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JAGUAR DRIVERS'
CLUB

Celebrating
60 years
- timeless E-Type

F-Type tribute to E-Type

*Ellerslie
Car Show 2021*

\$7

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From the Editor's Desk

Happy New Year and welcome to 2021. Hopefully, the year stays as normal as can be and we have no repeats of the antics of 2020. I hope you all had a restful and safe break catching up with family and friends despite the overseas travel restrictions. With the new year comes the resolutions that always seem just out of reach by the time we get to November. Despite the lack of overseas travel, there has been a lot of things to do and see locally. Concerts, shows, picnics, beaches, low flying yachts on the Waitemata Harbour and the usual domestic and even some exciting international sport. Hopefully, we can offer you a good selection of activities throughout 2021. Keep an eye on the 'Events' page on the website.



In this issue we cover the club organised events of January and February. The Club's first on the 'agenda of events' - The club BBQ at Ambury Park. The weather played its part despite the overcast conditions and the day was enjoyed by all that attended. On behalf of the club, I would like to thank Pania Newton of SOUL who opened the road and allow the pride of cats to drive through Ihumateo. We are very grateful to have been given this privilege. Early February we had our club display of E-Types celebrating their 60th at the Ellerslie Classic Car Show. Several very special and period correct cars were on display representing the club. Such a stunning collection of machines all with their own character but displayed beautifully among the park like grounds of the Ellerslie Racecourse. Who would of thought there were so many E-Types owned by our club members in such superb condition? Thanks to those club members who have spent hours preparing these classics for the show. I take a long overdue visit to the Caffeine & Classic Car Show at Smales Farm and was pleasantly surprised by what I saw. Nice to see a few club members flying the flag for this marque at this event. The coffee was good, the weather was even better, but the cars on display were rather special. Gene O'Neil provides us with his final part of his South Island Tour and Richard Waugh provides a glimpse of the collection of older Jaguars recovered from John Osbourne's Northland property. Plus, some facts and figures on some new kids on the block from JLR in 2021.

Some events to look forward to in the next few months are - non-competitive 'Brit and Euro' car display in early March, which will be a highlight for 2021. While we put things together for this edition of the magazine, the Club has its first 'Weekend Away' road trips. We will look forward to all the stories and tales of the weekend drive in the next issue.

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. I am more than happy to receive articles on any road trip, car museum review or visit (that reminds me as I have one to visit on my bucket list in the Taranaki), or even any technical articles. We are trying hard to feature more technical items in this magazine as well as on our website. If you can help, please get in touch. If you have memorabilia for sale or have found some old jag parts lying around that you think other members could use or treasure, get in touch to advertise on our website - a kind of special Club-Market. Steve Heaney, our Club Captain, is always on the hunt for new ideas of things-to-do. If you have a recommendation of something special you think other club members would enjoy, please pass the idea on to Steve.

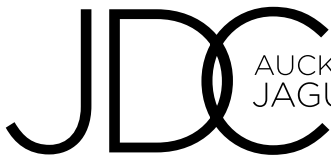
Please continue to Support your Local and the advertisers of the club. Best regards and catch you at future events.

Gerard Leeuw
Editor



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AUCKLAND
JAGUAR DRIVERS' CLUB



COMMITTEE

PO Box 11043, Ellerslie 1542, Auckland
jagclubak@gmail.com
www.jaguardriversclub.co.nz
Event contact number: 027 208 7973

PATRON Ian Callum CBE

PRESIDENT

Dean Wright 0272 309 086
President.jagclubak@gmail.com

VICE PRESIDENT

Simon Crispe 022 495 5150

COMMITTEE

Laurie Hayward 0274 837792
Steve Heaney 021 926 814
Sue Jenness 021 331 554
Patricia Kerr 021 921265
Paul Martin 021 0237 5723
Robin O'Connor 09 262 1994
Tony Wright 021 295 1542

PAST PRESIDENT

Peter McElroy 029 293 9773

TREASURER

Dawn Judge Treasurer.jagclubak@gmail.com

SECRETARY

Sue Jenness jagclubak@gmail.com

EDITOR

Gerard Leeuw Editor.jagclubak@gmail.com

ASSISTANT EDITOR

Bill Crook 021 749197 billcrooknz@gmail.com

MEMBERSHIP OFFICER

Paul Martin 021 0237 5723 Membership.jagclubak@gmail.com

REGALIA

Robin O'Connor 09 262 1994

TOOL HIRE

John Munro 09 415 6577

CLUB CAPTAIN / EVENTS ORGANISER

Steve Heaney 021 926 814 Events.jagclubak@gmail.com

WEB & FACEBOOK COORDINATOR

Robin O'Connor 09 262 1994

REGISTERS

- **Pre-War | Swallow, SS** (1925-1939) *John Edean*
- **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 distinctive and timeless classic - E-Type.



president's report

Happy New Year to you all and welcome to 2021. What a great start to the new year, with our first event - Club Picnic held at Ambury Farm Park. Paul Martin, our membership officer did a fantastic job, with help from his wife Robyn, hosting our first 2021 event. With over eighty people attending this event, it was great to meet many new members to our Club. It was great to see a vast array of Jaguars lined up on the farm and to catch up with fellow members after the Christmas rush.

