

THE DORSET JAGUAR ENTHUSIAST

November 2025



Trip to the Italian Lakes
Angouleme trip
E-Type Modifications
Are our cars really getting safer?



Magazine of the Dorset Region Jaguar Enthusiasts' Club

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Editor's Ramblings

I have to work harder than ever this year keeping up with the maintenance in and around the house, due to it being a mast year. The acorns, sweet chestnuts and beech nuts husks are dropping in great numbers and making it very difficult to walk around the house and drive. It is most frustrating, spending 3 or 4 hours clearing everything up, only to find there is a load more the next day. It is all part of life living in a wood, but of course there are also lots of advantages, because we love watching the birds coming backwards and forwards to our feeding station. At the moment we have a couple of owls living very close to the house and you can hear them communicating with each other at night.

The Thimble Inn – I expect most of the members know that Emma-Jayne and her husband Michal are leaving the pub after Christmas and have bought a small hotel in Bridport, so consequently we thought it would be nice to have a last meal there under their ownership. I tried to book for our winter pub meet in October, but they were full up, so we managed to book in for a mid-week visit on Thursday 20th November at 1.00 pm. Places are limited at this lunch so you need to book if you would like to go. Also the Thimble need us to pre-order our menu choices from the menu, which Bob sent a link for in his original email to everyone. Booking and menu-choices to Bob please on bob@jecdorset.com.

MOT may be going up?

Drivers may soon pay more for their MOT as the Government agrees to review the current price cap for the first time in 16 years.

The Department for Transport (DfT) will reassess the £54.85 maximum fee for cars, vans and motorhomes, following sustained pressure from the Independent Garage Association (IGA). The IGA argues that the long-standing cap is no longer sustainable for small garages, which are being hit by rising costs, including inflation and increasing parts prices.

A consultation with industry stakeholders is expected later this year.

If the cap is raised, it will be the first increase since April 2010.

Some drivers may see this as another example of added financial pressure on motorists, after recent changes such as higher car tax and policy shifts around Low Traffic Neighbourhoods.

Stuart James, CEO of the IGA, said: "We are pleased that

the Minister has recognised the invaluable contribution of independent garages. The current system places unsustainable pressure on businesses essential to maintaining road safety."

The association says increasing MOT income would help smaller garages stay viable and continue investing in skilled staff and equipment needed to service modern vehicles.

Motorcycle MOTs are currently capped at £29.65.

In a letter to MPs last year, the IGA warned that without an increase, some garages may reduce their focus on MOT testing altogether, which could affect road safety and limit consumer choice. It also said stagnant fees could stall recruitment and training in advanced vehicle technologies. Wider MOT changes could be on the way. Earlier this year, the Government did not rule out updating MOT tests to reflect the rise in electric vehicles and advanced driver assistance systems (ADAS), such as adaptive cruise control and autonomous emergency braking.

Thieves now targeting EV charging cables

Criminals have switched from stealing catalytic converters to stealing charging cables for electric vehicles. Electric vehicle charging cables have become increasingly attractive due to the value of copper, which has risen by 3.7 per cent between September and October amid global supply constraints, including production losses at Indonesia's Grasberg mine.

More than 200 attacks on EV chargers have been reported across the UK, although charging operator Allego UK warns this is likely to be only a portion of the true number, as many incidents go unreported and some police forces do not log specific cable theft records.

InstaVolt, one of the UK's leading public charging providers, says it has responded by introducing additional protection. CEO Delvin Lane said the company now uses CableGuard, a forensically traceable sheath around charging cables, as well as upgraded 24-hour CCTV and real-time GPS tracking to deter organised crime and safeguard infrastructure.

Christmas Lunch - our members are very generous with gifts for the Raffle, so can we ask you once again to bring some smaller items suitable for a hamper and of course other prizes like a bottle of wine etc., please make sure that what ever you bring is still in date. Thank you.



Cover picture: This D-Type owned by Nick Mason, taken at Middlewick House open day in 2024, has won numerous international victories including the Le Mans 24-hour race.



