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From the Editor's Desk

As this very unusual year draws to a close, we seem to be in a state of anticipation to see if restrictions on overseas travel change any time soon. One thing is for sure, we all need to be on guard to prevent any future periods of lockdown. Keeping it to local travel for the Christmas break seems to be the sensible alternative. A real positive to all this Covid-19 chaos, is that it has brought many family members back from overseas and should make this festive season a special family event.



Despite the various restrictions throughout the year, the Club still managed to run most of the planned events, albeit a few were delayed/postponed to later dates.

In this issue we cover some rescheduled events plus other events that were planned for this time of the year. In fact, November was a particularly busy month. Our recent Annual General Meeting was well attended and showed the strength of the membership. As for the Committee, this group remains relatively stable with only two members stepping down. I wish to take this opportunity to thank both Rob Waters and Hamish Russell, for their efforts serving on the committee. Both gentlemen have given this club tremendous service over the years with their wisdom and expertise. Both performed their various roles within the Committee admirably and will be sorely missed. With these two departures, we had Pat Kerr seek election to the committee. Her expertise and knowledge in the automotive industry will add a new perspective to the direction of the club.

Some events to look forward to in the New Year - 2021 include the January Club BBQ lunch at Ambury Park. This is a repeat of the very successful first event of 2020. A great way to meet fellow enthusiasts in a very relaxed atmosphere. From the revitalised '2021 Ellerslie Car Show' in February to the wonderfully non-competitive open 'Brit and Euro' car display in early March, both will be 'must-sees' in 2021. Both will also demonstrate the passion and pride car owners place on their wonderful machines. Between these two events is the first of our club's 'Weekend Away' road trips. This mystery journey north to Russell has proven to be high on the list of 'must-dos' for members as it became booked out very quickly. We will look forward to all the stories and tales of the weekend drive in the next issue.

The club's website continues to expand, and we are seeing a larger number of members using the facilities available. Having the electronic facility to register for an event of your choice has been extremely helpful for the committee. It gives the committee time to plan for that event and place early bookings with outside organisations, but it also helps with the planning for future similar events. There has also been an increase in the number of hits and views from non-members interested in what this club is about. As they say, 'keep surfing' and touching base with the website on a regular basis as it is more dynamic than ever. Keep an eye out in the 'NEWS' section of the website. Various articles and interesting reads are constantly being added. These pieces complement the articles in the magazine, and some contain links to a variety of interesting video/youtube clips.

I would like to thank the large number of contributors to this magazine. Once again, we have a fantastic arrangement of interesting reads for your pleasure.

Please continue to Support your Local and the advertisers of the club.

Have a great festive break with your family and friends.

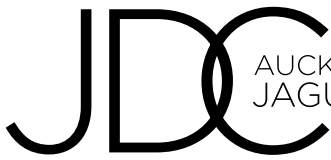
Gerard Leeuw

Editor



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AUCKLAND
JAGUAR DRIVERS' CLUB



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REGISTERS

- **Pre-War | Swallow, SS** (1925-1939) *John Endean*
- **Early big Saloons; live axle | MK4 & 5, MK7, 8 & 9** (1945-61) *Richard Waugh*
- **Early sports saloons; live axle | MK1 & 2**, (1955-67) *Jeremy Hatch*
- **Early Saloon; IRS axle | S Type, 420/G, MK 10, S1,2,3 XJ6/12, DS420** (1963-92) *Laurie Hayward*
- **Early XK | XK120, XK120C & D Type, XK150, Replicas** (1948-1960) *Don Bowater*
- **E Type | S1, S2 & S3** (1961-1975) *Barry Hall*
- **XJS | All XJS** (1975-1996) *Barry Eade*
- **XJ40 & X300/308 | XJ40, X300 & X308** (1986-2003) *Dave Denison*
- **Late Sportscar | XK & F Type** (1996-) *Dean Wright*
- **Late Saloon | S Type & X-Type** (1999-2009), **X350, X358, X351**, (2003-) *TBA*
- **SUV | F-Pace & E-Pace** (2017-) *TBA*
- **Jaguar EV | iPace** (2018-) *TBA*



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A long and proud history since 1969

Jaguar Drivers' Club (Auckland) Inc - was founded in 1969 by 19-year-old Murray Higgins, of Blockhouse Bay. The owner of a 1948 Mk IV, Murray placed an advertisement in the Public Notices section of the New Zealand Herald inviting Jaguar owners and enthusiasts to a meeting. The result on April 16 1969, was the formation of what is now known as the Jaguar Drivers' Club (Auckland) Inc.

The first event, on June 9 1969, was a fun rally and gymkhana, followed by lunch at the Puhoi Hotel (for the princely sum of \$1.00 for adults and 50c for children) and an evening "get together" in the Architects' Clubrooms on Symonds Street.

The Club has grown steadily since its humble beginnings and is now one of the largest single marque car clubs in Auckland. The Club's main aim is to foster interest in and promote owning, driving, maintaining and restoring Jaguar cars. To this end, a wide range of events are arranged on a monthly basis. Although some events are competitive, all are social and family and friends of members are welcome to join in.

Another important person in the Club's (and Jaguar's) history was Lofty England. Lofty, who managed Jaguar's successful competitions department in the 50's, was the Club's Patron until his death in 1995. Norm Dewis (Jaguar's chief test engineer 1952 to 1985) was Patron until his passing in 2019. The position of Patron is now being filled by Ian Callum (CBE). Ian was Jaguar's Design Director for 20 years and was instrumental in a full transformation of the saloons and sports cars, the launch of the SUVs, and the revolutionary I-Pace.

The Club's financial year is from August 1st to July 31st and the AGM is held in October/November. New members will receive a copy of the current magazine which will give them a list of office holders (who are elected at each AGM). A copy of the Club's constitution can be found on the website: www.jaguardriversclub.co.nz.

Each major centre in NZ now has its own independent Jaguar car club, around 14 in all, ranging from the small with a dozen members up to Auckland with over 300.

Life members - for service to the club.

Bill Crook, Robin O'Connor, Rex Day,
David and Noelene Eddleston,
Mark and David Shorter, Steve and Denise Ward.

join the club, go to www.jaguardriversclub.co.nz

Cover image: The all-new 2021 XF



president's report

We had a great attendance at our recent AGM on the 21st November with over 60 members present.

Your committee for the coming year 2021 will remain, however, committee members Rob Waters and Hamish Russell have stepped down. A big thank you to the both of you for your assistance and contributions to the club these past few years.

Our new member to the committee is Pat Kerr. As many of you may know, Pat has been involved in the motor racing scene and had an association with Jaguars for a very long time. We welcome Pat as our third lady on the committee.

Despite all interruptions and postponements this year, the list of recent events these last few months has been plentiful. The Fish & Chip run, Morrinsville herd of cows, Wairakei weekend away, Brick Bay Sculpture Trial, MG Track day, to name a few.

Our recent Christmas Function held at the Remuera Club was well attended with over 80 members enjoying the wonderful Christmas dinner. What made the night even more special was committee member Paul Martin and the City of Sails Barbershop Chorus. An outstanding collection of Christmas songs and carols [plus a crowd favourite - Neil Diamond's 'Sweet Caroline'] sung to perfection. The Choir sang so well, a standing ovation at the end resulted in an encore performance.

Christy and I managed to get out to the Warbirds event held on the 6th December along with 27 other member's vehicles were invited to be part of the static display. This is the first time I have been to see Warbirds and what a wonderful spectacle it was. The weather was perfect for the display of working and restored World War 1 & 2 aircraft. The airshow putting these beautifully crafted machines through their paces, made it a spectacular day which we both thoroughly enjoyed.

With the end of this year fast approaching, I would like to make a personal thank you to all my committee members who all have done a fantastic job. A lot has happened this year and keeping the Club heading in the right direction has had challenges. With the support of family and fellow committee members, we have arrived at this point relatively in good shape. With our new website, membership data base and e-mail system in place, a new improved and modernized constitution, a new financial reporting via Xero and new events to look forward to in the new year, highlight the positive direction the club continues to head in.

Christy and I look forward to seeing you at our first event for 2021, the club's BBQ at Ambury Park on the 24th January. Until then, our best wishes to you all for a peaceful Christmas with family and friends, and an event filled New Year.

