaque, which overlooks the Beaulieu River. We weaved our way through beautiful flowering walk ways, stopping to take a few photos and to discuss the names of the plants and trees displaying so many bright and cheerful colours. We



sat for a while looking at the yachts and enjoying the gentle breeze before heading back past the beautiful Exbury House heading for much needed cup of tea and cake.

What a lovely day at a very beautiful place, I think we will return next year (if not before) to experience another day out and see more delightful floral displays.



Big Fines for scrap car Cartels

The manufacturers involved in the cartel, which includes BMW, Ford, Mercedes, Stellantis and Volkswagen, agreed they would not pay third party vehicle dismantlers to recycle their customers' end-of-life vehicles. These are vehicles that are no longer fit for use due to age, excessive wear and tear or irreparable damage.

In the UK, car manufacturers must offer customers a free service for recycling end-of-life vehicles. But the cartel's actions meant local scrap car recycling businesses – who handle the bulk of this work – could not negotiate prices or turn a profit from the service. This dodgy dealing had been going on for 15 years, from May 2002 to September 2017.

To further control the market, the cartel illegally agreed to hide how much of their vehicles could be recycled. Plus, with the exception of Renault, every car maker agreed to not publicise the amount of recycled material used in the production of their vehicles.

But it gets worse, because the cartel used European Automobile Manufacturers' Association (ACEA) meetings to coordinate its actions. The ACEA chaired these illegal gatherings – and representatives from the trade body were even pulled in to settle any disputes between manufacturers.

Representatives from the UK's Society of Motor Manufacturers and Traders (SMMT) also attended these illegal meetings and helped to settle some of the cartel's disputes. As a result, both the ACEA and SMMT have been fined.

How were the fines allocated?

Volkswagen received the heaviest fines. The sum of the penalties it received from the UK and the EU totalled more than £120 million. The Renault/Nissan Alliance received the next steepest bill – a total figure of more than £77 million. Stellantis took third place on the podium with fines worth upwards of £67 million.

However, some manufactures got off lightly. Both the EU and UK have leniency policies that grant any businesses involved in cartel activity immunity from penalties, or a reduction in the penalty they're required to pay, if they rat other members of the cartel out.

Mercedes blew the whistle on Europe's car recycling cartel, so it managed to avoid fines altogether. Plus, every manufacturer assisted the UK government in its investigation, so they all received at least a 20% reduction in their British fines.

Stellantis benefitted particularly well from this policy in the EU, as it received a 50% reduction for providing evidence that proved the existence of the cartel. Had it not complied with the investigation, it would have received a penalty of €150 million, which would have outstripped Volkswagen's EU fine by more than €20 million.

What does the industry have to say for itself?

Parkers has reached out for comment from every car manufacturer involved in the cartel and, unsurprisingly, the responses have all been quite brief and formulaic. It's no wonder. The investigation's an embarrassing blow to all their reputations.

Volvo said: 'Volvo Cars confirms it has been part of the European Commission's investigation into End-of-Life Vehicle Recycling in the EU. Volvo Cars has cooperated with the Commission throughout the investigation and can confirm it has reached a settlement with the Commission and will not comment further.'

The SMMT issued a similarly truncated response, saying: 'SMMT cooperated fully with the CMA's investigation and accepts its findings. SMMT takes its competition law obligations extremely seriously and has thoroughly reviewed and bolstered its protocols to safeguard current and future compliance.'

Renault's response has been the most detailed so far. A spokesman for the brand told Parkers: 'The infringing practices date back to 2002 and ended in 2018, at a time when the structuring of the ELV (end-of-life vehicle) recycling sector was still nascent, as was environmental communication. The practices do not financially harm consumers.'

'What is being penalized is the principle of having agreed among carmakers on how to manage the issue of ELV collection and treatment, and certain aspects of advertising vehicle characteristics.'

'Regarding the environmental characteristics of new vehicles (recyclability and recycling), this has been governed by regulations that Renault Group has always respected'

'With respect to the use of recyclates, Renault specifically distanced itself from the collusion and was the first carmaker to promote these characteristics.'

'Renault is one of the many carmakers to acknowledge the infringements and has fully cooperated with the Competition authorities since the launch of the investigation. It has reinforced its compliance programme to prevent the occurrence of such risks, while being transparent in its public communication.'

What do regulators have to say about the cartel?

Lucilia Falsarella Pereira, Senior Director of Competition Enforcement for the British Competition and Markets Authority (CMA), said: 'Agreeing with competitors the prices you'll pay for a service or colluding to restrict competition is illegal and this can extend to how you advertise your products.'