Trip to the Italian Lakes

by Ken Lyndon

Leaving home at silly o'clock on Sunday morning, we made our way to Portsmouth and the cross-channel ferry. After a smooth crossing we arrived in Caen mid-afternoon for our first overnight stop in Amiens. Interestingly, the French motorways are trialling a new system on the A13 autoroute called 'free flow' they've done away with the toll booths and by using number plate recognition, bill you via the internet, giving you 72 hours to pay. Fortunately for us, having already traversed the route earlier in the year, we had already registered our car with Sanef, the toll operating company.

At this point I should point out that this trip was organised by Scenic Car Tours for Club Lotus. There were 8 Lotuses an Aston Martin and my XK. We had



decided on the XK for a little more comfort and an easier long-distance driver than the little Elan. The meeting point for the start of the tour was Petange in Luxemburg.

To save the drive to Dover, we opted to go a day early and overnight in Amiens, a boutique hotel that we had booked ourselves. The following day was a journey across France and Belgium to Luxembourg, where we met up with the rest of the group. Our destination was The Threeland Hotel, so called as it was on the border of three countries, Luxembourg, Belgium and Germany, as the sat-nav kept telling us 'Welcome to'. It was a great evening re-acquainting with our fellow travellers, some of whom have been friends for many years.

We found Luxembourg to be a strange place, very small but built up with a very confusing network of roads. We needed petrol in the morning and having found a petrol station, we were completely at a loss as to how to find the correct route out. Fortunately, a very kind lady in the petrol station, on learning our predicament, offered

us to follow her to the correct road whereupon we commenced our journey through Germany and the Black Forest. Our scenic route took us to Saarbrücken where we picked up the D road towards Strasbourg. At a place just south of BadenBaden called



Schwarzwaldhochstrasse (only the Germans could come up with a name like that) we picked up Route 500 which is said to be the most panoramic road in the Black Forest. It took us to more the 1000 meters above sea level with views across the Vosges mountains. It was a spectacular drive with plenty of hairpin bends, a bit of practice for what was to come later. Unfortunately for us, by the time we reached the summit we were in the clouds and were denied the view, however the views at lower levels were still spectacular.

Our overnight stop was at the attractive Hirschen hotel, a family run boutique hotel in a very attractive village called Oberkirch close to Oberwolfach. The weather being fine, we had a chance to walk round the village which is set alongside a river and is a popular skiing and walking area. A very pleasant evening spent discussing the adventures of the day. We had covered 230 miles today.





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The following morning, we set off in small groups following the E531 to Engen, where we had the choice to drive either north or south of Lake Konstanz. We were now in Austria having travelled through southern Germany through some very picturesque villages. Our small group of 5 cars decided to take the southern route as it looked the most scenic, by the time we reached Lindau at the end of the lake, we were down to 3 cars having lost 2 in the town of Konstanz. A coffee/lunch stop was called for and we found a very nice little café that had the most amazing pastries. We didn't find the 2 lost cars so decided to proceed without them and catch up at the hotel.

We were now passing through the Vorarlberg region of Austria where we were treated to the most spectacular views on our way to St Anton, before crossing into Italy and San Valentino Alla Muta for our overnight stop at the Hotel Stocker. We are now on the border of Switzerland and Austria in the South Tyrol a popular skiing area. A long drive today, 260 miles, so it was quite late by the time we arrived at the hotel, pity it was just an overnight stay because the area looked attractive. However, we were setting off in the morning for probably one of the most dramatic drives of the trip, The Stelvio Pass.

So, having made a reasonably early start, we headed for the mountainous region and the spectacular Stelvio pass. I lost count of the number of hairpin bends, but it was great fun putting the car in sport mode to accelerate out of the bends, sounded lovely! It's a great drive; however, you have to keep your eyes peeled for wobbly cyclists (why would you want to ride a bike up it!) and at one point a large van that made it difficult to pass. Once at the summit, 2757 meters, the views were absolutely stunning. It's a great mecca for motorcyclists and it was pretty busy at the top, so whilst we stopped for a while we didn't stay long. The Stelvio pass runs from Bormio to Spondigna across the Eastern Alps and is usually only open from mid-May to the beginning of

November. From here we made our way to Lake Garda via a most scenic, but slow route with viewing stops on the way. The final part of the journey took us along the western side of the lake, billed as having spectacular views, okay if you like the inside of tunnels!