Dean Wright

Club President



Brick bay sculpture trail

On a wet rainy day 27 people gathered at the BP Service Centre at Silverdale for a coffee then following a briefing from our Club President Dean Wright, we set off towards Snell's Beach to the Brick Bay Vineyard to walk their Sculpture Trail.

The weather had cleared by the time we arrived, so we set off to walk the trail. An interesting and varied collection of outdoor sculptures are placed throughout the 2km trail, set thoughtfully and artfully into the landscape. It started at a large pond full of waterlilies with 2 beautiful stainless steel artworks gleaming in the water. Each sculpture was listed in the trail map with a brief description of the artist's intentions and meaning of the work, plus the price. Outdoor sculpture entails considerable expenses for artists and the Brick Bay Sculpture Trust assists artists with meeting some of those costs.

The works are set in a variety of landscapes, from native forest to open pasture, lakes, swamp, and vineyards. The undulating terrain makes for an interesting walk. Several times we looked hard to see the artwork in the trees as it was so well placed. We all had our favourite pieces and it's no exaggeration to say that our minds were opened to a variety of genres, from aural works, to works in stone, cement, steel, bronze and wood. Bells and even objects like the giant head from the TV series Xena, which had been turned into a 'man cave' or 'sleeping nook'.

The additional loop walk through a kauri tree grove was a special treat, as was being followed by a fantail. The Sculpture Trail is a lovely walk that we recommend to everyone and well-priced at \$10 for seniors!

We then jumped back into our cars and ambled several kilometres down the road to the Salty Dog Pub in Snell's Beach where we enjoyed a delicious Sunday lunch, a drink and caught up with each other's news.

Thanks to Club Captain Steve Heaney for making the arrangements for this outing. A great day had by all that attended.





Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

Alternative payment methods, please contact the secretary:

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Ellerslie 1542.
Auckland



#20210124

CLUB BBQ LUNCH @ AMBURY PARK

Coordinator: Paul Martin. Free Event.
Club Marquee & BBQ will be provided so just bring your chairs, BBQ food, refreshments and a picnic lunch.
This is a great opportunity to meet other members and share all your good stories.
Please meet at 9:30am @ The Warehouse Carpark – Pah Road, Royal Oak. A fun run begins at 10am ending up at Ambury Park.



#20210213

ELLERSLIE CAR SHOW - FUN RUN

Coordinator: MG Car Club
A small number of places are available to join in the 3 Fun Runs to Kaiua.
Visit the website for booking details.
Bookings close 24th January 2021.



#20210214

ELLERSLIE CAR SHOW THEME 'CELEBRATION OF 50'

Coordinator: Dean Wright
A small number of club members cars '60 years of the E-Type' have been sourced for this display.
Members who can assist with preparing these vehicles, please contact event coordinator.



#20210220

WEEKEND AWAY - ROAD TO RUSSELL

Coordinator: Steve Heaney & Peter McElroy
Meet in Whangarei for lunch. Take a mystery tour up to Russell staying at the wonderful Duke of Marlborough. Approximate costs at this stage \$300 for accommodation and Dinner.
Limited places so register now via the website to secure your place.



6TH BRIT & EURO CLASSIC CAR SHOW

Coordinator: Laurie Haywood

This show grows every year. With the spacious area to display our club cars the challenge is once again to fill the area with 110+ club cars. Our club's theme will be the '60 years celebration of the E-Type'. Perhaps, we can display a record number of E-Types this year.

All registrations must be made through the club.

Contact Laurie: landphayward@xtra.co.nz with your car model details.

Please indicate to Laurie if you wish to enter the club's Concours d'Etat. [Shine & Show event]

#20210307



CLUB NIGHT & SPECIAL GUEST SPEAKER

Enjoy a friendly chat and a meal with other club members. Then be entertained by our guest speaker, Jaguar enthusiast - Richard Waugh.

"Aviation historian Richard Waugh will share the remarkable story of the development of airlines in New Zealand, from the pioneering days of the 1930's with small wooden biplane airliners, through to today. With many interesting stories and reflections along the way - and all illustrated by power-point."

All registrations must be made through the website.

#20210311



INVITATION 2021

JAGUAR NZ RALLY 2021

Hosted by the Taranaki Jaguar Drivers' Club.

Any expressions of interest please e-mail Peter Daye - peterjdaye@gmail.com

Registration and accommodation must be sorted as soon as possible as entries are now limited. We are now taking registrations on a waiting list. This means you still may be able to attend as there will be people who have registered who will not be able to attend in 2021. We will contact you as vacancies occur.

#20210402



MG track day

We had to be at the track for 8am as usual, so all the prep had to be done the day before. Polish the boots, iron the race suit, dust off the helmet and get over to Paul Walbran Motors in New Lynn for scrutineering. All part of the excitement of having a day at the track thanks to the MG Car Club.

Sunday dawned pretty moody with lots of wind. With the overnight rain and the overcast outlook whilst driving to Pukekohe, the prospect of more wet weather during the day looked almost certain. As Darryl Bretherton of MGCC said in his emails though, the track day was on, no matter what the weather!

Due to postponement of this event during the unusual level 2.5 restrictions for Auckland, overall numbers were down on last year and there were noticeably fewer Jaguar participants than in recent years. With that said, the weather did not dampen the spirits of this group. They were an enthusiastic and friendly group enjoying the opportunity to let their cats loose on the track.

Jaguar members were Robin O'Connor, with his new best friend, a 3.0 litre X Type, Frank Willett, F Type S, Anthony Thorpe, F Type R, Larry Price in his D Type, Barry Tremaine in his newly completed E Type, Larry Olive in the XJL and me with my F Type R. It was great to see a small number Jaguar Club Members drive down to Pukekohe to watch the proceedings.

The day is basically split in two. The morning is seeding/practice and training. This is to establish that the fastest drivers are placed at the front of each grid. Towards the rear of each group are those who want to drive at a more leisurely pace or those that lack the confidence to push their machines too hard at the beginning. The afternoon is dedicated 'track-time' where the events are timed. Thank goodness for the large group of timekeeper volunteers.

The weather was also a day of two halves. I started with a dry run in practice in my group but from there on, the heavens opened, and it rained significantly. This made it quite tricky for the next few groups to set a good qualifying time. The sun showed up and the track dried out, then it rained some more and then dried out once again. This went on all morning. I was fortunate but probably not a lot of fun for some. It probably taught you more about your car's wet handling capabilities than you wanted to know! Larry Price with no roof, was smiling all day, so he didn't mind.

The afternoon was all we had hoped for - hot, sunny and DRY.

First up were Dual Sprints. Dual sprints are just that. Two cars, starting side-by-side racing round the track to see who is fastest. Robin was not hiding his light under a bushel and probably gave his new car the fright of it's life, caning the X Type round the circuit. Amongst a gang of roaring, snorting, race ready MGs and a Capri, he was very quiet, but very quick!

Single sprints with overtaking was next and we were led by some hyper-fast little MGs and then Frank and I. My earlier time meant I was seeded ahead of Frank, but it did not take more than a lap before Frank's motorsport experience showed, and he flew past me. Huge fun!

Next was single sprints with no overtaking and the big field had a lot of fun pushing their cars at speeds they usually were not accustomed to. Larry Price wanted to look after his D Type



but push it until the rubber exhaust hangers lost the will to hang on. Barry wanted to stretch the legs and bed in his newly completed beautiful E Type. Larry Olive just got faster and faster in the XJL as the afternoon went on and Anthony's F Type made the hairs on the back of my neck stand up as he flew past, but perhaps I'm biased.

It was a marvelous day for everyone. No-one went home in tears, all cars and owners were intact and driven home, albeit with a lot less petrol in the tank than they had arrived with.

Special thanks to MG Car Club for inviting us again. Darryl Bretherton and Paul Walbran put in a huge effort and they ran an event that everyone enjoyed and got plenty of track time. We must not forget the big back-ground team of scrutineers, marshals, timers, grid organisers, flag wavers and gofers - all volunteers, smiles on their faces and giving up their Sunday for our petrol head benefit!