'This kind of collusion can limit consumers' ability to make informed choices and lower the incentive for companies to invest in new initiatives.'



Drive it Day 2025

Lovely sunny day, up early, made a cup of tea for Mrs H, consumed my breakfast, out walking the dog for $\frac{3}{4}$ hour, quick change and then fired up the E-Type, put the feather flag in and then off to Weymouth for 10.00 am. The traffic was fairly light, but did meet and greet many fellow classic car owners on the way, lots of waving. Peter, Mike and Chris were already on duty with their high-vis vests on. The Esplanade was already quite busy with many residents out and about, so some careful driving to our parking places was required.



There was definitely more people around on the Esplanade than previous events and this may have been the extra publicity about Drive it Day. I was glancing through Google on my phone on Saturday and noticed some information via the Dorset Echo, publishing Jaguars on the Esplanade. Apparently, this was nothing to do with Peter, but someone contacted him for a picture. Anyway, it definitely worked, plus it was an absolutely gorgeous Spring Day.

I met Vic and Jerry who said they were off to buy a cup of

coffee and they brought me one back for me, as I was very busy answering questions about the E-Type and especially when you flip the bonnet up, it is like bees round a honey pot.



As I was Billy-no-Mates, with no navigator, Bob said follow me, so we set off on the road run, however, this very quickly went pear shaped, as I got caught with every possible red traffic light, consequently, Bob had disappeared into the distance. I should have spent more time studying the route, because I quickly realised I had gone the wrong way, I pulled in a lay-by to study the route and accidentally turned over two sheets and noticed they would be going through Charminster, so made my way to that destination. I pulled in again the other side of the village and realised my mistake and thought it would then be ages before anyone would be arriving. I then carried on my own tailor made road run, heading towards Sherborne, picked up the road to King Stag and then drove down through the Piddle Valley





to Piddlehinton and into the car park at the Thimble.

Emma-Jayne was at the bar and poured me a welcome pint of shandy, I was soon joined by Chris and Catherine who

were just booked in for the Sunday roast.

Gradually, everyone started arriving and it was becoming quite hot outside, were told everything was laid up and ready for us in the restaurant, so we quickly moved inside. I sat with some new members, Kevin and Jayne, who had recently moved to Southbourne from Milton Keynes they also had actually just bought Vic's series 3 E-Type. There was also another couple sitting next to Kevin and Jayne, but unfortunately I didn't remember their names, so I apologise for that. I am not sure if they are members even.

The food and service was excellent as we have come to expect and is the reason the pub is popular, especially with classic car clubs.

A big thank you must go to Peter and Margaret York for organising Drive it Day and nobody could complain about the weather

WESTIVAL SHOW

WESTIVAL will be returning for its fifth year to Fryer Field on Saturday 12th July 2025 from 12-4pm. An event programme will be available to view here nearer the time Directions: The public can enter via West Moors Memorial Hall car park, off Station Road opposite St. Mary's Church.

We as a club have never attended this event, but I know some of our members have and have enjoyed the day. I think the organisers are looking for older classic cars, rather than modern Jaguars, but I will make enquiries.

This show is **free of charge**, but you need to book your car in. Click on the web site link to open up the web site and then click on 'Wheel Display,' you can then fill in the application form on line and then email it back to the organisers. I have requested a club stand, but it depends on numbers.

https://www.westmoors-tc.gov.uk/WESTIVAL_2025_43962.aspx



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Contact Rod Bean on 07977 099860



FORTHCOMING EVENTS 2025

MAY

Monday 5th	Classics on the Quay	Christchurch - 10.00 am to 5 pm, Entry £2.00, bring a drip tray
Tuesday 6th	Club Night	Hamworthy Club - 7.30 pm - we have a talk from the JEC Chairman Peter Leake
Sat. 10th	Westborne Motor Show	Westbourne High Street, register now closed.
Monday 12th	Fund raising Curry Night	Taj Mahal Indian Restaurant, Westbourne - 7.30 pm
Sunday 18th	Lulworth Car Show	Lulworth Castle - Club Stand now fully booked.
Sat. 31st	Vintage Nostalgia	Stockton Park - meet 8.30 am at Horton Inn

JUNE

Sunday 1st	TOYS	Hardy Country Classics (details later)
Tuesday 3rd	Club Night	Hamworthy Club - 7.30 pm
Sunday 8th	Classics on the Quay	Christchurch - 10.00 am to 5 pm, Entry £2.00, bring a drip tray
Sunday 8th	Summerfest 2025	The Great Field, Poundbury 9.30 am
Sat. 7th-Sun. 8th	Middlewick House & Gardens	Meet 9.00 am - Sunrise Business Park, Blandford.
Sat. 14th	Corfe Mullen Carnival	Recreation Ground 9.30 am. (Contact Barry)
Sat. 21st	Ferndown Classic Car Show	King George Playing Fields (more details later)
Sunday 22nd	Classics on the Quay	Christchurch - 10.00 am to 5 pm, Entry £2.00, bring a drip tray
Thursday 26th	Classic Cars & Alpacas	More details later.