Car show season is now upon us. The two main car shows are the Ellerslie Classic Car Show and, the Brit & Euro Classic Car Show. Two very different shows but both showcase the Auckland Jaguar Driver's club to the public. This year, we are celebrating the magnificent Jaguar E-Type launched in 1961. Hard to believe it's been 60 years since Enzo Ferrari called it 'the most beautiful car ever made'. How many cars do you see that take your breath away like the E-Type? Not many indeed.

This year's Ellerslie Classic Car show (Concours De Elegance) was the best yet. In my opinion, a change for the better. Being a foundation member of the event, the Auckland Jaguar Driver's Club was entered in nearly all categories. The Master Class, the Teams, the Survivors, the Show n Shine and the Club Display. The theme for this year's event was 'Celebration'. Our display celebrated the birth of the beautiful E-Types, with seven gloriously presented vehicles. I am very proud of our members and their cars that participated in all classes with the overall results proving the show was a winner. Simon Crispe, our Club's Vice President, writes his take on the day announcing the wonderful results in this edition. I would like to make a personal thank you to Simon Crispe for his work on the Ellerslie classic car show committee. Also, a big thank you must go to Don Bowater who assisted with preparing other club member's cars for this event. Thank you both for your dedication and tremendous hard work.

Your committee is already planning many events for this year with some weekends away. Some have already been listed in this magazine but do not forget to keep an eye out for these events on our Website. I cannot emphasise enough that these events fill up very quickly, so please register your interest via our website to secure your place.

As your Club grows, so does our wonderful network of advertisers. I had a recent issue with my X350 Super V8 and contacted some advertisers for advice. I am pleased to say, the issue I had is now sorted with their help.

Support our advertisers as they support your club.

During this uncertain time, keep safe, look after each other and enjoy your Jaguar. Christy and I look forward to seeing you at our next event.

Dean Wright

Club President



Club BBQ: Ambury Park Fun Run



It was one of those Auckland days when we got 4 seasons in one day - sunshine, wind, light rain and cloudy skies, but the variable weather did not deter club members. There was a great turnout for the first Club event of 2021.

People gathered at The Warehouse carpark on Pah Road from where Robin O'Connor led the crew out towards the Airport and through Oruarangi Road. This led the pride of cats to Ihumatao where we drove through the area that has been in the news for the last 18 months. We are thrilled and privileged to be able to pass through this disputed land. We are grateful to Pania Newton of SOUL to open the road on the day especially for the Jaguar Club. From here, it was a short drive to Ambury Park where a picnic site was reserved, and the Lamborghini Coffee Cart was waiting and ready.

After a refreshing coffee there was the opportunity to go for a 2km walk around the foreshore and explore the park. The walk went through the milking shed and sheep yards then to the camping area and Saltmarsh, then down to a Bird Hide right on the foreshore of the Manukau Harbour, and then back through the fields to the Picnic site. A few keen walkers completed a quiz and increased their general knowledge about this special area. A fact that makes this area special is that more than 80 species of birds' nest around this area, including the Godwits who migrate from Russia each year. Although One Tree Hill [Maungakiekie] was visible in the distance reminding us that urbanisation was not that far away, this place still felt very remote and tranquil.

"This is the best collection of Jaguar cars I have seen for some time" was said by one very enthused club member. Over 30 cars were lined up on the grass with plenty of opportunities to examine them and chat to the owners.

Everyone enjoyed their lunch after the walk and the Club BBQ was put to good use. There was time to mix-and-mingle, catch up with people after the Christmas break before it was time to take down the marquee, pack up and go home. Jaguar cars, exercise, coffee, picnic lunch and companionship in the great outdoors - all the ingredients for a super day.



& Picnic

Article: Paul Martin

Pictures: Paul Martin & Gerard Leeuw



Thanks to Robin & Maureen O'Connor for helping organise the route map and yet again sorting the club marquee & BBQ. Thanks also to Steve & Lana Heaney for arranging the Coffee Cart.

This is the second year we have used Ambury Farm Park for our opening event of the year - any suggestions for alternative destinations for future years, please let Steve Heaney know.

Editor's Note: Many thanks to Paul Martin for his connections and organisational skills to make this event run so smoothly. Much appreciated by all those 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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#20210307

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]



#20210311

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.



#20210402

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.



#20210418

ZEALONG TEA ESTATE - HIGH TEA GORDONTON

A leisurely meander through the Waikato to Gordonton for a High Tea



CAFÉ LUNCH + GO KARTS

A drive, a race and then nice Café Lunch. Sounds thrilling so book early as spaces are limited.