A special mention to the 'BIG' sponsors of this event over the past number of years, Hedges Estate, Paul Walbran Motors, and Glendene Engine Reconditioners. Without your support, this day could not proceed. I will look forward to next year to do this all again.





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CAR SHOW



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Barriers to licence

research says poverty and lack of self-confidence main barriers for at-risk youth in gaining driver's license

Written by Impact PR - Mark Devlin

More needs to be done to help prepare at-risk youth for employment according to the head of a youth charity, following the release of new data showing many young Kiwis risk imprisonment driving without a license.

New figures released by Silver Fern Motorsport Charitable Trust, a not-for-profit organisation which provides free learners driver's license training, shows 40% of the hundreds of youth who are referred to their programme drive without a license and more than a quarter (28%) of these drive regularly - between once a week and every day.

Ted Jarvis, chairman of the charity says too many young New Zealanders are driving on our roads each day without a license, placing themselves and other road users at risk.

"Aside from the safety risks, driving without a license can lead to a charge of Driving While Forbidden, and a conviction under this charge can carry a fine and/or imprisonment of three months. For a third or subsequent conviction, this could see a prison term of up to two years.

"Many of the young Kiwis that are referred to us are at a crossroads in their life, and the primary motivation for wanting to get their license is to improve their chances of being employed or to access training.

"Even a short sentence in prison can set them down a path that is very hard to come back from.

"Once they are inside the first thing they will do is get some protection so they join a gang. Then when they come out of prison they get a call from the gang saying 'we looked after you, now it is your turn to return the favour' and suddenly they're in that cycle and they become a career criminal.

"For many young kids their first interaction with the courts and youth justice is from driving - it starts with a driving offence and leads to other things.

"One of the interesting things we found out is that the kids say 'now we have our driver's license we don't have to run from the cops,'" he says.

Jarvis says their research shows there are a number of barriers which prevent some Kiwis from getting their license independently.

"While literacy issues do form a barrier for many students, the

primary reasons given for not having sat their driver's license previously are lack of finances and poor self-confidence.

"We know that we are the ambulance at the bottom of the cliff for most of these kids and so what we need to offer goes beyond help passing a driver's test.

"If we can get them referred to our course, we stay with the young person until they get their license. To date, we have a 100% success rate. From there, we look at what else they need to get into a career.

"Many don't have a personal ID, so we help them get an IRD number, bank account, birth certificate and any other support they need to get started.

"We had one of our students last year who told us how much the birth certificate meant to her, she said to me 'this is the first time in my life I actually know who I am'.

"Ultimately a successful intervention at this point is going to help get these kids back on track and keep them out of the court system," he says.

Jarvis says a recent equipment donation of tablets from The Trusts will allow them to expand their service throughout the North Island.



The Trusts CEO Allan Pollard says the charity provides an invaluable service in the region and the longer-term benefits of their work in the community cannot be underestimated.

"One of the things that stood out for us was that the relatively modest donation of computing equipment will bring a level of mobility to the charity that will see hundreds of at-risk Kiwi youth given the foundation for a more positive pathway in life.

"What many of us overlook in our daily commute is the freedom provided by having legal access to a vehicle for transportation and for improving our productivity at work.

"The work of the team at Silver Fern MotorSport Charitable Trust is giving a fundamentally important sense of self-confidence to a group of young Kiwis who otherwise might end up caught up in our prison system and we are immensely proud to be able to support their efforts in the community," he says.



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This is YOUR magazine, please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.

Deck the halls... it wasn't a silent night after all...

75 club members gathered at the Remuera Club on Thursday 3 December to celebrate the end of an extra-ordinary year with a Christmas Dinner followed by a carol singing performance from the City of Sails Barbershop Chorus.

After last year's successful evening we had no hesitation in asking the Chorus back to entertain us again.

It was great to connect with people after a truncated year when numerous events were postponed due to the Covid lockdowns. Many people dressed in colourful Christmas attire which added a festive note to the occasion. Special thanks to Allison and Paul Ingram for once again making beautiful table centrepieces to decorate the tables. At the end of the evening the centrepieces were auctioned, adding \$245 to the Club's donation to Camp Quality.

After an hour of socialising and catching up everyone enjoyed a traditional Christmas dinner of ham and turkey with delicious vegetable sides, followed by pavlova, fruit salad, Christmas pudding, custard and ice-cream, plus coffee and tea. The caterers were impressed that this year everyone had prebooked and the actual number matched the bookings. It made for a stress free evening all round. "Excellent food and good value for money" one member commented.

After dinner 30 members of the City of Sails Barbershop Chorus sang Christmas favourite songs and carols, and everyone keenly joined in when prompted. The singers were decked out with Christmas bling which added to the occasion. "That was a polished and most enjoyable performance" and "a great night, delivery by the choir was superb" were some of the comments.

The President Dean Wright thanked everyone for supporting the event and wished us all a very Merry Christmas. The final word was "It has been wonderful to catch up with everyone, and great to have this pre-Christmas get together on a week-night. Let us look forward to a more normal 2021 and see you all at future events."

<https://www.youtube.com/watch?v=NJTiz3xbAa0>

Article: Robyn Martin | Photos: Gerard Leeuw, Pat Kerr



Dear Jaguar Drivers Club Members
On behalf of Camp Quality and all children living with cancer, thank you so much for your continued support and for raising \$245 at the Christmas party for the beautiful table decorations created by Alison.
In January up to 300 children will experience the magic of camp where they can forget about all the challenges that goes with living with cancer and have fun just being kids again. This camp will be particularly special as we were unable to hold winter camps because of Covid 19.
So again I thank you.
Paula Daye
Deputy Chair Camp Quality.

INVITATION

Warbirds on parade

– open day



The much-anticipated dawning of Sunday 6th December finally arrived, and it was time for my visiting New Yorker son-in-law Sam and I to start up the 1960 XK150S, fill up on a Macadee breakky bun and hit the road for Ardmore Airport.

We turned off Hamlin Road at 0700 sharp, just as our stalwart Warbirds man Larry Price was ushering the first couple of cars into a convenient layby on Harvard Lane to await the full complement of 28 Jaguars registered for the invitation club display, right beside the warbirds stand. Best of all the weather was glorious with only a breath of wind. Perfect flying weather.

As if the glorious gathering of shiny Jags was not enough of a sight to behold as the crowds of spectators drove past our lineup, an even more wonderful treat awaited us up at No.4 Hangar.

By 0750hrs all 28 Jaguars had arrived; well ahead of the 8 am deadline for no further vehicle movements on the aircraft stands. Larry led the gathered throng of cats in his D-Type, having quipped that he promised not to exceed 100kph! In fact, we progressed at a very sedate pace to ensure no lost stragglers en route.

We were quickly lined up in two rows of 14 and by 0815 our club Display was complete, with the Jaguar Marquee providing much needed shade (and barbeque), care of the wonderful efforts of Robin O'Connor. Within minutes we were surrounded by numerous interested members of the public wanting to know about our cars and sharing great enthusiasm for our efforts as we waited for the first Airshow at 1030.

Other very interesting displays were also put on by army volunteers mocking up World War two German, British and American forces. A team of paratroopers showed off their skills controlling parachutes on the ground and a collection of original Jeeps and Land Rover's completed the period feel of these displays.

With such beautiful weather, Ardmore's runways and grass aprons were fully occupied for three extraordinary flying displays, starting with World War one fighters dogfighting in the cloudless skies. We were given a very rare glimpse of the enormous courage of these early fighting aviators! Imagine taking to the air in back 1914 in machines made of wood and canvas that owed their technology to the first powered flight just over a decade earlier.

Having said that the amazingly sophisticated radial and rotary engines we saw demonstrated were a world away from the tiny engines that powered Orville and Wilbur Wright's first 6km flight. The Wright's power plants were heavy and produced barely enough power to propel the aerofoil wing tips forward

enough to generate any more than just the few metres of lift they achieved. The German Fokker Triplane on the other hand powered down the runway and launched into the air in an almost vertical climb after only a hundred or so metres at most. Its dogfight capability was legendary with so much lift from its three wings.

