

THE DORSET JAGUAR ENTHUSIAST

October 2025



Rustic Fayre
John Haynes Classics
Goodwood Revival
Member's Cars
Autumn Classics at Castle Combe



Magazine of the Dorset Region Jaguar Enthusiasts' Club

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Editor's Ramblings

I think it is important that the Dorset Region needs to present at the annual JEC AGM, so Peter and I travelled up to the Jaguar Classics facilities at Ryton and you can read our deputy Chairman, Peter York's report below.

The AGM followed the normal format with the formal business first followed by presentations by various directors. The venue at JLR Classic near Coventry was a great improvement on the Brown's Lane social club used in previous years and although the attendance was, as usual, only a small fraction of the overall membership I got the impression that there was a good regional representation.

The accounts for year showed a loss of £82,704 which as you can imagine caused some debate. Unfortunately, Ian Hazeldine, Financial Director, had only been in post for part of the year so he could only really comment on the figures. He did however go through the significant loss areas and assured everyone that most of them were one off and would not be repeated.

Peter Leake, Chair, did a very good presentation which commented on the previous year and the plans for the year ahead.

The magazine costs represent over 50% of the annual subscription and when a proposal for increasing the subscriptions was debated the members were presented with comparisons of the cost of membership of other clubs and motoring publications. This, in my opinion, was a very poor way to justify the increase. Although I accept that costs have increased, I was not convinced of the relevance of the comparisons presented. Wayne Scott announced that an alternative printing company was to be used in the near future and this would result in a considerable cost saving and should improve delivery but, despite this, an increase was still needed. The proposed rise in the subscription cost was approved by a very significant majority.

Richard West talked about past and possible future events but kept repeating how expensive show venues had become making running major events very difficult.

We left after very interesting day but I am afraid that I

was far from convinced that the future expenditure was being controlled by a properly prepared budget. Time will tell.



Well, the showing season is well and truly over now and we have to put our beloved cats to bed for the winter, making sure they are kept dry and warm. I always take the opportunity if the weather is nice and dry and there is no salt on the roads, to give both of my classic cars, especially the E-Type, a little run to keep the brakes free. Plus of course to keep the engine lubricated and then to tackle some of the outstanding jobs that may need to be looked at over winter. However, it is not always too pleasant in really cold weather to spend much time in a freezing cold garage. Looking back on this year's showing season, generally it has been very good weather wise, although we always get the odd hiccup and personally, I'm not too keen on really hot, sunny weather.

What next for Jaguar?

The 2020s will be a decade of transition for nearly every automaker, but no brand is embarking on a greater metamorphosis than Jaguar. The parent company, Jaguar Land Rover, has rebranded itself as "JLR," taking the feline name out of its corporate nomenclature — and the brand's new "Reimagine" corporate strategy calls for a complete reinvention of the storied British sports car brand from nearly the ground up.

Jaguar has phasing out its petrol-powered car lineup and has shut down production of the XE, XF and F-Type. The assembly of E-Pace and I-Pace sport utility vehicles in Austria will cease from December, and the remaining output will go to markets outside the UK." The F-Pace SUV was expected to be the lone survivor until new luxury models arrive. Other manufacturers have been pulling back from their EV plans amid slowed growth in recent years; Mercedes nixed its pledge to go all-electric by 2030, and Aston Martin delayed launching its first EV. But as far as we know, Jaguar still plans to go all-electric by 2026.

Cover picture: Rowen Atkinson in his MkVII just enjoying taking part in the St. Mary's Trophy Race at Goodwood Revival



John Haynes Classics

Since we moved into September, the weather has affected most of the events, which certainly was the case for the 40th Anniversary of Haynes Motor Museum in Sparkford. I was planning to drive my E-Type, but plumped for the XJS as it is a lot easier to clean back to show standards. It was raining when I set off, so obviously the top stayed down and the air-con was on to keep the screens clear and I arrived about 9.30 am. There wasn't any queueing to enter the site and the directions were good, with plenty of marshals directing cars into position.