JULY

Tuesday 1st	Club Night (Alternative cars)	Hamworthy Club - 7.30 pm
Sunday 6th	Fun Concours & Barbecue	Damerham Village Hall - from 2.00 pm onwards.
Sat. 12th	Westival Show	Fryer Field, West Moors, 12.00 - 4 pm. free of charge.
Sat. 12th	Classics on the Quay	Christchurch - 10.00 am to 5 pm, Entry £2.00, bring a drip tray
Sunday 13th	Poole Goes Vintage	Poole Quay - 11.00 - 6.00 pm Car Show pre-1970's contact: mandy@eventsbystir.com
10th - 13th	Festival of Speed	Goodwood House
Sunday 20th	Classics at the Castle	Sherborne. Club stand - Book tickets through Bob.
Sat. 26th	Damerham Village Fair	More details later.
Sunday 27th	Treasure Hunt & Picnic	Meet at Cheselbourne Village Hall, 12.00 noon

AUGUST

Sunday 3rd	Jaguars at Parham House	Storrington (Details later)
Tuesday 5th	Club Night	Hamworthy Club - 7.30 pm
Sunday 10th	Invitation to MG Garden Party	Athelhampton House, (see p6 for more information)
Sunday 17th	Simply Jaguar	Beaulieu Motor Museum, Club stand booked.
Sat. 23rd	Wings & Wheels	Henstridge (more details later)
Sunday 24th	Canford Classic Car Show	Canford School - pre-register your car
22nd - 24th	Silverstone Festival	Towcester, Northamptonshire (Book tickets on-line)
Monday 25th	Rustic Fayre	Potterne Park, Verwood - pre-1985 booked cars only

SEPTEMBER

Tuesday 2nd	Club Night	Hamworthy Club - 7.30 pm
Sat. 7th	John Haynes Classics	Haynes Motor Museum (go to our web site for more info)
12th - 14th	Goodwood Revival	Motor Racing Circuit
20th & 21st	Autumn Classics	Castle Combe Circuit
Sunday 21st	Concorde Classic Car Show	Eastleigh - book on-line.
Sat. 27th	Damerham	
Sunday 28th	Classics on the Quay	Christchurch - 10.00 am to 5 pm, Entry £2.00, bring a drip tray.

OCTOBER

Tuesday 7th	Club Night	Hamworthy Club - 7.30 pm
Thurs. 16th	West Dorset Club Night	Gamekeeper - speaker booked - 7.30 pm
Sunday 26th	Autumn Road Run	(Details later)

NOVEMBER

Tuesday 4th	Club Night	Hamworthy Club - 7.30 pm
8th - 10th	Classic Car Show	NIC Birmingham

DECEMBER



Events Round-up

Vintage Nostalgia - Sat. 31st May

This event has grown in popularity over the years, but for some reason not with our members and I cannot understand why? It is not just cars in a field, it's much more than that, there is entertainment throughout the day. Also, there are many outlets selling vintage clothes and all manner of other products to keep the ladies occupied. Everyone attending is encouraged to dress in period costumes and the ladies can even have their hair done in 40's, 50's, or 60's fashion. It is the nearest thing to Goodwood Revival, but without the racing cars. You can even learn to dance in the 60's 'Rock & Roll' and there are also many groups playing music all day and into the night if you are staying over.

I will again try book a Club Stand and will have a word with the organisers, last year it kind of worked with the marshals and we more less managed to park up together. However, we need eight or more cars to warrant a Club Stand, sorry only pre-1989 classic car are allowed on the showground.

Anyone wishing to go in convoy, please meet at the Horton Inn, Cranborne Road at 8.30 am for off.



Middlewick House June 7th & 8th June *(owned by Nick Mason - Pink Floyd drummer)*

Nick and Annette Mason are kindly opening up their garden to the public again to raise money for Wiltshire Air Ambulance and The Wiltshire Bobby Van Trust. A great family-friendly weekend!

We have opted to visit on Sunday 8th June but if that is not suitable you can visit on Saturday.