Check the Events page of the Website for more details.



#20210516



CLUB NIGHT & SPECIAL GUEST SPEAKER

Come and enjoy a relaxing dinner followed by our guest for the evening – Garry Boyce. He will share his stories of 2019’s Peking to Paris Rally.



#20210527



MID-YEAR XMAS DINNER

Riverhead Tavern [The Boat Shed] Check the Events page of the Website for more details.



#20210612



WEEKEND AWAY - CHATEAU RUAPEHU

Limited Spaces for this subsidised event. Theme this year is ‘Black & White’. *Cost \$350 per room including a 3-course dinner. Check the Events page of the Website for more details and bookings. *Based on a couple.



#20210821

Celebrating 60 years of the timeless E Type

at 50th Ellerslie Intermarque Concours d'Elegance

The end of nearly 9 months of intensive planning by the Ellerslie Classic Car Show Committee and the JDCA Concourse Team lead by Dean Wright and Don Bowater, saw the sun rise on a stunning warm azure blue sky on Valentine's Day.

No less than four stunning Jaguars arrived for the main competitive events and was testament to the dedication of at least 6 club members 2 of whom are very clear that they are definitely not concourse guys? More about that later!

For the first time in many years, probably decades the Jaguar Drivers Club Auckland had serious entrants in all the principal competitions; Club Display, Team, Masters and Survivor. This was a very fitting turnout by our Club for the 50th running of this event, since we participated as a founding member of the very first Intermarque held at Cornwall Park's Sunken Gardens in February 1972.

Huge thanks go out to Survivor Class entrant Murray Biddick (S3 V12 E Type Roadster): Team Class entrants - Bill Burrett (S2 E Type 2+2 FHC) with Tim Fraser (S2 E Type 2+2 FHC) and Masters Class entrant Roger Munns (XK120 FHC), for the huge efforts you all made to prepare these 4 beautiful Jaguars.



Underside cleaning of Tim Fraser's Team car at Don Bowater's man-cave

Also, very special thanks to Don Bowater and Laurie Hayward for their help in prepping these cars. Don opened-up his marvellous man cave to get three winning cars up on his hoist

to detail the all-important undersides of the cars and Laurie spent days helping Roger Munns get his superb, very rare 1954 XK120 FHC ready.

As previous entrants ourselves, Dean Wright and I know just how much physical and mental strain the process of preparing cars for the Intermarque Event takes on everyone concerned including our spouses and families!

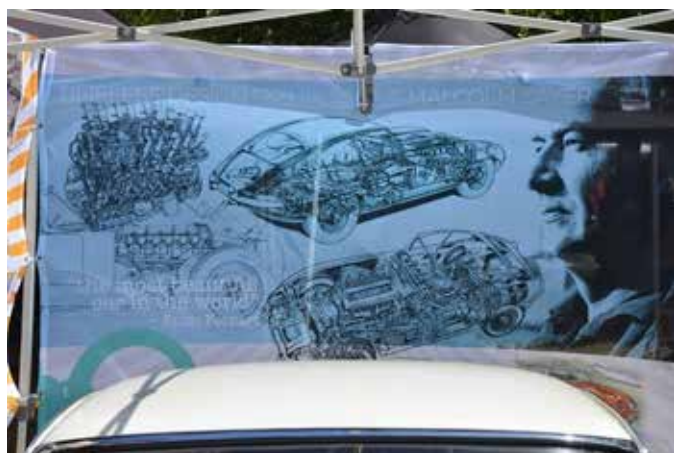
Celebrating 60

The Jaguar Team with no less than seven stunning E-Types arrived early to set up our Club display and get all the cars in position and our competition entries in place at the judging circles. The Club display was again beautifully designed by our graphic artist Bryan Hefer with inputs from Bill Bate and yours truly to reflect the Timeless E Type's 60th birthday this year. The seven car line-up through the models, was arranged around Dawn Judge's superb February 1962 FHC that was the display car at the April 1962 New York Motor Show.



From left: Paul & Allison Ingram's S1 FHC; Dawn Judge's 1962 New York Motor Show car and Trevor Bartlett's V12 OTS.

The new graphics really gave the feel of the period when this extraordinary Jaguar model came into being and included special recognition of Jaguar's master designer and aerodynamicist Malcolm Sayer.



Malcolm Sayer - master aerodynamicist and designer of the E type



Roger Munn's fabulous 1954 XK120 FHC



Club Display from left: Barry Tremaine 3.8 semi-competition; Sue & Warwick Jenness' 4.2 S1 OTS; Paul & Allison Ingram's S1 FHC; Dawn Judge's 1962 3.8 FHC; Trevor Bartlett's V12 OTS; Don Bowater's V12 OTS; David Wong-Tung's S3 V12 FHC.