The first thing after parking up was for a bacon roll and a cup of coffee, but unfortunately this was everybody's plan, which resulted in a bit of a queue.

It has been a long time since my last visit to the museum, so I paid my fiver and had a wander round, it was much the same as I remembered, but with the additions of some Formula 1 cars.

I'm not sure how many of our members intended to go to this event, the only ones I knew for sure were Jeff Booker and John Meaden, who was exhibiting his flat-floor E-Type. I phoned Jeff, but he had decided to give it a miss because of the weather. However, there were plenty of classics on display from enthusiasts who braved the weather. I met up with John and Ginette and we sat and had



John's wife Annette talking about the trips they took in the XK140.



talked about the great times they had driving around the continent in their Jaguar XK140, that was on display in front of the stage. John Haynes passed away in 2019 at the age of 80, but he had the foresight to provide the manuals which helped enthusiasts to mend their old cars and keep them on the road.

I must say the event attracted a lot of visitors, despite the weather. I left the show about 4.00 pm and let my satnav guide me on an interesting route home.



I made a point of shaking hands with Ed China and saying how much I enjoyed his episodes of 'Wheeler Dealers'.



lunch together, afterwards we went to listen to an interesting interview on the stage with a group of the Haynes family, including his wife Annette, who



Sir Lewis Hamilton's first Formula 2 Renault racing car, he broke the lap record in this car at Thruxton in June 2002.



Verwood Rustic Fayre

Rustic Fayre is one of the few events that Dawn usually goes to but, this year we had our friend Claudine from Clevedon staying for the weekend. That meant it would be difficult to squeeze three people, plus a dog in an E-Type,



Just a hand full of our Jaguars on show.

so I elected to take our dog Isla in the E-Type and Dawn would join us later in Claudine's Peugeot. Isla is quite happy to lie down in the back as there is restricted head room for her, the bonus is that she can quite clearly see out of every window.

We met the usual members at Morrisons, Verwood, to enable us to all park up together, as we are not entitled to have a club stand. However, it was blatantly obvious which club took over managing the classic cars, since the 'Three Counties Classic Car Club' were not running it this year. The T.R. Register were the club who were in charge this year and there were so many TR's parked up together on a club stand. It was a little strange on entering the show, we weren't asked to show our entry tickets and we thought we had to register at their gazebo, but no! It would appear that they are prepared to relax the age limit next year up to 2000, so this would enable some more of our members to



Just a few of the TR's on show.



join us, but we will see!

I had managed to squeeze two flat fold-up chairs and a table in the E-Type, plus the picnic bag, it is amazing what you can put into a fixed-head E-Type. Dawn and Claudine arrived just after 12.00 noon, so there was much excitement from Isla when they arrived. Again, this summer it was essential to have a sun parasol to provide



A superb old MG in immaculate condition..

some shade for us, whilst Isla was sheltering in-between mine and Bob's cars, with her lead attached to my wire wheels. As per usual visitors at the show mentioned that fact that the colour of Isla matched the car.

As per usual we went up to the arena to watch the terrier racing and I sure Isla would love to join in and show them how it's done.

Dawn and Claudine decided to leave about 3.30 pm, so they took Isla with them as we are not allowed to leave until 4.30. So, most of us are happy for exhibitors to leave and let them all join the queue, whilst we all sit down with a cup of tea and enjoy a nice piece of cake, kindly made by Wendy.

It was my observation that wasn't as many classic cars in attendance this year and no motorbikes, but I maybe wrong?



Goodwood Revival 2025

After our long hot summer, the rain, which we desperately needed, completely caused havoc at this year's Revival. With torrential downpours making moving around under foot very difficult.

I took my youngest grandson, Liam this year and we arrived at Goodwood about 7.15 am and fortunately we



This year we were met at the entrance with a Scottish Pipe Band to celebrate Jim Clarke's motor-racing career.

were parked on pretty firm ground, so we had no problems leaving. However, progress to the entrance was a bit difficult with some of the grassy areas had turned into slippery mud. We had dressed for the occasion, but our footwear should have been walking boots. At the entrance, things were getting out of hand, because we as members were allowed to enter at 7.30 whilst the general public had to wait until 8.30, members needed to show their badges. Because it was raining, people had rain attire on, so badges were hidden under wet gear. I think a few non-members managed to push through, probably not even aware of the entry arrangements.