We saw wonderful mock dogfights between the Fokker and the Bristol. Then followed a stunning aerobatic display from the hugely powerful modern MXS; at times virtually at a standstill in the air at the top of a steep climb, hanging on its propeller driven by its spectacularly powerful engine, only to tip over backwards or to one side and plunge into a screaming dive.

We were then treated to a race between a McLaren 720S and another very fast and capable Extra aerobatic plane. The result was totally unexpected! The aeroplane was no match for the McLaren and after 3 runs up and down the runway, despite every effort of the Extra's pilot, the McLaren under launch control and with a 0-100kph time of 2.3 seconds, was nearly half a runway ahead.

After a quick lunch we were back on our seats beside the runway for Session 2 with the main Ardmore Harvard Team in the air for another breath-taking display of precision aerobatics from these now 85-year-old aircraft.

It was a very busy afternoon as we were treated to yet more spectacular flying of the Ardmore warbirds. Both single seat and twin cockpit Spitfires took off, buzzing the airfield in high-speed passes of over 300knots/350mph and doing stunning climbs turns and loops. The single seat Spitfire being expertly piloted by long time Air New Zealand 777 pilot Liz Needham.

When the third wonderful air display, complete with mock dogfights and lots of thunder flashes for effect was over, it was time to pack up and head home. What a marvellous day it was too. The memory of those glorious spine-tingling sounds of wartime radial and V12 engines filling the air, will stay with me and all those lucky people who attended for a long time to come. Again, we all counted our blessings that as a community, kiwis can gather to enjoy such fun here in our wonderful, green, and pleasant Aotearoa New Zealand.

A very big vote of thanks to the Warbirds and JDCA member - Mike Wood for creating the opportunity for Jaguar to participate in the show, and to Larry Price for his endless enthusiasm and help in organising such a great day out for the Club.



ROAD TRIP (PART 2)

Nelson to Alexandra

After a couple of glorious days walking and touring in the Nelson area, it was time to hit the road again. On the morning of Friday 18th September, we departed Nelson in light rain and headed for Punakaiki on the West Coast some three hours away. Today offered several highlights - driving the Buller gorge and of course, experiencing the Punakaiki rocks. Driving out of Nelson, it was now very heavily raining, we were surrounded by crops not normally seen in the North Island - hops, and lots of them. The growth of craft breweries has seen an increase in the number of plantings - and the amount of new grape plantings in and around Nelson must be seen to be believed. This was also a very early area of European settlement, so we passed several quaint old churches dating back to the mid 1800's. By now we pretty much had the road to ourselves passing through areas where the valley floors are pastoral farming and the surroundings steep hillsides are forested. We passed through the Golden Downs Forest then down through the valley before climbing the infamous Hope Saddle. We really are in isolated country now, but the road is in remarkably good condition. After the recent heavy rain, the Buller River was running high with much debris floating downstream. At Murchison we stopped for coffee. Like many of these small-town cafes, the decor was average at best, but the coffee was surprisingly good and the welcome very warm and engaging. Caffeine fuelled, we headed off for the part of today's drive I was looking forward to the most, the Buller Gorge - and I was not disappointed. The road was good and the scenery nothing short of magnificent. The gorge walls are impressively steep, and the mountain tops veiled in cloud. We got the occasional glimpses of snow on the mountain tops. What a wonderful drive. Along the way we passed under a large rock overhang which had been made so to accommodate the road. Hard to imagine it all being done with pick and shovel initially. Those road labourers, navvies, my father



used to call them of which he had been one, must have had a huge work ethic to push those roads through.

On through forgotten places like Lyell and on to Inangahua, famous for being the epicentre of the May 1968 earthquake of magnitude 7.1 (the Christchurch quake of February 2011 was 6.2) and the loss of only 2 lives because it was (and still is) such a sparsely populated area. At Inangahua Junction we continued on the #6 out to the coast to find one of New Zealand's great natural wonders. We got to Punakaiki Rocks just after midday with the tide just past its peak. That timing combined with a howling cold south-westerly gale of at least 30 knots was perfect for viewing. The carpark was pretty much empty, still we rugged up to see the 'pancake' rocks and associated blow holes. While the weather was not for the faint hearted, we were amply rewarded with the display of nature's force. The wind roared as the huge waves crashed into the cavern the sea had carved out over thousands of years. The blowholes shot up fountains of spray soaking us as we eagerly waited for another plume of water to erupt. Against the background was the continually crashing waves and the occasional thunderous boom of the water in the caves beneath our feet and the earth quivering in response. Once it got too



cold and wet to bear, we retreated to the car and a very welcome hot coffee at the roadside cafe. Having got over our excitement of seeing the Punakaiki Rocks at their very best, we headed for our accommodation in the old fire station at Hokitika about an hour further down the road. Parts of the road south of Barrytown were like a corniche with towering mountains on one side and precipitous drops into the surging Tasman Sea on the other. Through Runanga and the first of several statues to the area's most famous son, former Prime Minister - Richard Seddon. Then through Greymouth and a short half hour or so run along the coast to Hokitika. Finding our accommodation with ease, we parked behind the old fire station in the area marked "fire-trucks only" and went inside.

From past experience, some of these sorts of refurbishments are memorable for their quaintness and not their style or comfort, but this was not the case. The old Hokitika Fire Station is superb and a great place to stay for a day or so after such an amazing day's driving and sightseeing. It has it all - style, comfort, and with an easy walking distance to the main shopping area. A couple of drinks and I was gone, dreaming of the visual highlights of the day, what a way to end the day.

Hokitika to Franz Josef

The day dawned overcast but no evidence of rain. We went for a walk down to the mouth of the Hokitika river to watch the Whitebaiters trying to catch these elusive fish. Some were catching a small amount while others were saying the tide was wrong or the river was flowing too fast etc, etc. But we didn't miss out as, the night before, we had both enjoyed the best whitebait fritters ever made simply with duck egg - highly recommend Kitchen Cafe - literally just across the road from our 'fire station'.

As today's trip to Franz Josef was a short drive, we decided to take a run (in the car) up to the Hokitika Gorge, about 35km inland from Hokitika town itself. What a good option that turned out to be. While the road is relatively flat, sealed and well signposted along the way, the layout was a little unusual with several right-angle bends followed by straights, much like driving diagonally across a checkerboard and about as flat. Once we got there the parking was very good and signage for the walking path to the gorge all relatively new. Only a



Maungatautari

short distance into the track we got our first glimpse of the water spilling out of the gorge and what a sight to enjoy. The water was the most beautiful glacial aqua blue with plenty of small eddies and whirlpools to give the water some texture. The colour comes from the "rock flour", very finely ground rock particles suspended in the water. We walked over the swing bridge and further onto a lookout point. The track was very well maintained which makes it even more enjoyable. But as the sky threatened to rain, we retraced our steps to the car. Luck was on our side as we found sanctuary in our dry warm car just before the rain started. If you are ever in this area, a side trip to the Hokitika Gorge is well worthwhile.

Back to Hokitika where we fuelled up and headed south to Franz Josef. At just bit under a two-hour run, the drive was easy except for one area where the road was being rebuilt after a huge slip [more like the side of a mountain] had fallen away. On the day we drove through there was next to no traffic on the road which made it even more enjoyable. I was looking forward to visiting Ross, such a little town with a huge history from gold rush days. Unfortunately, there is now very little to see and what there was, looked unloved and depressed. South of Ross the road wound through bush and patches of farmland. At Harihari we stopped for coffee which again was surprisingly good as was the baking that accompanied it. Passing through the dairy farming district of Whataroa, we then crossed through the Waitangi Forest arriving into Franz Josef. Our accommodation for the night was on the north side of town, nestled under those towering Southern Alps. After all that travelling, it's hard for me to imagine we are still north of Mt Cook. Not that we could see much of the Alps as the cloud had descended to be just below the snowline. By now the only vehicles on the road were camper vans scurrying

to find a place to roost for the night like sparrows do each evening. By an hour after sunset - the road was virtually silent.