Our destination was Hotel Villa Luisa at the south end of the lake at a place called San Felice del Benaco, Portese, near the town of Salo. After now covering some 1000 miles it was time to put the cars in the hotel garage and enjoy 4 relaxing days in this very nice 4-star hotel.

There are lots of places to visit on Lake Garda, the hotel was situated about a 10-minute walk to the port of Portese where the boats ran from. Our first day was spent relaxing, a walk round the area and down the hill to Portese to get the ferry details as we had decided to leave the roads and take to the water, so day 2 was a boat ride to Sirmione which stands on a peninsular stretching 4 km into the lake. It was a charming old town, touristy and very busy. We had the only daytime rain of the holiday while we were here, so, until it cleared up it was into a pizzeria for lunch.

Day 3 was another ferry trip, this time to Garda. This was slightly less busy than Sirmione and an attractive town there was a market, which pleased the ladies and a botanical garden. It has a long promenade with plenty of restaurants and cafes and a lovely network of narrow



streets and small squares with lots of interesting little shops. The garden, which is privately owned offered tree lined walks and amazing viewpoints, it was a nice place to be in the heat of the afternoon, which had now reached 25/30 degrees.

We had a private dining area for our group evening meals, the food was good and a great atmosphere as stories of the day were expanded on, lots of fun. The path to the ferry was a 10-minute walk downhill, which meant it was uphill on the way back, fortunately there



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was a little bar about halfway, which became known as the pit stop and it served nice cold beers.



Day 4 came all too quickly and time to move on to our next destination, Lake Lugano. The journey was the least enjoyable of the trip. Northern Italy is very industrial and due to the mountainous terrain, most of the factories and warehouses are congregated in the valleys. Our route took us via Brescia, where a number of our group visited the Millie Miglia Museum and on to the E64 taking us just north of Milan and up towards Como. I have never seen so many lorries on one motorway, they were nose to tail on 2 lanes leaving just the outside lane for cars, it was quite nerve racking.

Once we had passed Como, the drive became a little more pleasant, arriving at our destination in mid-afternoon, the Hotel De La Paix. The hotel was an 18th century building full of old-world charm and luxurious, with pleasant grounds. We were able to park a lot of the cars outside the front of the hotel with the rest in the spacious car park at the rear.

Lake Lugano is partly in Italy and part in Switzerland, we were in the Swiss part, in Lugano itself, situated very close to the lake and the long promenade leading to the old town. Up until now all meals had been provided in the hotel, here we only had the first night dinner included, so were able to sample a couple of local restaurants.



After a pleasant evening meal, where everyone was swapping stories about the horrendous journey, it was time for a drink before bed. The following day it was time to leave the cars and use our legs to explore Lugano. The weather was fine and sunny, so we were able to make our way leisurely along the lakeside and through attractive gardens, stopping for coffees, ice creams and at the late afternoon a welcome cold beer. In the evening, we ate in a pizzeria not far from the hotel.

Having obtained information about the ferries; the following morning saw us boarding the boat for a trip to Morcote, reputed to be the prettiest village on the lake. We spent most of the day here, exploring the old village, the church and the most amazing gardens, full of Greek style statues, all sited on various levels. The village is



built on the hillside so there were a lot of steps to climb, but the views were terrific. Having climbed to the highest part, where the church is situated, we approached the gardens from the top via a very rugged path, however, once in the garden it was all downhill back to the lakeside. We then caught the ferry back to Lugano and it was time for beer before returning to the hotel.

In the evening a group of us ate in a very nice restaurant, we sat outside as it was a warm evening, the food was very nice but as we were in Switzerland it was expensive.