We had a quick look round the paddocks and then made out way to the member's marque for a breakfast. However, this year some bright spark on the management had decided to change the arrangements. We now had to queue at an ordering point and pay and then queue up at another



Just a few cars that Jim Clarke used to race.

counter to wait for your breakfast. Then the next problem was actually finding a seat to sit and eat our food, because it was pouring with rain everyone came into the member's



The two Yank Tanks tussling with other, heading off down the Lavant Straight.

marque to shelter. So, there were so many people just occupying seats at the tables without any food or drinks. Many of us were in the same boat, trying to find a seat, in the end we found a flat surface on a cabinet and had eat



St Mary' Trophy race just starting.



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Flower power girls in the swinging 60's



we came in, to go down the tunnel under the track and walk round the track to reach the Member's Marquee. Fortunately, there were plenty of seats available in the marquee, so we found a good spot to watch the action on the track via the TV. It was still raining, eventually the rain stopped and many people went out to sit at the tables



outside, after wiping wet seats down. After a short time, the heavens opened with torrential rain, which saw everyone piling back into the marquee, which was by then standing only. You just couldn't make up! However, just after lunch, we had a nice clear spell, so we up sticks and took off for the Lavant Corner to watch the St May's Trophy race. This is always good fun, with the Yank Tanks battling with the more nibble Mk.2's and Austin A40's. After the race had finished, we hopped on the tractor-trailer, which took us back to the entrance to make our way home.

The racing was great and it always makes it interesting in the wet and it tests the driver's skills. In hind sight We did spend at least 75% of our time in the Member's Marquee, so it would have been more comfortable watching the races on YouTube, but of course you do then miss the atmosphere.

I had purchased a Sunday ticket and intended to go with Bob, but we discussed the options with the weather and the going underfoot and decided to give it a miss.





Autumn Classics at Castle Combe

Well Murphy has certainly made up for his absence during our long hot summer, he came back with a vengeance on the third Saturday in September when we attended the Autumn Classics. Obviously, Friday was fine and sunny, as was Sunday, however, the rain-fall was not as bad as forecast, so it was a case of



1928 Frazer Nash, nick named the 'Owlet' because of two tiny porthole windows at the back.

umbrellas up and down for various parts of the day. After our traditional visit to the café for an English breakfast, we then had a quick look round the pits area. There was a large gazebo displaying Frazer Nash cars through the ages, which was very interesting, we then made our way back to Bob's XF to collect our chairs and of course our brollies.

During the week I made contact with Brian and Anne Arnett regarding meeting up with them and on arrival we bumped into Anne, they were up for the weekend from Teignmouth, but I wasn't sure where Brian was at that point. I phoned Brian later, but they were going to watch the racing at Quarry Corner, which was on



1953 Cooper Bristol T23, driven in its hayday by Stirling Moss and Mike Hawthorne.

the opposite side of the circuit to where we were at Bobbies Chicane. We were had planned to walk around the circuit and meet up, but because of the inclement weather it never happened.



Garry Pearson in his E-type on his way to pole position in the GT & Sportscar Cup race.





Debbie and Tony joined us at Bobbies Chicane.

We watched the qualifying for the Mini's and the Norman Dewis followed by the Superformance Ferrari race, didn't do a lot for me, however the lead car was lapping at 1 minute 15 seconds. We were a bit disappointed because the Norman Dewis race was what we really wanted to watch, but this wasn't due to start until 6 pm and that meant we would not have arrived home until 7.30 ish. However, we did enjoy the Mini7 race, but because of the wet conditions, the safety car was deployed a couple of times in couple of races. After brollies went up and down on a regular basis, we decided to call it a day around 4.00 pm and head for home.