We need to have some idea of how many members are actually intending to attend this event on Saturday or Sunday,



because if you want to park up together, you will after arrive together as the organisers are not booking club stands this year. Please let Bob or Barry know by email or add your name to my clip board at Club Night. Anybody wishing to travel up in convoy, please meet at Sunrise Business Park at 9.00 am. Visitors can wander around the beautiful gardens of Middlewick House and browse the stalls, selling everything from plants to art.

Entry is £8, and children under 12 enter for free. Buy your tickets on-line.

Ferndown Car Show Sat. 21st June - (Fete on the Field)

The members of the Ferndown and Parley Rotary Club are delighted that once again, with the support of our sponsors, we will be organising the annual Fete on the Field.

We as a Region have been attending this local show for many years and it has grown and grown, with many attractions on offer. Again, I have managed to book a club stand, although the weather was not kind to us last year, consequentially not many of our members attended the show, lets hope we will have more luck this year?

Obviously, I have to let the organisers know how many cars to expect, so I will have my clip board at club to collect names etc, nearer the date. Don't forget to book on-line for your entry ticket.





The Road To Ruin?

A personal view from Ian Taylor ABD

As chairman of The Alliance of British Drivers there are several matters of concern to us and those who contact us right now:

So-called smart motorways and how much danger they might pose. Do you feel the need for a hard shoulder “to cry on” should things go wrong?

The Highway Code revisions that appear to have been written by and for the cycling activist lobby (we now know they largely were) with minimal consultation. Never mind that cyclists are a tiny minority of the travelling public, even after growth due to Covid, and many drive as well – cycling being for leisure. There is already evidence of organised cyclists taking full advantage to the detriment of traffic flow. The change has received woefully little detailed publicity and increases danger to all road users, drivers, cyclists and the oft-forgotten pedestrian – we are all pedestrians at some point. Why do the media insist on portraying us as like different tribes, exacerbating conflict and hindering cooperation?

Led by London, but spreading through other cities like a disease, Low Traffic Neighbourhoods, Clean Air and Ultra Low Emission Zones and Congestion Zones – which do little or nothing to either improve air quality or help congestion (the two go together) indeed worsen by diverting traffic into pinch points. They do make life much more difficult and expensive for anyone unfortunate enough to live or work in them.

Meanwhile drivers pay the lion’s share through taxes, duties, all those zones, parking charges – only to get road space removed (in favour of others) and what’s left poorly maintained (think potholes). Hardly value for money.

Last but not least the Green aims of Net Zero come with the ban on new petrol/diesel cars from 2030 and hybrids and even trucks (how will they replace them?) from 2035. Electric vehicles are still range limited and not as green as made out, especially when you consider their manufacturing process and their batteries. Their power has to be generated somewhere. These batteries, made using child labour for materials in the Third World that could become scarce and expensive, are proving to be prone to catching fire – electrical fire

that’s difficult or impossible to put out. Just imagine that happening in a confined space – like the Channel Tunnel. Even if all that was overcome there’s still the question of the struggling National Grid being able to cope.

It simply isn’t necessary to ban the internal combustion engine (ICE). They’ve been getting “cleaner” for decades and would get more so if government action hadn’t killed off any incentive to continue the good work. We now also have fuel additives that render them “cleaner” still. I fear for the very future of our motor manufacturing industry. Electric cars are still much more expensive to buy. Cheaper to run, but that’s largely down to subsidies, exemption from VED and some local authority charges. That cannot last, because as ICE vehicles disappear, so will the fuel duty they generate – a “black hole” estimated at £35 million per annum. If we are to avoid road pricing (tolls by any other name – which the ABD continue to oppose) they are going to have to cough up some VED – maybe by separate metering for their charging (already being prepared for) – treating that power as “fuel”.

A Transport Minister recently said that the days of privately owned cars were over. We have warned for years that that was the ultimate end game of those who hate cars – “told you so”. That promise from the days of Eric Pickles to “end the war on the motorist” is ringing very hollow. Personal transport could be on the “endangered list”. When we have said this we are simply presented with the mantra that car use must be reduced to save the planet. They’ve got air travel firmly in their sights too – well, mass travel, not for the wealthy elite of course. Allied to this are a raft of other measures all in the name of preventing “climate catastrophe”. The phasing out of gas boilers for heating (and gas cooking) in favour of inefficient and expensive heat pumps, and all using more electricity we may not have. The price of energy (gas and electric) is going through the roof beyond the ability of many to pay. Their availability and affordability is in question. This and the ability to travel – are they not essentials for a successful modern civilisation?



Horsepower is king again

Driving a horse and carriage is more economically viable than driving a car!