The next day it was time to wake the cars ready for our next destination, Weggis in Switzerland. This was another amazing journey taking the road through the Valle Maggi and the St Gothard Pass. The scenery was truly spectacular and a wonderful drive. After stopping

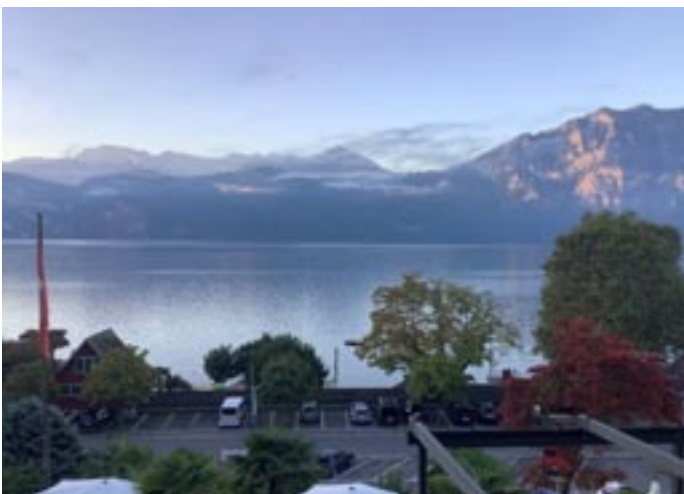


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at the summit of the pass at 2091 meters above sea level, we continued through the mountains of Switzerland to our next stop, Weggis and the hotel Alexander overlooking lake Lucerne. Today's driving had been long, about 190 miles, quite slow on the mountainous roads, but absolutely spectacular.

The hotel was really lovely and I think we all wished that we could have spent more time there, so we had to make do with the splendid views from the bedroom window and the terrace, where we had a drink before dinner.



The following morning saw us setting off again for the drive through Switzerland, avoiding the motorways as we didn't have the toll vignette, which is a mandatory requirement. Just past Basel we crossed into France and through the Alsace region towards our next stop, Nancy. The scenery was now quite different with rows of vines all neatly laid out on the hillsides a gentler terrain with hills and valleys.

The Novotel hotel was situated on the outskirts of Nancy and although it sounded an interesting place, we didn't have time to look around, another time maybe.

Quite a modern hotel it catered for our requirements well and we had a very nice meal in the evening. We were aware that our trip was nearing the end and we all agreed what a nice friendly group it was and how we had all gelled so well.

So, our penultimate day dawned and we all set off for our final hotel in Chamouille. The drive through France was interesting, particularly driving through the Champagne area with its pretty villages and vines on the hillsides. The route took us round Reims with the temptation of a photocall at the old F1 pits area, but as one of our group was in an older Esprit, he was worried about driving through the recently introduced low emission zone, so we gave it a miss taking a more scenic route around the outskirts.

Hotel du Golf de l'Ailette was, as the name suggests, on a golf course overlooking yet another lake. As this was our last night altogether there were lots of stories about the journey and as had been the case throughout the holiday, a lot of fun and laughter. In the morning it was times for goodbyes, with some making their way to Rotterdam for the ferry to Hull, other to Calais for the return to Dover and for us to Caen for our crossing to Portsmouth.

It was raining this morning when we left the hotel, maybe to welcome us home!

The total mileage from door to door was a shade over



2000 miles and the car ran faultlessly. The information from Scenic Car Tours was good, although we felt the maps could have been clearer with a bit less of the marker pen obscuring the detail, however, as we were all using sat-navs it wasn't really a great problem. With the possible exception of the first hotel in Luxembourg, all the hotels were first class. Overall, a brilliant holiday.

Countries visited. England – France – Luxembourg – Belgium – Germany – Austria- Switzerland & Italy.



Angoulême trip

by Mary & Jeff Booker

Editor's note: Mary Corcoran wrote the main report and Jeff wrote the cars bits, shown in italic text.

We thought it would be fun to see the classic cars racing round the ramparts of Angoulême, so we went with Gina and Philip Neate, who had visited many times. They recommended a leisurely route there and back, to enjoy 'la belle France' in late summer.