All our cars were positioned with competition cars having the insides of the exhaust pipes polished before 8.30am! You know that's Fake News...the owners all refused to polish inside their exhausts...far too silly! However, all joking aside, the Club can be extremely proud of our showing at the 50th running of the Intermarque Competitions.



Murray Biddick's stunning original V12 OTS - Survivor Class

Celebrating 60 years of the timeless E Type

at 50th Ellerslie Intermarque Concours d'Elegance



"Non-Concourse" Murray's immaculately cleaned V-12 engine bay



Bill Burrett's immaculately presented 1969 S2 FHC 2+2.



Team Class entry: Tim "Non-Concourse guy" Fraser's immaculate 1969 S2 FHC 2+2.



After another couple of nail-biting hours, we were called to the circle for the winners to be announced.

Jaguar had not just turned up, we won some special silver despite the competition being so fierce for the 50th event.



From left: Garry Boyce - Chairman of Ellerslie Concours Committee; Murray Biddick; Wayne Lack - Ellerslie Concours Commit

Congratulations to a very surprised Murray Biddick (winner of the Survivor Class by more than 60 points clear of the 2nd place getter) and a stunning result for a self-confessed "non-concourse guy", when I visited him at his home last month to twist his arm into entering! His car is fascinating having never been taken apart in its life, with only a few touch ups of the original paintwork.

Also, hearty congratulations to Bill Burrett and Tim Fraser for their excellent 3rd place result with well over 1000 team class points. In recent years the 1000 point mark has become the threshold to scoring any place at the Ellerslie Team Event and is a huge achievement for both Bill and Tim as more self-confessed "non-concourse guys".

Last but certainly not least, I want to thank all the Club members lead by Dean, and assisted by Don and Robin O'Connor

who put together such a great E-Type Club display stand featuring seven E-Types.

- Trevor Bartlett (S3 V12 roadster)
- Don Bowater (S3 V12 roadster)
- Paul & Allison Ingram (66 S1 E Type 2+2 FHC)
- Warwick & Sue Jenness (65 S1 OTS)
- Dawn Judge (62 S1-FHC)
- Barry Tremaine 66 S1 semi competition FHC
- David Wong Tung (S3 V12 FHC)

As many of you may know the Jaguar Driver's Club Auckland was a foundation member of the Intermarque Show at the inaugural event at Cornwall Park in 1972.

Thanks to all your efforts our Club really has stepped up to the plate for the 50th Show and demonstrates both the strength of our Club and the interest in showing our wonderful cars in these kinds of events.

You can view all the official results at the following link:

https://www.concours.org.nz/uploads/1/0/9/0/109000909/2021_result_summary_v1.0.pdf



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Caffeine & Classics

Smales Farm, January 2021



Article & Photos: Gerard Leeuw



On my 2021 bucket list was - visit the 'Caffeine and Classics' show. This show is held on the last Sunday of every month at the Smales Farm business office complex, just off the Northern Motorway, at the Northcote off-ramp, on the North Shore. This monthly meet is aimed at classic and vintage cars which are usually thirty plus years of age. They do welcome the younger more exotic and obscure vehicles but generally these machines are all very special.

On the 31st January, I set off early to have my first look at the event everyone in Auckland is talking about. Upon arrival, it certainly did not disappoint. If you are a connoisseur of the fine motor vehicles, then this place is where you need to be. This collection is not the usual vehicle you would see in your daily commute, but the ones that are restored, polished, loved and taken out of the garage for a ride every now and then on a fine day. The event brings out the best on show from around the world. From the European large breeds such as Citroen, Ferrari, Porsche and Bugatti to a few from Asia, from the long and brash breeds of the States to a nice collection of the Australian variants. Standing at the entrance watching the array of cars stream into the parking lot, can bring out the boy in any man. With my coffee in-hand (get in early as the queues form very quickly) it was time to look, dream and talk cars for the next few hours in a very relaxed and friendly environment. This was actually a perfect place to hold such an event. Row upon row of cars lined up reflecting the history and evolution of the humble motor vehicle in this country. Over the last 120 years, our passion and pride for the automobile has grown significantly. In 1901 the cost of motor vehicle was well over one hundred thousand dollars (equivalent to today's value) which was a big price to pay to be limited to a speed of only 20 km per hour. Not that there were many of those early survivors displayed at this event.

My wandering continued until I came across a small collection of Jaguars parked in the first row. Club member Paul Marchant had his beautiful presented XJR on show today with a few others flanked on either side. Jack Chapman with his newly acquired XJS Convertible, Bill Bate with his nice original XJS, Robin O'Connor with his new X-Type, Bart van Sambeek with his E-Type. He also managed to bring his 1940's Chrysler Convertible. After a quick catch-up, the leisurely stroll through the lines of parked cars began. It was truly amazing to see this colourful collection and it was well worth getting up early for. A great mixture of ages and marquees. Apart from the Mini Club parked together, everything else was parked randomly throughout the expansive car park. Camaro's next to Mustang's, Falcon's beside the mighty Holden's, BMW's sharing the line with Audi's and VW's. As you walked down the lines you were constantly surprised by what popped up next. Much finger pointing was seen and many stories were over heard.