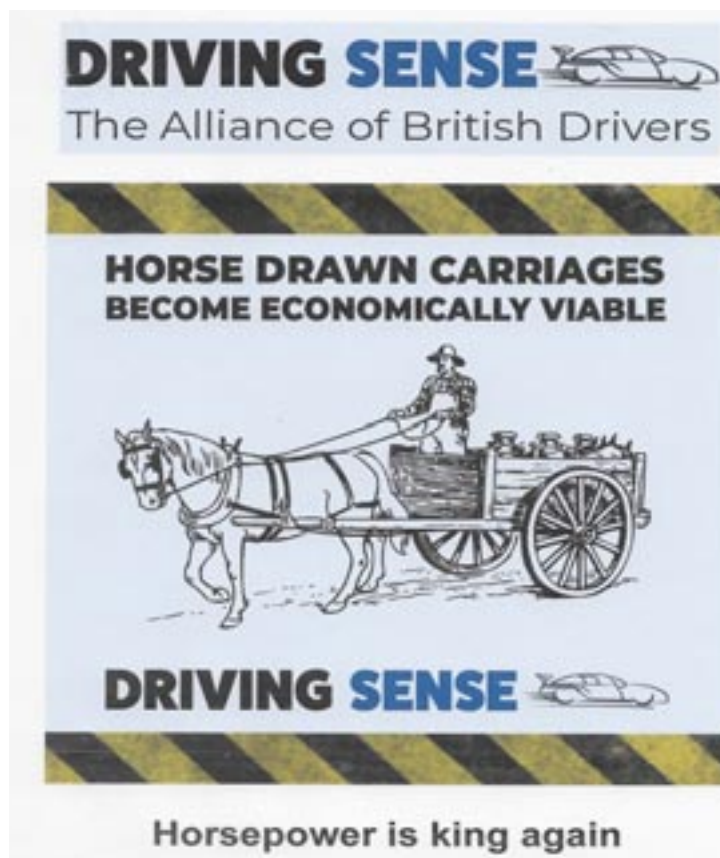
A bale of barley hay costs less than £6 although stabling, farrier, and veterinary costs will push costs up.

EVs now pay £195 a year and a new luxury or performance car in the highest emission band lands you with an eye-watering £5,490 first-year road tax bill.

We can't see supermarkets returning to horses just yet but the regular attacks of cholera, caused by flies landing on horse dung, a feature of early 20th century London life, would be an unwelcome return.

With road speeds in London averaging 7.1 mph in central London, it could be quicker by horse!

Continued reductions in London Road space would give horse riders a serious competitive advantage.



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Dorset Jaguar Enthusiast

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Articles, adverts, events etc for the newsletter, please send to the Barry Heath, Magazine Editor, Forest Hill, Rushall Lane, Corfe Mullen, Wimborne, Dorset. BH21 3RT or e-mail to barry@baz234.co.uk

Next Committee Meetings: at Wendy and Gerald's house, unless informed otherwise
Tuesday July 8th, Tuesday September 16th and November 11th at 7.30 pm.

THE DORSET JAGUAR ENTHUSIASTS CLUB

www.jecdorset.com

*If you are not already a member of the Dorset Region JEC but would like to join, the annual subscription is just £20.
The easiest way to join the club is to go on-line at www.jecdorset.com*

JAGUAR ENTHUSIASTS CLUB

Our region is part of the Jaguar Enthusiasts Club – the largest of all Jaguar clubs. The club publishes an award winning monthly magazine and insurance valuations, discounted insurance, technical help and national events listings are just a few of the many benefits available. Membership is just £59 a year.

Contact: The Jaguar Enthusiasts Club, Abbeywood Office Park, Emma Chris Way, Filton, South Gloucestershire, BS34 7JU



CLUB NIGHT VENUE

The Club meet on the first Tuesday of every month from 7.30 p.m. onwards at the Hamworthy Club, Magna Road, Dorset. BH21 3AP

Food is available prior to club night, order at the bar.

Telephone: 01202 881922

All members and new members are welcome to join us at our club nights and events..





Dorset Region Regalia



As a club we can provide various high quality items of clothing complete with our coloured Dorset Region logo as you can see herewith. We can supply: Polo Shirts, Sweatshirts, T-shirts, waterproof jackets and Gilets..

All the Regalia shown here are limited items from last year and are priced accordingly. any size can be ordered.

Sweatshirts = £25

Polo Shirts = £22.50

Regatta waterproof Jacket = £55

T-Shirts = £18

Gilets = £37.50

Formal short sleeved shirts in white or navy £38 (*Not shown*)



All the above items can be ordered in your sizes, however some larger sizes will be slightly more, if you are interested, please contact Wendy at club night or by email: Wendy at: wendy.luffman@btinternet.com