We set off across the Channel with the Neates in their Volvo P1800 ES (the rare estate version of the P1800) on 16th September, we were in Jeff's E-Type which he had just replaced the clutch, more about this in another article. It was just after a stormy weekend on a rather rough sea and arrived in Cherbourg to much more pleasant weather. After a night in the Cotentin peninsula, we headed south to the Loire for a 2-night stop in Fontevraud l'Abbaye. The hotel was good, popular with cyclists and right opposite the epony-

fought their way through the crowds to enjoy the Friday evening Concours, although they weren't competing this year.

We all went into the city on Saturday, enjoyed the atmosphere and had a good look round the pits. Jeff had some interesting conversations in the pits with two of the drivers.

It was nice to wander around the pits on the Saturday and talk to the drivers before they took their cars for some qualifying laps. I quickly spotted a Hillman Hunter GLS (Holbay tuned) and its driver Dave



Thompson. I have a soft spot for these cars as it was my second car which I bought in 1976 when I was 18.



The car was only 4 years old and had done 24,000 miles. Unfortunately, someone had rolled it and damaged every panel on the car. At the time I wanted to build a Spartan kit car (a bit like a Morgan) and wanted the tuned Holbay engine with its twin Webber 40s for it. Luckily, my father had more sense and suggested that I rebuild the Hunter instead. So, I bought a new body shell for £400 from the Chrysler Hillman



mous Abbey. This had contained the tombs of Henry II of England, his Queen, Eleanor of Aquitaine and their son Richard I until the French Revolution. Their effigies are still there. Napoleon decreed that it should be a prison, which it became for over 150 years, including the Abbey Church, divided into multiple levels for workshops and accommodation. However, this did help to preserve the overall fabric of many of the buildings - a pity Henry VIII didn't think of the idea?

On Friday we set off for Angoulême, where our accommodation was a lovely b&b just outside the city, complete with a swimming pool. Gina and Philip

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factory at Ryton (now Jaguar?) and just swapped over all the components. This was surprisingly easy as they are not complicated cars. I then had it resprayed in its original white and it looked lovely with its purple interior! I kept the car for about 4 years and did 70,000 miles in it, then sold it for a profit!

I also met a chap with a unique racing Daimler SP250 Dart! Apparently, he had owned it from nearly new and had crashed it. The body was ruined but the chas-



sis and engine were ok so he got a firm to build a new body for him. He gave them a picture of a car that he liked and they copied it and made the body for him. He has subsequently raced it for many years!



There were a variety of other beautiful classic cars around the town, including this Bugatti.

Sunday is race day. Some locals must leave their apartments and houses while the race is on, while others embrace the occasion and there were crowds at some windows and even on roofs.

There are many road closures in the old town, making navigation difficult if you are not familiar with the layout. Luckily, we found a spacious underground car park that was free on Saturday and only 5€ on the

Sunday. The course is quite short, using only about a quarter of the road round the ancient ramparts, but fitting in some hairpin bends as well as straight sections. Not all the cars seemed able to keep all their wheels on the road in some of the corners! The drivers are all amateurs with varying skill levels and there are a number of classes depending on the age of the car. There is also a special race just for Bugatti's.

If you needed a new radiator for your Bugatti there was a man who could sell you one. (if you have to ask the price then you can't afford it!)



Even on Race Day we could wander round the pits as the cars were escorted in and out by a man with a whistle! It had rained in the morning, but the sun came out soon enough and quickly dried the track, although the temperature had fallen to low 20s. We



only saw a few cars which failed to complete their races, a tribute to all the owner/mechanics in the pits. We hadn't paid for a seat in one of the stands, which are strategically placed on the corners, but there are several other places where good views can be had,



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especially from the ramparts. Unfortunately, the many other classic cars which spectators drive to the race are no longer parked around town, but tucked away in the underground car parks like ours were, which reduces the fun of rambling around the old town.

On the Monday, we could have driven round the race track at town legal speeds and the right way along the roads, but it was raining so we headed straight back up north to Saumur, to see a few more chateaux and caves. This time, even our b&b was a chateau, thanks to Gina's previous research! We then had a final night in the lovely small spa town of Bagnoles-de-l'Orne and came home on the ferry on Friday evening - a much smoother crossing than the outbound one.