After an extensive look at everything parked, a quick glance at the watch revealed a few hours had just flown by. What a lovely morning. If you find yourself with nothing to do on the last Sunday of every month, consider a nice early morning stroll through Smales Farm. You will not be disappointed. Thanks to the members of the club for flying the club flag and making fellow members so welcome. For me, it was time to find another Coffee Cart, re-hydrate and reflect.



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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.

The Three Wise Men at Christmas

The following verse should be sung to the tune of... We Three Kings....

We three gents of Jaguar
 Feeling dry we traverse afar
 Field and fountain, moor and mountain
 Seeking out yonder bar

O, bar of wonder, bar of might
 Bar with liquid beauty bright
 Westward leading , still proceeding
 Guide us to the Riverhead site

The camels that we chose to drive
 Both topless XJS's arrive
 We relax outside with food and wine
 Then agree to be homeward bound by five.

Bill Bate, Bill Crook and I meet frequently out west for various occasions and this festive season it was decided to revisit The Riverhead Pub for a Xmas lunch. It is ironic as the Club always use this hotel as the location for their successful Mid-Winter Xmas lunch.

The choice of "camels" was made easier as Bill Bate had recently sold his XK so the two XJS's were polished up, checked for oil and water and we set out.

The day turned out to be perfect for touring with the tops down and on arrival we were pleasantly surprised to see it was full tide making the view from our table on the deck idyllic.

This was a great way to finish the year and celebrate all good things coming in 2021.

On the way out we met a pending new member Steve who has spent 6 years refurbishing his XJS to a high standard. He was impressed with the two cars that Bill Crook and Bill Bate own and is looking forward to joining that register in the New Year.

Peter McElroy



Alexandra to Arrowtown

The weather forecast had been dire with cold temperatures, high winds and dustings of snow on the surrounding hills. Alexandra had been a great place to stay for a week - it turned on the most amazing blossom festival complete with fireworks, floats, blossom princesses, pipe bands and vintage tractors - a wonderful step back in time! Close to Clyde with its dam and to Cromwell, the whole area has an interesting early European history and, when you think of the conditions and terrain those early settlers endured, you can begin to understand how some of the place names came about - a small settlement named "Drybread", as well as several Stoney Creeks along the way. But the overall winner was a little place on the West Coast named "Notown".

As today's run to Arrowtown would be less than an hour, there was no need to hurry and I did want to enjoy driving the Kawarau Gorge. So time for a lingering coffee before we departed - well it couldn't have been more perfect as it started to lightly snow. We motored out to Clyde and alongside the start of Lake Dunstan till Cromwell - simply wonderful with the glacial coloured lake immediately on our left and the spectacular barren sheer grey rock walls across the lake and snow gently falling. By the time we crossed the Clutha River into Cromwell, it was way more than gentle, so we fuelled up and made an executive decision not to visit Highlands Park motor museum as originally planned, but to head straight to Arrowtown. The snowy drive through the Kawarau Gorge was a visual treat. The snow was by now blanketing the ground and many vehicles coming towards us, had large coverings of snow on their roof and bonnet.

By the time we arrived in Arrowtown there were drifts of snow falling off the trees and as we were far too early for our next accommodation, we made for the Fork and Tap pub, famous in this area for a warm and lingering lunch - and a

very welcome fire. After lunch we happily settled in to our superb accommodation looking out across snow covered lawns to the Remarkables and Coronet Peak - so picturesque.



Arrowtown to Oamaru

The day dawned a perfect driving day, dry with high overcast cloud and not too bright. Today's run would be about three and a half hours driving time through areas that should be a driver's treat. The first of these was the Kawarau Gorge which we had driven a few days earlier in the snow. But today it was entirely different. Being fine and dry, the colours were very different as well - the dark greys and browns of the huge rock walls of the inner parts of the gorge, the tussock browns of the less steep areas and the very fast flowing Kawarau River with its alpine blue-green water. We past Roaring Meg power station and into Cromwell. In Cromwell, we crossed over to the eastern side of Lake Dunstan for another very enjoyable drive alongside the lake to the historic town of Clyde for a coffee stop. Continuing on we took the Springvale road to link up with Highway 85 which would take us to Ranfurly. In my pursuit of unusual names, the Springvale road took us through Muttontown. While there were plenty of sheep about, you wouldn't know you had been through Muttontown unless you had checked the map. Onto Highway 85, we went past the pub at Chatto Creek. While many of the old style country pubs of Otago have sadly gone, the Chatto Creek pub is alive and well worth the stop. Pushing on, as we approached Omakau, my able navigator suggested we turn off Highway 85 and take the road to Ophir and on into the Ida Valley. It turned out to be a very good call. As a secondary road it was excellent but the best was yet

to come. As we crested the low hills on the west side of the Ida Valley the views were spectacular, real Graham Sydney landscapes, easy to see where he got his inspiration for his paintings. Down into the vast Ida Valley of the Maniototo with its long straight roads where the XK8 was given the opportunity to stretch its legs. But you can't assume the unexpected isn't going to happen as a short time later, we came across a mob of merino sheep being driven along the road - a really lovely old-time rural New Zealand scene.