Franz Josef to Alexandra

Opening the curtains in the morning, the clouds had vanished, and we were treated to the most magnificent view of the snow-capped Southern Alps with a bright blue sky behind them. What a treat to wake up to. With a fairly long motoring day ahead of us, we were up and off in anticipation of many spectacular sights to take in. The first part of today's journey was heading south to Haast, again about a two-hour run. You know you are heading into remote area when a sign on the outskirts of Fox Glacier township informs you there is 'no fuel for the next 140km', still we were prepared. We travelled south through large stands of mature native bush some of it right down to the road edge. The interesting thing was in this very remote area of New Zealand, you would come across a letterbox, obviously still in use on the side of the road, usually by a narrow gravel road leading to goodness knows where. There must be some hardy folks living a very self-reliant lifestyle in such remote places.

The weather started to clag in again so by the time we got to Bruce Bay we were in rain with very low cloud, so we missed the much-acclaimed views across the bay. Still we motored on and it was not until we were within 30km of Haast that there were regular signs of civilisation. At

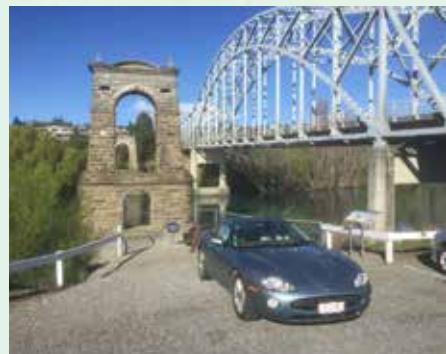


Haast we stopped for another coffee and yet again the same result, a very warm welcome and great brew.

The Haast Pass has a special place in my soul as my father had worked on it as a young man, I don't know which part or which rock he moved but he used to regale my younger brother and I with bed-time stories about how remote it was. Also, I had driven the Pass previously in my pride and joy of the time, my Ford 105e Anglia, and remember there being some challenging climbs and descents



for my little Ford, so I was really looking forward to driving it with the power of the mighty Jaguar. The weather had improved, and the road was all but dry, still with very little traffic. I was also looking forward to taking a photo of our XK8 at the Gates of Haast just for memory sake. The drive was beautiful and while we had read there could be holdups of up to half an hour due to roadworks, we never came across them. We also never came across the Gates of Haast or the challenging hill climbs and descents, maybe the Jaguar had flattened them all out. Before we knew it, we had the shores of Lake Wanaka on our righthand



side indicating we had passed the Pass.

Now into Central Otago the scenery quickly changed. Gone was the low cloud that kept the rain forest so lush, replaced with clear blue skies. majestic but oh so barren mountains harbouring the long narrow lakes of Wanaka and shortly followed by Hawea. We finally leave SH6 which we had been on since leaving Nelson. Our turn on to Highway 8a took us across to #8 heading down the eastern side of man-made Lake Dunstan. What a stunning road to drive. About thirty minutes after Cromwell we were at Alexandra and well settled in the old-renovated post office, our resting spot for the next few days. We had travelled a touch over 370km for the day - very enjoyable driving at the wheel of our very enjoyable XK8.

Part 3 Adventure... to be continued.

AGM Presidents Report

Welcome to the 2020 Annual Auckland Jaguar Driver's Club Annual General Meeting. A new decade and 2020 started with our first event held at Ambury Park - Club Picnic. This event was very successful with over 40 cars in attendance and over 80 members enjoying a picnic in this wonderful location.

Car show season was next upon us. The Ellerslie Classic Car Show 'Concours d'Elegance' came first. This year we showcased 60 years of the beautiful Mark 2. The Auckland Brit & Euro Classic Car Show then followed. Our committee member, Laurie Hayward is very involved in the organisation of this superb event. It is an event that has had so much success since its inception just five years ago. Over 1400 cars, including a stunning array of 109 Jaguars from our club. The largest display of cars by any one marque club. This is something to be very proud of! These two events showcase the Auckland Jaguar driver's Club to the public. The interest in 'Jaguar' is staggering with new models coming on the market, bringing a new audience to the brand and our club. We have a small number of members now with the all-electric I-Pace.

Then the world changed - and Covid-19 then hit us.

This was a trying time for me as your President to hold the club together and keep the membership informed during this trying time. Not having the ability for the committee to meet under the lockdown rules, 'Zoom' was the new platform to keep our regular meetings occurring. As we could not produce a bimonthly magazine it was decided to produce our first e-magazine. This was very well received by all our membership. Thank you for supporting your club during this difficult period of time.

The good news is our membership has stayed stable over the last twelve months. Considering what has happened throughout 2020, this is a great feat.

Our website and computer system were just archaic. The same systems have been in use for many years. The work required to send out a group email to the membership was a mammoth task. Your committee approved the budget for our new systems back in 2019. We were in a fortunate position as the computer company handling this for us - Expert, had also completed the MG Car Club operating system a few years prior. Having been through how a car club operates, this has meant our overall costs were significantly reduced. Simon

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Crispe (Vice President) took on the huge task of coordinating the set up and roll out of this dynamic new website. The work seemed overwhelming, but with Simon's direction, and the rest of the committee's support, we managed to launch the new website before our financial year end. Our new website has so many new features. Not only does it keep you up to date with the events, but you can also register for these electronically. You can update all your personal details, join the registers for your vehicle, and keep up with the latest Jaguar worldwide news. To coordinate each of our events, in many cases with 60 plus people, can be a mammoth task. We can now email all members with ease, follow the registrations for each event via your club captain, Steve Heaney, accurately. Our intention is to grow the website further with more member's cars, articles, photographs, and relevant technical advice.

Returning to Level one meant events were back on!! The first was our mid-winter lunch held at the Riverhead Tavern. This was very well attended by members. A weekend away to Wairakei followed. This event was just fantastic, your club captain, Steve Heaney did a wonderful job. Christy and I had not left Auckland for what seemed to be such a long time, we were both very excited about attending this event. The event proved to be a sell-out. Like with many events, I like to have a theme, Wairakei was no exception. 'The 70's' was the theme. If you were not dressed, you were out of place. I did go a little crazy and relived my youth, and the love of the band Kiss, I dressed up as Paul Stanley - the lead guitarist.

Little did we know another lockdown would occur for the Auckland region. As soon as we were out of lockdown for the second time, club events were back on and very well attended by members, with two back-to-back events, 'Fish and Chip Fun Run' to Kaiaua, following by 'Herd of Cows' in Morrinsville.

I would like to make a very special personal thank you to all my committee members.

- **Vice President** - Mr Simon Crispe, for his hard work on our new computer system and website.
- **Treasurer** - Mrs Dawn Judge. Dawn took over from Bruce Urquart and has done a fantastic job. Linking the website invoicing via Xero. Reporting our monthly and annual accounts.
- **Editor** - Mr Gerard Leeuw. The magazine is a major part of our club and it brings us all together. Our magazine gets better with every new edition.

- **Marketing** - Mr Tony Wright. With Tony's experience, we are working hard to encourage outside support to keep the club moving forward.
- **Past President** - Mr Peter McElroy. Peter has worked hard on the new constitution with Simon and Bruce. Peter is also the club's liaison with Jaguar New Zealand. The support from JNZ is a vital part of our club.
- **Club Captain** - Mr Steve Heaney. Steve took on this task for managing our events. Coordinating 80 plus people (in many cases) per event is not an easy task but Steve does this with total precision.
- **Mr Laurie Hayward**, as mentioned helps run the Brit & Euro Classic Car Show. This is an overwhelming job which he does wonderfully.
- **Membership Officer** - Mr Paul Martin. The work Paul has done with the membership and our new web-based systems is outstanding.
- **Secretary** - Mrs Sue Jenness. What would I be without Sue? Sue keeps me in line (and the rest of the committee).
- **Mr Robin O Connor**. What can I say about this man who has such love for the brand? Thanks for the effort in towing the trailer to events and work you do with the mail-out of the magazine.
- **Mr Rob Waters** is standing down from the committee. Thank you, Rob, for your support.
- **Mr Hamish Russell** is also stepping down. Thank you for your help over the years as a committee member.

We have a new lady putting her name forward to join the table - Mrs Pat Kerr. I have personally worked with Pat over the last few years. I am looking forward to Pat's support and bringing another point of view to our growing membership.

I would like to thank you, the members, for your continued support for our events, support for our advertisers, and the contribution you all make in keeping this club moving in the right direction. Remember this is your club. The cars bring us together, however this club is about enjoyment, meeting new people and have a fun time doing it!