We thoroughly enjoyed the trip and were very pleasantly surprised by the positive response we got from locals as we passed by or parked up in towns and vil-



lages on our route. Even schoolchildren gave us a thumbs up sign as we drove past them. Two women said they had owned E types in the past and at our last stop, a man drove up to our hotel in an immaculate 1968 Maserati Mistral and, while admiring the car, he said we should definitely

join the 2026 Fougères Rally, which will be based in Bagnoles - see <https://www.rallye-fougères.org/en/program/> We are happy to recommend the Hotel Spa du Bêryl. It's an updated 1960s building, comfortable, with a swimming pool and spa, secure parking and great views.

You can, of course, book a trip to Angoulême with one of the classic car touring companies. They have 1-night stops on the way down and back, stay in standard hotel chains and the seating in the stands for next year is sold out already!

E-Type Clutch & other Modifications

by Jeff Booker

Sadly, only 33 years after I last replaced it, the clutch decided to start slipping. This was only a couple of weeks before the Angoulême trip and with an E-Type this is an engine & gearbox out job!

I decided to get cracking and whip it out. This is not easy with an E-Type as the body is small and the engine is large



and it is fitted like a glove into the chassis. Luckily I have a 4-poster ramp in my workshop so this means I could drop

the engine & gearbox out of the bottom of the car. When I last did this job in 1992 I did not have a ramp and used an engine crane to put it in from the top which is much more difficult! I also treated myself to a height adjustable hydraulic platform which I placed under the ramp. After disconnecting everything and lifted the car up leaving the engine and box on the platform. It is then much easier to work on. The gearbox is very heavy though as it has an integral Compact A type Laycock overdrive unit on the end. As this is mostly solid metal, I had to get my wife Mary to help me lift it off! When I added the overdrive in 1992 I thought my E-type was unique but a few years ago there was an article in the main JEC magazine featuring the only 2+2 E-type with Overdrive that was made by Jaguar as a prototype. They obviously did not proceed with the idea but I think it works very well and gives the car very long legs at high speed with a 28% increase on top gear! These days, everybody fits a 5 speed gearbox to get a similar result but they were not available for E-types in the 90's.

The problem then was that I had originally fitted a 10 inch clutch from an earlier 3.8 E-type but had no spare. I spoke to Rob Beere (Rob Beere Racing in Coventry) about this and he said they don't fit them anymore but use the stan-

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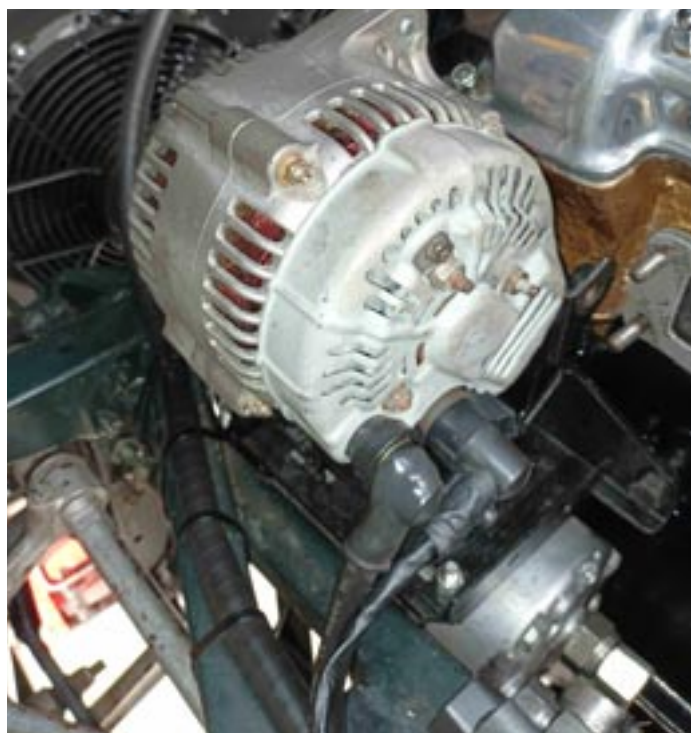
dard 9.5 inch clutch instead. I had bought one of those in 1992 and it was still in stock together with a new diaphragm cover. Luckily, these were genuine Borg & Beck and not a modern Chinese copies. The problem was that the flywheel was drilled to accept a 10 inch clutch. So Rob sold me a new lightened (9kg vs12Kg) racing flywheel and it now works very well! Over the last 30 years, I have bought all my modified parts for the E-type from Rob Beere as I think they are the best available.