We rejoined Highway 85 at Idaburn and again, at my navigator's suggestion, we did a detour to the old gold mining town of Naseby about ten kilometres off the highway. It was worth doing for the town has kept its history and is still inhabited with what appears to be a lively little community. Back on Highway 85 we continued on through Ranfurly and on to the famous "pigroot" towards Palmerston. The "pigroot" was another classic drive on our list which proved to be a very good road with next to no traffic and great north Otago scenery and colours. Soon we were at Palmerston where we joined Highway 1 and traffic like we hadn't seen for a long time. At Moeraki another detour was called for to go and see what must be one of New Zealand's most famous and quirky restaurants, "Fleur's Place". Fleur herself was there, still waiting tables, taking orders and washing dishes. It really was a great pleasure to enjoy a short chat with her before we pushed on the Oamaru, our destination for the next few days.



Today was another highly pleasurable day of driving.



Oamaru to Geraldine

Before we leave Oamaru I must mention Steampunk Headquarters located in the historic quarter of Oamaru. Steampunk is a fusion of science fiction, engineering and fantasy and a must see - amazing what can be done with old stuff!

Moving on with a 300km plus run ahead of us. We headed out of Oamaru going inland to see some of the mountains, lakes, dams and the famous McKenzie country. The initial part of today's journey was on secondary roads and took us out past the Parkside Quarry which has been operating since 1906 and is the source of the white stone used in the many stunning Oamaru buildings. Out into open farming country with stunning views across slowly ascending rolling country to the Southern Alps dusted with a good covering of snow. On past the old flour mill at Queens Flat and the impressive Elephant Rocks - naturally occurring limestone formations - before joining up with Highway 83 at Duntroon. We were now travelling alongside the wide, braided Waitaki River, arriving at Waitaki Dam. This famous piece of New Zealand infrastructure was built in the great depression and, in order to create employment for as many people as possible, especially men, very little machinery was used and excavation was by pick and shovel. Also, in a very short distance you can see the evolution of dam design - the Waitaki Dam is a concrete dam and the two newer ones up the river, Aviemore and Benmore, are both earth dams and the difference is obvious.

At Omarama (world famous gliding town - see the things you can learn from reading the Jag Mag) we turned onto Highway 8 and headed north to Twizel. The views continued to be spectacular but now we were much closer to the

base of the Southern Alps and in the land of huge high country sheep stations. On past the turnoff to Lake Ohau village where only a few days earlier, fire had devastated the area including the loss of about 20 homes. You could understand why it was so hard to control the fire because everything is so very isolated in this area.

Just before Twizel we stopped at one of the salmon farms in the area and enjoyed lunch. The farms are located in the large canals associated with the power generation and irrigation in this area. What did we have for lunch, well fresh salmon of course, and it was delicious. We continued on to Lake Pukaki where we were treated to a magnificent view up the glacial blue green lake to Aorangi Mt Cook with only the very peak covered in cloud. What a superb sight to behold and made me think what a wonderful country we have to travel in. But more was to come. On to Lake Tekapo with so many things to see in the local area like the Mt John Observatory, the Church of the Good Shepherd, and the statue of McKenzie's dog that helped guide the sheep McKenzie had rustled in Canterbury and driven (by foot) into what we know as the McKenzie country. On over, or more through, Burkes Pass to Fairlie where we stopped to enjoy a very famous Fairlie pork and apple pie and, yes, it was as good as its reputation. At Fairlie we left Highway 8 and turned on to Highway 79 that would take us to Geraldine. The road continued to be good



but it did have one or two corners where I was thankful for the XK8's very good braking ability, still nothing that caused any anxiety. Geraldine greeted us with gardens full of spring colour and the entry to our accommodation was lined with spring bulbs and cherry trees in full blossom. Very pretty and so different to the hardy coastal natives we are used

to. Thanks to our XK8 we had enjoyed another excellent days motoring.

Geraldine to Christchurch

Before leaving Geraldine, I must tell you of the Geraldine car and machinery museum which is worth a visit. They have a very large collection of old tractors and mountains of ancient agricultural machinery plus a collection of cars.