Christy and I look forward to seeing you at our next event

Thank you
Dean Wright

RACING

Electrifying I-Type

Jaguar Racing reveal their new Jaguar I-TYPE 5 electric race car with state-of-the-art in-house powertrain

The electric single-seater features a new powertrain developed in-house, which will run for the next two seasons. Jaguar Racing engineers have focussed on efficiency gains, reduced weight and lowered the centre of gravity of the I-TYPE 5's powertrain. New suspension will provide greater adjustment from track to track and a more efficient inverter will improve switching speeds and performance. The state-of-the-art inverter also features 24 carat gold due to its highly conductive properties.

Sam Bird and Mitch Evans - one of the strongest pairings on the Formula E grid - will drive the new race car. Evans has been with Jaguar Racing since they joined the all-electric championship in 2016. Bird, who has won races in every Formula E season, joins the British team this season.

Jaguar Racing welcomes leading materials science company, Dow, for their first ABB FIA Formula E World Championship season with the team. Dow join as an Official Partner and with over 100 years of experience in automotive, Dow brings material expertise and a pioneering spirit to the Jaguar Racing team through its MobilityScience™ platform and its polyolefin, polyurethanes acrylic, specialty chemical and silicone technologies.

Dow join Jaguar Racing's leading partner line-up that includes GKN Automotive, Viessmann, Castrol and Official Suppliers Alpinestars and DR1VA.

In addition, Polo Ralph Lauren and Jaguar Racing have come together to celebrate the new Jaguar I-TYPE 5 and

their shared values of cutting-edge innovation and sustainability. Kicking off the racing season in style, Jaguar's Formula E Team will be dressed in custom designed Polo Ralph Lauren packable quilted jackets bearing the Jaguar Racing logo, created from recycled nylon and polyester fabrics, as well as recycled down-alternative insulation.

Jaguar Racing is also pleased to debut at the season seven launch the use of new sustainable materials called TYPE-FIBRE. The I-TYPE 5 has a new prototype race seat made from sustainably sourced TYPEFIBRE. It will be tested at speed in different temperatures, loads and environments around the world as part of the team's Race to Innovate mission - sharing the benefits of race technology with road cars and in turn Jaguar customers.

Season seven is a very exciting year for Jaguar Racing and for Formula E. It's the first season Formula E boasts world championship status and is Jaguar Racing's fifth season in the world's fastest-growing global motorsport. The team have worked harder than ever to create the most efficient, state-of-the-art race car and it is fantastic to be able to unveil it to our customers, fans and partners. This season we also welcome Sam Bird into the Jaguar Racing family and he is already settling in very well. Both Sam and Mitch are hugely motivated along with the rest of the team for the season ahead. We'd like to extend a



I-Type 5



warm welcome to our new partner Dow. The countdown is now on until we're back out on track in Santiago and we will be pushing for points, podiums and wins.

JAMES BARCLAY
JAGUAR RACING TEAM DIRECTOR:

Revealing the new Jaguar I-TYPE 5 to fans today makes it feel very real that I am part of Jaguar Racing and builds excitement to get season seven under way. I think the launch is the biggest milestone away from the track action as it highlights all the hard work the team at Jaguar Racing have been doing in the off-season. Now I can't wait to take the I-TYPE 5 out on circuit and start my first season with such an iconic British brand.

SAM BIRD
JAGUAR RACING DRIVER, #10

Launch day is always a great landmark for the team as we show the world what we've been working on behind closed doors and set our intentions for the season. For me it's a moment to set my

own goals for the next season and start the year with positive momentum. This is my fifth season with the team and we are more determined than ever to make this the most successful year we've had together.

MITCH EVANS
JAGUAR RACING DRIVER, #20

Strong partnerships are based on shared visions and values. Our new relationship with Jaguar Racing is grounded in a common focus - delivering more sustainable solutions to the world through collaboration, innovation and inclusion. As a global materials science leader, we look forward to working together to advance vehicle electrification through our MobilityScience platform - making progress on our collective journey to a carbon neutral world.

JIM FITTERLING
DOW CHAIRMAN AND CEO

Jaguar Racing will return to the streets of Santiago on 16 January 2021 for the first of 14 races in 12 cities.



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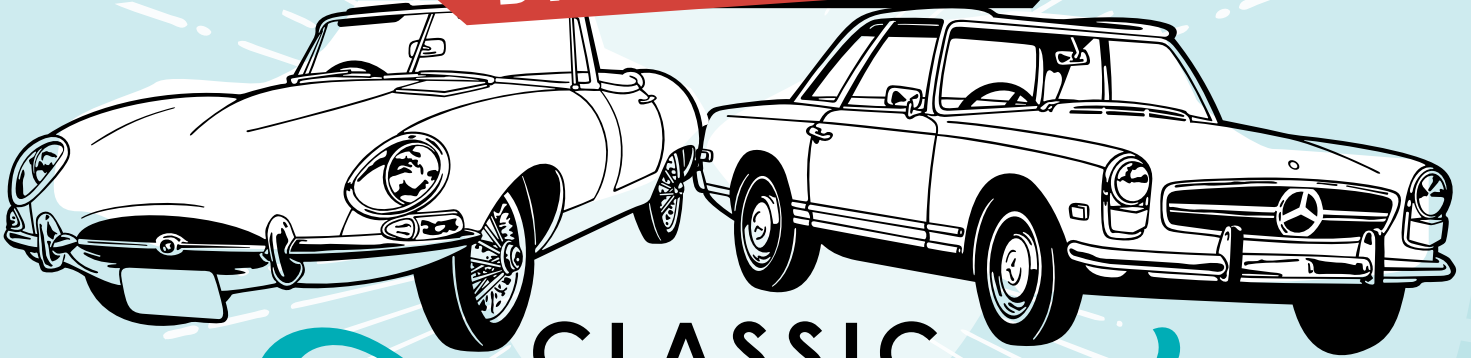
- **Introducing new XF:** Enhanced exterior design, all-new beautifully crafted interiors, advanced connectivity and efficient engines with mild-hybrid capability
- **New exterior:** New front bumper, all-LED headlights, new grille and new rear bumper deliver a more assertive presence
- **Beautiful interior:** All-new interior features carefully selected, luxurious materials and exquisite details for a contemporary, calming occupant experience
- **New diesel MHEV:** 204PS 2.0-litre i4 diesel MHEV is 24PS more powerful than the engine it replaces, with reduced emissions and improved fuel economy - CO2 from 130g/km* and up to 57.2mpg (4.9l/100km)* on the XF saloon
- **Always connected:** Technologies include Jaguar's latest Pivi Pro dual-sim infotainment accessed through an all-new 11.4-inch HD curved glass touchscreen
- **Always up-to-date:** Software-Over-The-Air capability ensures latest vehicle systems and infotainment are installed seamlessly and remotely
- **Enhanced occupant wellbeing:** Innovative Active Road Noise Cancellation, and cabin air ionisation with PM2.5 filtration to capture ultrafine particles and allergens
- **Powerful petrol engines:** Refined 250PS and 300PS Ingenium petrol engines deliver 0-60mph in 6.5 seconds and 5.8 seconds respectively for Saloon model
- **Intelligent all-wheel drive:** Every XF features an eight-speed automatic transmission and is available with all-wheel drive

<p>MAKE THE RIGHT CALL</p> <p>Pivi Pro can connect two phones via Bluetooth at the same time allowing either phone to be answered safely while driving.</p>	<p>SOFTWARE-OVER-THE-AIR [SOTA]</p> <p>Automatically updates maps and features to continuously improve your experience</p> 	
<p>CELLULAR INTERNET</p> <p>Connectivity can roam across multiple network providers to maximise signal coverage.</p> 	<p>APPOINTMENTS ON THE MOVE</p> <p>Link your Microsoft or Google calendar to keep on top of your day and automatically add addresses to the Navigation system.</p> 	<p>EVA 2.0</p> <p>Advanced new Electronic Vehicle Architecture drives Jaguar's new dual-sim Pivi Pro infotainment and Software-Over-The-Air (SOTA) system.</p> 



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JAG ON THE NET

Snippets, video clips and articles from the world wide web...