Comparing Autumn Classics to Goodwood Revival, the communication at Goodwood is so much better because of the live tv screens and ear pieces to keep



Opps! this Mini missed the chicane.

you in-touch with what is happening on the other side of circuit. However, there are loudspeakers all around the circuit at Castle Combe, but of course you cannot hear anything when the cars are on the track.

As far as value for money, there is no comparison, as



opposed to £70 and a £27 breakfast at Goodwood and £15 entry and a £9.50 breakfast at Castle Combe.

In hind sight, Sunday turned out to be the best day weather wise, but there we are, hind sight is a wonderful thing.



Weekend Trip to Carmarthenshire

By Peter York

Margaret and I booked to join other members of the XKCC for a weekend touring in the wonderful county of Carmarthenshire, Mid Wales.

The weekend was based at Llanerchindda Farm near Llandovery which is not a working farm but a large guest house/hotel run by the Hadley family. Martin Hadley, his two sons and a small army of staff specialise in providing all-inclusive two- and three-day tours for car clubs along with a couple of weekends each year that are open to anyone with a car.



Although the farm is a bit off the beaten track it was not difficult to find because as soon as we turned off the main road all we had to do was follow the brown signs. Having passed under the massive railway viaduct we turned into

the car park that was already occupied by seven XKs and XK8s. We arrived about 4.30 (last of the group!) were welcomed by Martin and joined the others on the terrace for afternoon tea.

Our room was comfortable with an en-suite although it was a bit small, very clean but perhaps more guest house than hotel. In the room were tea and coffee facilities, small TV (not used all weekend) and an assortment of gifts including two very nice thermos flasks. There was also an Ordnance Survey map of Mid-Wales, two very detailed road books and a rally plate.

7.00 o'clock saw us all assembled (eight couples) in the lounge for an endless supply of Pimm's and a welcome briefing from Martin and his sons Andrew and Mark. A three-course evening meal was followed by very pleasant evening on the terrace getting to know our fellow guests. Several of the couples had done these weekends before and knew each other but they had never done the same road run twice.

Apparently, Martin has an endless supply of suitable routes.

We had managed to pick the hottest weekend of the year with daytime temperatures well into the 30 degrees C so



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the fan that Margaret insisted I pack was very useful overnight.

Buffet style breakfast consisted of full choice of English or Continental, or both if you were that way inclined. All freshly cooked.

Following breakfast Martin gave us a briefing as what to expect on the day's route. The route was marked on the OS map and the very detailed route book used the tulip distance system. The book also contained information on what to expect to see on the route along with information on tea rooms, pubs, toilets, car parks fuel.

Before leaving for the drive the sons organized a group photo which involved using a drone mounted camera. The route took us North into the Cambrian Mountains, over cattle grids and onto mountain roads. The road winds along the Llyn Brianne Reservoir and passed the dam which was built in the late 60s, is the UK's tallest (300 ft) and the world's largest clay core dam. It was built to increase the water available to the South Wales steel industry!!

The road then took us onto one of the most scenic routes in Britain, The Abergwesyn pass is an old drovers track which traverses a ledge in the hillside the descends into Abergwesyn via a number of 1 in 4 hairpin bends. It is aptly named the Devil's Staircase and took us down and over the cattle grid onto Abergwesyn common Through several picturesque villages then onto the A483 to Builth Wells.

The planned stop in the main car park in Builth Wells was abandoned as it was in use as the base and service stop for the Nicky Grist stages of the Pirelli Welsh Rally.

Leaving Builth Wells took us on a B road running along one of the UK's best salmon rivers, the river Wye.

Erwood Station Tea Room and craft centre provided a welcome refreshment break as the temperature had reached 34C. Martin was there to greet us. The tea room and gallery are housed in three old clerestory Great Western carriages alongside the old platform. The old signal box has been restored along with a Fowler Diesel Shunter engine. It is a charming setting among the trees. The route took us along A and B roads through Talgarth and Brecon with amazing views of the Brecon Beacons. Climbing up above the tree line onto a wild plateau called Mynydd Epynt meaning "haunt of the horse". (the Welsh Cob) In 1940 31,000 acres was requisitioned by the war department and it is now Sennybridge Training Area (SENTA). There was no firing whilst we were there but a lot of activity as the gravel roads were being used as stages for the car rally.