Also, I never liked the carbon thrust bearing and Rob again



sold me his modified centre push release with a ball bearing thrust race. This pushes directly on the clutch fingers and so the centre boss of the clutch diaphragm has to be removed.

With engine out it becomes easier to see some of the other modifications I have made over the years. The latest changes are the serpentine belt drive for the water pump and auxiliaries and a more modern fuel injection system with fully mapped fuel and ignition management. The car has always had air conditioning as it was originally built as a LHD American car. When I bought it I converted it to



RHD and managed to retain the aircon by using a S3 V12 evaporator unit in the car. It thus became the only UK RHD E-type with aircon in the 1990s. I wrote an article about fitting fuel injection in the 1993 JEC magazine. The only problem was that the original thin 1960s V belts driving it would slip when under load and so it would only work on cooler days! Thus, I made

the decision to upgrade the belts to a modern poly-V serpentine belt system. It will transmit much more power and does not slip. This has allowed me to upgrade the original 40 amp alternator to a 120 amp Denso unit off a 6.0 litre XJ12. This is much better and allows me to sit in traffic with the aircon and all the fans going without running out of power. It also drives a modern Sanden aircon compressor which is far



superior to the original York twin cylinder unit. You can just see it below the alternator but it was a tight fit! Also visible on the front of the engine is a Rob Beere Racing Silicone Crankshaft damper and the toothed wheel and sensor which tells the Emerald ECU (engine management system) where the engine is in its cycle. There is no distributor and each cylinder has its own coil which the ECU fires when required. On the inlet side of the engine is the Fosseway geared starter motor which is a good upgrade and much lighter than the original Lucas one. Also on that side is the later XJ6 Spin on Oil Filter complete with remote oil cooler. I found that a major oil leak was imminent from the pressure relief valve sump return pipe, as the 30year old rubber pipe had perished. I replaced it with a more durable silicone pipe.

This is the new fuel injection system from Emerald which I fitted in 2022. It uses the excellent Mangoletsi Inlet manifold and 3 Jenvey throttle bodies. As you can see it now has 235 BHP and 262 lbsft Torque. These figures are very respectable for an XK engine (most of them give between 190 and 210 BHP). The ECU was set up on a rolling road by the legendary Dave Walker who started the Emerald business and this creates a complete digital map for fuel injection and ignition timing. This is very efficient and outperforms a carburettor and a distributor. This gives the engine 20% more power over a standard unit and I can easily get 30mpg on a run. Top speed should be in excess of 150mph but if you look at the rolling road figures he was only doing 127mph at 5410 rpm. This is because he was in 4th gear and had not switched in the overdrive!



New Cars are getting safer?

New cars are getting safer, and yet four people are killed every day on Great Britain's roads, with more than 70 seriously injured, according to new figures from the Department for Transport (DfT). The 2024 statistics show 1,602 fatalities, a 1% drop on the previous year, while overall casualties of all severities fell by 4%. The data reveals that 29,467 people were killed or seriously injured (KSI) last year, also down 1% year-on-year. But safety campaigners say the pace of improvement has slowed dramatically, warning that progress on reducing deaths has stalled.

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Rebecca Guy, senior policy manager at RoSPA, said: 'These figures are a stark reminder that progress on road safety has stalled, and lives are being lost unnecessarily. It is essential that the upcoming national road safety strategy contains the measures and resources needed to prevent road traffic collisions.'

The RAC's Rod Dennis added: 'On average four people are killed, and a further 76 seriously injured, every single day in Great Britain. Britain might still have an enviable safety record compared to some other countries, but the simple fact is that casualties aren't falling at a fast enough rate anymore.'