360 Model Walkaround | New Jaguar XF (21MY)

https://www.youtube.com/watch?v=j_pUQ17UTs

Straight Pipe Supercharged V8 Mk2 Jag 'UTTERLY BONKERS!'

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go to... www.jaguardriversclub.co.nz or email us... jagclubak@gmail.com



Welcome! new members

- Carl Shepherdson
2016 F Type S 3 litre White
- Croydon Parry
- Dale & Michelle Carline
2017 XF 3 litre Red
- Richard & Charlotte Stevens
2007 XKR 4.2 litre Black

- Michelle Kelly
2003 X Type Grey
- Miles & Mary Nathan
- Igor & Yuka Pakhomov
1960 MK 9 Blue
- John Rigby
1963 XJ12 S3 Daimler Blue

- Lee & Michelle Robinson
2011 X Type 5 litre
- Kulbir Hans
1992 XJ6 Sovereign Red
- John Houlihan
1978 XJ6 S2 C & 1967 E-Type S1
- Tim & Prue Fraser
1969 E-Type 2+2 4.2 litre Red

MAINLAND MOTORING - make your own plans!



Ever dreamt of cruising the open and scenic roads of the South Island in your cherished classic, but have been put off by the 650km, 8-hour drive across the North Island - plus the Ferry and onward diversions?
 Why not say farewell in Auckland and then casually fly down to meet her in Dunedin, Christchurch, Timaru or Nelson? Ship together with another car for a rate reduction! We aren't interested in squashing cars into containers to save a few dollars - your cars are too valuable. As car enthusiasts ourselves, we look after them with great care at both ends.

HIF Hemisphere
 Forward Thinking Freight.

20 years in business.
 NZ's largest domestic shipping forwarder
 Call: John Crook / 021-2844114
 Discounts apply for Club members

JDC AUCKLAND JAGUAR DRIVERS' CLUB

This is YOUR magazine, please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.

JDC AUCKLAND JAGUAR DRIVERS' CLUB

advertise in here...

For booking in our next issue, contact susan.jdca@gmail.com



JDC AUCKLAND JAGUAR DRIVERS' CLUB

TOOL HIRE

\$5 donation, \$50 deposit, covers 1 month hire, longer term hire by arrangement only

Contact John Munro 09 415-6577 or 021 964454

- BRAKE & CLUTCH BLEEDING AID
- CD ROM WORKSHOP MANUALS
- CLUTCH ALIGNMENT TOOL
- COLOUR TUNE UP KIT
- COMPRESSOR WITH HOSE & SPRAY GUN
- DIAGNOSTIC SCANNER for later OBD11 cars
- E TYPE BONNET CHROME BEAD CLIP TOOL
- ENGINE HOIST & BRACKET
- ENGINE STAND
- FRONT SUSPENSION TORSION BAR TOOL - E TYPE
- GEARBOX DUMMY SHAFT TOOL
- HEAVY DUTY JACK & AXLE STANDS
- HUB PULLER
- REAR ENGINE MOUNT TOOL - E TYPE
- REMOTE STARTER
- TIMING CHAIN ADJUSTMENT TOOL
- TIMING CHAIN TENSIONER UPGRADE TOOLKIT AND CRANKSHAFT DAMPER REMOVAL TOOL (applies to all v8 engines 1996 to 2002, not 4.2 litre)
- TORQUE WRENCH
- VALVE BUCKET SEAT INSERT TOOL
- CARB TUNING KIT
- VALVE SPRING COMPRESSOR
- SETTING METER FOR XJS THROTTLE POSITION SENSORS
- SIZING TOOLS FOR REAR MAIN SEAL ON XK ENGINES



NEW REGALIA

Look the part in top quality branded merchandise



Peak Cap quality fabric with embroidered Jaguar logo
\$35

Now back in stock with a new stablemate, Peak cap in Green and Gold or Pink and White



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Grill badge enameled metal badge with fixings
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Leather Key Ring with club logo
enameled metal badge
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Light weight Name badge

Magnetic, no pins required, ideal for thin fabrics and textiles.

\$17

or pin fix for thicker garments.



\$15

Umbrella keep dry in the rain or cool in the sun with this golf-style umbrella

\$65



Window sticker

self adhesive type inside-stick

\$10



Iron-on club badge

highest quality, embroidered cloth badge, with metallic thread. Can be either stitched or ironed on.

\$15



To celebrate the Club's 50th anniversary a limited number of mugs have been commissioned and are now available for purchase.

\$12.00 ea. 6 for \$60.00+p&p



All purchases can be made through the club's website - Regalia

Robin O'Connor
09 262 1994

Classic Jaguar book project for 100th year of Jaguar origins



2022 will be 100 years since Jaguar can claim its earliest beginnings - when William Lyons and business partner William Walmsley founded the Swallow Sidecar Company in Blackpool, England, in late 1922. A book about classic Jaguars in New Zealand is now being worked on as a highlight project for the centenary year celebrations.

Post-war New Zealand was the furthest export market from the Jaguar Coventry works and combined with Australia, made for a significant selling market. In earlier years when car prices were high and overseas funds were required to purchase new vehicles, the New Zealand car fleet, was

well-maintained with older quality cars usually kept in excellent condition. Hence the good number of classic Jaguars in New Zealand, and some amongst the best in the world.

Recognising the importance of the 100th year of origins got me thinking about writing a book about classic Jaguars in New Zealand and having it ready for launch in early 2022. The concept of the book is for large format and hard cover of high quality with about 300 pages. The text will begin with an overview of S.S./Jaguar history in the UK and here in New Zealand. The main feature of the book will be the profiling of about 45 New Zealand cars from the early 1930s to about 1990; six pages per car with about 10 photographs and 750-word profiles about each car and its owner's experiences. In addition, there will be features throughout the book on a wide variety of associated stories from NZ Jaguar restoration companies and their amazing work to NZ assembled Jaguar cars and museums that display Jaguars and a list of all NZ Jaguar car clubs.

A professional photographer with considerable motoring experience has already been engaged and his superb work with more than 500 photographs will complement the text and car profiles that I am working on. He is estimating about two hours work photographing each car and I estimate about a similar time writing each draft car profile. This landmark Jaguar publication will be a substantial work and a high-quality publication will be achieved with the ready cooperation of Jaguar car owners and many other individuals and organisations/businesses assisting. I am working in a voluntary capacity on this project helped by my 30 years' experience of researching, writing, and helping to publish about 15 books on aspects of New Zealand aviation and social history.

The book will be published by a charitable trust and is a not-for-profit project. Already a number of generous club members have made donations and our club committee is currently processing the best way it can assist too. In the meantime, how can you help?

- Research has involved reading all the Jaguar books and magazines I can lay my hands on. Has any club member got a copy of the 2004 John Clucas/Terry McGrath book or the Norman Dewis biography?
- Period photographs of Jaguars are sought from the 1940s to 1980s. Do you have any? Especially cars in interesting contexts like when brand new, at the racetrack, on a picnic with family etc.
- Can you consider making a tax-deductible donation to the book project or helping with interest-free bridging finance?

Thank you. Contact: Richard Waugh rjw@ecw.org.nz Ph 09 5339400 022 5339400

Photographs. Caption that would cover both would simply be: 'Mock-up copy of the proposed 'Classic Jaguars in New Zealand' book using Roger Munns' Xk120 FHC'. (Cameron Leggett)

The views of the correspondents, contributors and advertisers in JDC Auckland Jaguar Drivers' Club magazine are not necessarily the views of the Editor or the Jaguar Drivers' Club Auckland Inc.

Articles of interest, comments or letters to the editor, please forward to PO Box 11043, Ellerslie 1542, Auckland, or email: Editor.jagclubak@gmail.com, by the 20th of the month.