Returning to the farm we passed under the railway viaduct where the grass had just been cut for hay. We were treated to an amazing display by 12 red kites diving for food in the newly cut grass.

Back at Llanerchindda Farm afternoon tea was again available and we later indulged in a couple of pints and a great three course evening meal in the company of our fellow guests.

After a good night's sleep and a hearty breakfast, Martin briefed everyone on what to expect on the day two run. The route once again took us into the mountains, through dense forests and delightful Welsh villages with unpronounceable names. One of the villages, called Bethlehem, apparently has a post office that stamps thousands of cards each Christmas. The midway stop was at the National Botanic Gardens of Wales. Martin was again there to welcome us and had sorted the admission for us all. The gardens contain the largest green house in the world which unfortunately was suffering long term mechanical problems and with the mid-day temperature pushing 34C it was just too hot to venture inside.

Fully refreshed in the garden cafe the afternoon route took us on the Brynamen Mountain road, well above the tree line, to the top of the Black Mountain. The views from the top were outstanding. The road up the mountain was good if a bit twisty and apparently is Clarkson's favourite film location when road testing cars.

Back at Llanerchindda farm we again sat down to afternoon tea. Later a delightful, home cooked, three course meal was followed by a very pleasant evening in the lounge with all the other guests.



Come Monday morning, and after another large breakfast, we were all packed and on our way home. We are both of the opinion that this was the best car related weekend trip that we have ever experienced. The organization and hospitality were second to none.

The guest house has 12 double/twin and one single room all en-suite. They cater for two three night visits each week and there is a need to reserve a slot well in advance.

Enquiring about the possibility of a visit next spring I found that they were fully booked up to the beginning of July but I have managed to reserve a slot for the club arriving on Monday 6th July and leaving on Thursday 9th July 2026. If you want to go the following week you will have to join the Bentley owners club!! More details later but have a look at www.cambrianway.com for more info.



Member's Cars - Tony Junge

Jaguar Mk.IV

The very rare Jaguar 3½ litre Mk.IV belongs to a fairly new member Tony Junge (Pronounced Young) who joined us in April last year. Tony told me that the unusual surname is due a German connection.

Tony bought the car in 2018 from Brian Stevens who was an E-Type racing driver and owned a museum of classic cars in Colchester, but decided to sell most of his



collection due ill health. He had carried out the restoration on the Mark IV, the interior has been restored, but the rear seats are original.

The car was built in August 1947 and despatched to the Belgium Jaguar Distributor in Brussels on the 12th September. It remained in Belgium 51 years with no documentation history other than the original factory details. Originally painted in Gunmetal grey, but at some point, it was resprayed in white.

In August 1988 the car was returned to the UK under the new ownership of Mr Trevor Gillian of Rickmansworth, where it remained until his death in 2008. It then was transferred to Mr. Brian Stevens of Colchester, a recognised engineer, Jaguar specialist and race car builder/driver, who proceeded to carry out a complete restoration.

The vehicle was stripped to bare metal with rust cut out



and panels repaired or replaced and finished back to the original Gunmetal Grey by Prestige Coachworks. Similarly, all the wood veneer was restored by City



Polishers, leather/carpets replaced or renovated and chrome parts either triple plated or replaced. The steering box was overhauled by Holman Engineering, while the engine was stripped and rebuilt. The gearbox was swapped out for recognised five-speed replacement (the original put in storage) Completed in 2010, it's



This is the original tool kit that came with the car

maiden voyage' was on the London to Brighton run in winning the 'Best Car on the day.'

Marilyn, Tony's wife say the ride in the car is so comfortable and quiet and it just wafts down the road so smoothly.

FORTHCOMING EVENTS 2025

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	CANCELLED

NOVEMBER

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

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

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



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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..







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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