Long wait for a new strategy

Campaigners point to the Government's promise last year of a refreshed national road safety strategy, the first in over a decade. The last plan was published in 2019, and since then more than 8,250 people have died on UK roads. The AA's Jack Cousens said: 'Every death and serious injury on our roads is a tragedy. Sadly, the figures show that little to no improvement to reduce the number of people injured on our roads and highlights the urgent need for a comprehensive road safety strategy.'

IAM RoadSmart policy director Nicholas Lyes added that the 8% rise in motorcyclist deaths and a rise in motorway fatalities showed an urgent need for more effective measures. Brake's chief executive Ross Moorlock went further, saying: 'These numbers should shock and anger all of us. It is simply unacceptable that, as a society, we



largely accept that people will die on our roads every day.' What this means for you

For drivers, these figures highlight that while the risks of being killed on the road remain relatively low compared with decades ago, progress has slowed. It means road users cannot assume safety is improving in the way it once did.

If you're a motorcyclist, pedestrian or cyclist, the risks are disproportionately higher. These groups now account for more than half of all road deaths, showing the need for extra care and awareness when you're out on the road. The figures also suggest that enforcement and education may increase in coming years. Drivers should expect stricter speed enforcement, more targeted policing, and wider adoption of measures like 20mph zones in high-risk areas.

Every death is one too many...

Let's not beat around the bush here – cars are fantastically safe these days, but the lack of a fall in road deaths is disappointing. These figures are a reminder that complacency kills. Britain has long prided itself on having some of the safest roads in the world, but that doesn't mean we can stand still. Four deaths every single day is not acceptable, and no statistic should ever be treated as just a number.

Road safety campaigns and strategies don't always grab headlines, but they save lives. If Government and local authorities really want to make a difference, they need to commit to proper investment in safer roads, targeted enforcement, and smart technology that keeps bad drivers off the road.

As ever, I'll back any policy that drives costs down for consumers and keeps them safe at the same time. The lesson from these figures is simple: we need bold action, not gentle nudges. When lives are at stake, half measures won't cut it.

FORTHCOMING EVENTS 2025

NOVEMBER

Tuesday 4th	Club Night - Skittles Match	Hamworthy Club - 7.30 pm
8th - 10th	Classic Car Show	NIC Birmingham
Thursday 20th	Pub Lunch Meet	The Thimble Inn - 1.00 pm. Book with Bob.

DECEMBER

Tuesday 2nd	Mince Pie & Xmas jumpers Club Night	Hamworthy Club - 7.30 pm
Sat. 20th	Christmas lunch	Royal Motor Yacht Club, Sandbanks- 12.00 noon
Sunday 28th	After Christmas walk	Meet at Red Shoot Inn, Linwood at 10.00 am

JANUARY 2026

No Club Night in January

FEBRUARY 2026

Tuesday 3th	Club Night - AGM	Hamworthy Club - 7.30 pm
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MARCH

Tuesday 3th	Club Night	Hamworthy Club - 7.30 pm
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APRIL

Tuesday 3th	Club Night	Hamworthy Club - 7.30 pm
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APRIL

Tuesday 7th	Club Night	Hamworthy Club - 7.30 pm
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MAY

Tuesday 5th	Club Night	Hamworthy Club - 7.30 pm
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JUNE

Tuesday 2nd	Club Night	Hamworthy Club - 7.30 pm
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JULY

Monday 6th to Thursday 9th	Welsh Trip - Please book direct and then contact Peter on peteryork970@btinternet.com
Tuesday 7th	Alternative Car Night Hamworthy Club - 7.30 pm



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★ Red text = new additions or alterations since last month



Dorset Jaguar Enthusiast

CLUB OFFICIALS AND COMMITTEE 2024

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Committee - Richard Hemming	07443 425765	rjhemming@gmail.com

Any correspondence: send to Bob Flint - email: bob@jecdorset.com

Articles, adverts, events etc for the newsletter, please send to the Barry Heath, Magazine Editor: e-mail: barry@baz234.co.uk

Next Committee Meetings: at Wendy and Gerald's house, unless informed otherwise
Tuesday 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 Jaguar Enthusiast





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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