Some are very interesting like the factory built 6-cylinder MG in the traditional MG roadster style and a Daimler limo used for the Queen's visit in the summer of 1953-4. Interestingly the headlights don't dip, the Queen doesn't have to dip for anyone, but the real reason was the car was only used in processions so never had oncoming traffic at night. But the most interesting in the collection were the three Jaguars including a 1950 Mk5, 3.5 saloon in mint condition. As it was less than a two hour run via Highway 1, we decided to take the longer inland route, Highway 72. The roads were reasonably flat with several long straights, but the surface wasn't great. We crossed the Rangitata River just out of Arundel and from there it was a straight run to Mayfield. On past the road to the Mt Hutt ski-field which was having its last day for the season coinciding with the last day of the school holidays, still the roads weren't too busy. After crossing the spectacular Rakaia Gorge, we came across a procession of classic cars having an outing. There must have been 30 or so cars mainly American classics but with an unusually large number of Alfa Romeos in the mix too. Out of the gorge and onto the Canterbury Plains, with the nor-wester wind picking up it was very easy to see how the next town of Windwhistle got its name.

(continued on page 22)

RESTORATION

Saved - derelict collection of

John and Anne Osborne of Northland, and formerly of Hawkes Bay, amassed over many years a large number of Jaguar and Daimler classic cars. They even formed a trust to preserve the cars, some of which were in very good condition and many others in a rough but complete condition. The cars made for an eclectic collection and included a 1929 Swallow OTS, a 1935 Daimler [ex Wellington Mayor], Series 3 E-Type, several Daimlers, several XJ6s/XJ12s, several Mark X and 420Gs, and sixteen large Jaguar saloons (Mark VII, VIII & IXs) from the 1950's. John had much admiration for these saloons, including from his time as service manager at Havelock North Motors in the late 1960's and early 1970's. In an email to me in August 2015, John said, "I will probably restore our Mark IV's as we have five, two of which are already restored, and Mark V's as we have seven, before I think about the Mark VII, III & IX's. Someone once said it will take us at least 200 years to do all this work. OK, so someone else can take over! At least the cars haven't been scrapped."

The Osborne family certainly preserved many older Jaguars that were at risk. After John Osborne's death in early 2018, the large collection of more than 30 cars and a huge stockpile of parts, were gradually sold by his family. Having corresponded with the Osbornes, I was keen to see what was still available, so in July 2019, I organised a trip to Northland to view the collection as it was being sold. With Torry McSkimming, Roger Munns and Laurie Hayward, we drove the 4½ hours North to find this treasure. We located the isolated farm, negotiated the bumpy entrance, meandered up the driveway and came across several large sheds containing all the cars and parts. Anne Osborne and son Mark, (a former National candidate for Northland), made us very welcome and we spent several interesting hours examining the mostly derelict cars. They told many of stories of how John had rescued old Jaguars from all around New Zealand and trailered them, one at a time, to their farm in the Far North. I had to hold back Laurie, Roger and Torry from purchasing a lot of the derelict cars. No, not really, as all of us were somewhat overcome by the size of the collection that the Osborne's had gathered and the mammoth job to restore any one of the cars.

Enter Jaguar expert Jeremy Hatch of Jaguar Workshop, formerly of East Tamaki and now in Patumahoe. Jeremy and his father Frank are well-known long-time Jaguar enthusiasts and Jeremy has made a business of preserving, maintaining, and restoring many classic Jaguars. After Jeremy had inspected the collection in 2019 and when some of the best restored cars had already been sold, he made an offer for all the remaining cars and parts, which was accepted by the Osborne family. But how to retrieve the large number of cars and parts from this isolated location? It meant many trips North with his trailer towed by his faithful S-Type. Jeremy may well tell us in a future article about his escapades which included the trailer getting stuck with two punctures (and with a heavy load on), losing a trailer wheel, snapping spring axles, and bending the tow bar almost to the ground with the weight of a XJ12!

Auckland Jaguar club members applaud Jeremy and family for working so hard to salvage the Osborne's collection. Jeremy's passion will enable some of these cars to be restored and others to be available for valuable parts. If you are interested in contacting Jeremy at Jaguar Workshop to arrange a



Mark 10 & 420G in shed, rear shed with all the Mark 7s



Towing 420G & Towing Mark 7 & Mark 4 2.5 & Mark 4 1.5 (all together on a trailer looking like junk!) & towing Mark VIII



time to visit and hunt for that elusive part, give him a call on 09 2363714 or 021 2635215.

of Jaguars!



Jeremy Hatch with Mark IX (at left) and Mark VII



Mark 4 on arrival



Mark 5 Grey



Mark VII on arrival



Line Up of cars at Patumahoe

ROAD TRIP (PART 3)

Karamu

(continued from page 19)

We deviated from Highway 72 and headed for Hororata, then onwards to the famous intersection of Charing Cross where no less than 7 roads meet up. The land is as flat as your hand with very few trees so as we approached the intersection, we could see any cars coming from several kilometres away, and as fate would have it, there were, so I suddenly had to focus and remember the right hand rule - no traffic lights or roundabouts out here! Anyway, everyone approached with caution and no dramas were had. On through the newly developing area of West Melton and on into Christchurch. With the central Christchurch one way traffic system in place, our accommodation overlooking the tranquil Avon River, was easy to find.