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What I did during lockdown earlier this year

By Paul Marchant

When lockdown earlier this year I decided to do a bit of maintenance and check over of my 2006 XK8. After changing the oil and filter and just giving the car a bit of a once over I was thinking while up the air (just on jack stands as high as I could get) I decided to give it a bit of a clean and tidy. After taking all the wheels and covers underneath got to work spraying a bit of cleaner around and a brush decided to get the water blaster out and took all of one day to go around underneath crawling around on a creeper cleaned as much as I could, I think a lot of the dirt and water ended up on me good job it was summer/ autumn. So leaving overnight to dry off checking over my handy work I noticed the subframes more so the back had a bit of rust and paint peeling around the edges. I managed to clean these areas up and repainted these areas which made the other areas look a bit averages so over the next week and a bit not full time as a lot of you know was waiting for a hip operation so had to have some breaks I went around the whole underneath of the car and suspension cleaning and painting as I went and finally had the car cleaned except for the exhaust which looked a bit rusty. The next day decided to see how it easy it would clean up and after wearing two pairs of gloves got to work using wheel acid and a scourer took the best part of two days to getting it to a stage where I couldn't get it any cleaner but was ok. At least I know it's near back to new condition as I can get and a bit pleased with myself.



CLASSIFIEDS

More photographs & details on JDC website

Jaguar C Type. - P.O.A.

Reluctantly for sale is my new build C Type, certified late 2019 with just 1350 miles on the clock. Built as closely as possible to the original 1951 cars and is a blast to drive. Fitted with a 3.8 XK motor with 4 speed compact overdrive Jaguar gearbox and limited slip diff. Leather upholstery and Mohair tonneau cover. This car is in immaculate condition.

Contact Hamish Russell

Phone 0274 931896
Hamruss9@gmail.com



Jaguar SS100 1948 - P.O.A.

This is a well known club car and is a high quality REPLICA of this great classic, with sensible modern upgrades. The car is in excellent condition and I would love to see it stay in a club-members hands.

Contact Hamish Russell

Phone 0274 931896
Hamruss9@gmail.com



For Sale -

High Ratio Steering Box. It is new, but old stock. It will suit many models including Mark 2's and XK sports. Asking price \$750 ONO.

Contact: Robin Bell
(06) 8776294 or rbellinhb@gmail.com

Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine Jaguar and Daimler original factory brochures. Grab a piece of history and find one that corresponds to your collectible car. Mark Shorter who has the largest private collection in Australasia and is offering the Auckland Jaguar Drivers Club members an opportunity to purchase these brochures. Brochures range from 1949-2015 and are in as new condition unless stated. Also available are some Jaguar and Daimler books, calendars, handbooks, some signed by Lofty England and Paul Skilleter. Calendars ideal for framing the 12 photographs of rare Jaguar models.

Please Contact
Mark Shorter 021 613616

David Shorter 021 610910
Email david@shortercars.co.nz

1999 Jaguar S type, Sage Green
Runs beautifully and has 228,000kms on the clock. Equipped with climate control, electric seat controls, electric mirrors, traction stability control, sports mode, rear seat arm rest, and has a cassette player, along with a CD stacker. Excellent tyres with a registration expiring on 22/12/20.

Price: \$5000 ono.

Any questions or further details, please feel free to e-mail me.

Steve Johnson
e-mail: stephenjohnson80@gmail.com



1966 Jaguar Mark 2 2.4 Litre

I have owned the Mark 2 since 1983 purchasing off an 80 year old lady. It now has 112,000 miles. Has always been garaged/warranted and now it is time to pass it to someone who can continue to enjoy it. Mostly original but I do have an option for electronic ignition.

Price negotiable, open to offers.

Contact - Colin Harvey
021597432



Rare Jaguar XJ 220 - P.O.A.

A rare opportunity to purchase this one special Jaguar XJ 220 of the 274 ever built. This unique vehicle is the Turbocharged V6 version, built in 1994. Right-hand drive and one of 69 hand-built cars in that year. Imported from the UK to New Zealand in 2005 with 174 miles on the clock. Despite having two previous overseas owners, it was first registered in New Zealand. Currently, this car has driven a total of 1200 miles.

Contact Rod Sullivan
e-mail; rod@sullivan.kiwi.nz
Phone; 021 945156



A few Jaguars for sale.

Anyone who is after a restoration project then these may suit.

I have several MK7's and several 420G's. These are all in various states of repair. To help with the project, I also have available individual parts and donor cars.

Phone 021 263 5215 or, enquire to info@jaguarworkshop.co.nz



JDC
AUCKLAND
JAGUAR DRIVERS' CLUB

Have a great Christmas.
Do not forget to visit the club's website and check out the NEWS, EVENTS and CLASSIFIEDS.

Prestigious European motoring jury awards Pivi Pro the SMARTBEST award for best connected technologies

Connect two smart phones at once so driver and passenger can enjoy hands-free connectivity without having to swap connections

Credit: Jaguar Media Centre

Jaguar Land Rover's new Pivi Pro touchscreen infotainment has been recognised by the prestigious motoring jury AUTOBEST, receiving the SMARTBEST 2020 award dedicated to the best connected technologies in the industry.

Jaguar Land Rover's new Pivi Pro touchscreen infotainment has an industry-leading design and shares electronic hardware with the latest smartphones.

The fast-responding and intuitive Pivi Pro system allows customers to make full use of Software-Over-The-Air (SOTA) technology, without compromising its ability to stream music and connect to apps on the move.

The always-on and always-connected Pivi Pro set-up sits at the heart of Jaguar and Land Rover models and its high-resolution touchscreen allows customers to control all aspects of the vehicle using the same processing hardware as the latest smartphones. In addition, customers can connect two mobile devices to the infotainment head unit at once using Bluetooth, so the driver and passenger can enjoy hands-free functionality concurrently without the need to swap connections.

AUTOBEST Chairman Dan Vardie said: "This is one of the most ambitious prizes we offer, dedicated to the best connected technologies we have in the industry. This year, Pivi Pro proved to be unchallenged by any of the competitor's on-board connected technology, not to mention the simplicity in operation as the driver can focus on driving. Access to 90 per cent of commonly used functions from the display with a maximum of two clicks."

Peter Virk, Director of Connected Car and Future Technology for Jaguar Land Rover said: "Pivi Pro is testament to the incredible work within our software engineering teams and we're delighted to have been recognised with this award. With one Long Term Evolution (LTE) modem and eSIM dedicated to the Software-Over-The-Air (SOTA) technology and the same set-up looking after music streaming and apps, our latest cars have the digital capacity to keep customers connected, updated and entertained at all times anywhere in the world. You could liken the design to a brain, with each half enjoying its own connection for unrivalled and uninterrupted service. Like the brain, one side of the system looks after logical functions, like SOTA, while the other takes care of more creative tasks."

To enable almost instantaneous start-up, Pivi Pro has its own dedicated power source, so navigation is ready as soon as the driver is behind the wheel, while the embedded apps available - including Spotify, Deezer and TuneIn - provide full functionality even without your smartphone. Further connected features include Google and Microsoft Outlook calendar integration which enables the driver to view work diaries and even join important calls through the hands-free system. Meanwhile, weather at destination gives a forecast depending on the route entered in the navigation system.

Pivi Pro connectivity is provided by the latest dual-sim technology with two LTE modems enabling the system to carry out multiple functions at the same time, such as streaming media and downloading SOTA updates, without compromising performance. The cutting-edge connectivity also ensures minimal interruptions caused by coverage blackspots as it roams across network providers for the strongest signal.

Advanced SOTA connectivity enables customers to download and install software updates without having to visit a Jaguar retailer. Updates are downloaded in the background, with customers notified by an alert detailing the key changes. For updates that require the vehicle to be switched-off, customers can schedule a convenient time for installation.



JAGUAR F-PACE SVR

WHY SETTLE DOWN WHEN YOU CAN STIR THINGS UP?





SPORTS CAR PERFORMANCE, SUV PRACTICALITY.

Boasting a 5.0 litre Supercharged V8 petrol engine that produces 550PS and 680Nm of torque, the exceptional F-PACE SVR reaches 0-100km/h in 4.3 seconds — with a top speed of 283km/h. Meanwhile, a comprehensive range of advanced technologies help keep all on board safe, connected and entertained on every drive.

If you're looking for an SUV that combines maximum driving exhilaration with efficiency and style for everyday, you'll find it in the Jaguar F-PACE SVR. Yours for MRP \$157,900 +ORC*.

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5 JAGUAR CARE
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