Christchurch to Hanmer

With the threat of showers we headed out of Christchurch after the morning rush hour heading out on Papanui Rd to link up with Highway 1 North at Harewood. It's been a few years since

I had driven this road so it was like a new road to me - not overly busy with a good surface and finished off with nice



landscaping. By-passing Belfast and Kaiapoi, - we were very soon motoring through the North Canterbury countryside. At Waipara, we left Highway 1 and headed inland on Highway 7. We

passed through the Weka Pass with its picturesque rock formations then down into Waikari. On to Hurunui with its old historic hotel looking very well cared for. Over the braided Hurunui River and through the Balmoral Forest then on to an area known as the Red Post - the original having been installed in 1871 as a land survey marker and painted red hence the intersection became known as the Red Post. We veered left here heading for Hells Gate where we turned over the dramatic and narrow bridge a few kilometres from Hanmer Springs - well known for its thermal hotpools.

By now it was getting really cold and the threat of snow felt more like a promise. After unpacking, we decided to hunker down before the snow set in.

Hanmer Springs to Picton

Overnight the temperature dropped to -6 degrees (!) but we were warm in our cottage. In the morning there was a heavy frost and the car was covered

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in ice but the sky was perfectly clear. The hills around Hanmer were looking absolutely splendid. Today we head for Picton, the last stop in this South Island road trip - given the wonderfully clear day; we decided to go via the Shenandoah road. Longer I know but what a wonderful day to enjoy the inland South Island and another famous New Zealand road, the Lewis Pass, the most northern of the three passes through the Southern Alps, the other two being Arthurs Pass and Haast Pass: [tautan](#)

But first, prepare the XK8, check nothing was damaged in last nights freeze and open the doors - well that was not easy! They were frozen shut. With gentle persuasion we got them open but not without upsetting the clever window stop limiters in the doors, so I had to reset them which isn't hard when you know how - thank goodness for Jaguar Club membership and for past hints from fellow members. Anyway, now in the car, it started first pop and, for the first time in my life, I used the luxury seat warming function.

Car packed, windows clear, tush warm, we headed out of Hanmer to join Highway 7 at Hells Gate and cautiously headed for Springs Junction some 85 kilometres further inland. I say cautiously because the air temperature was still well below freezing with potential black ice in sunless spots. We were treated to magnificent views as we travelled first along the Waiau River valley and then the Hope River. Moving on though, the Lewis Pass was another fabulous road to drive, towering mountains on either side with the blue/green water of the Hope River below us.

We arrived at Springs Junction - appropriately named as its where we left Highway 7 to carry on to the West Coast and we turned on to Highway 65, heading for the Shenandoah Saddle and on to Murchison. At the end of Highway 65 at



O'Sullivan's Bridge, we turned right onto Highway 6 and continued to Kawatiri, then St Arnaud at the head of Lake Rototiti. We were now travelling alongside the upper reaches of the Buller River in a wide flat valley and at St Arnaud, we took an impromptu decision to go to the lake, only a few hundred meters from the village. What a good decision that turned out to be as several beautiful traditional wooden boats were being put through their paces in preparation for the annual wooden boat regatta the following weekend. One that especially took my eye was a very long and narrow canoe shaped boat powered by a huge 8 litre Chev V8 that sounded just awesome and looked fantastic with its very long highly polished, varnished wooden hull, what a treat.



Back on the road for the run through the wine famous Wairau Valley to Blenheim and on to Picton. So ended another great day of motoring.

Picton to Wellington and Waikanae

Driving into the ship reminded me of what Jonah must have felt like being swallowed by a whale - once inside you can see all the rib structure of the ship. I am sure the people at Steampunk in Oamaru could do something spectacular with that imagery!

Once on board we lucked out on an early departure and comfortable seats right up in the bow with a captain's view. After a very pleasant hour, we were in Cook Strait the wind was up and a few whitecaps in the open sea but nothing that disturbed our sturdy ferry. We had a good run up to Waikanae in moderate traffic while the traffic heading south, to Wellington was much heavier. Found our very pleasant accommodation and settled in to watch the All Blacks deal to

the Aussies and Shane Van Gisbergen win Bathurst, well done the Kiwis.

So back in the North Island, our first impressions were of many more people, much poorer roads, and also much warmer but without the spectacular scenery of the South Island. Our South Island tour was over. We have had the most wonderful road trip through the South Island and Jaguar didn't put a foot wrong, or is that, a paw.



Waikanae to Auckland

Our final few days of our trip was to take the long road home. Heading home via New Plymouth. I may share this part of the journey in a later issue of the Magazine.

In summary, it was an absolutely wonderful 6-week trip - some great driving days, with very little rain and even some unexpected snow. Indeed, one of the many driving highlights was the falling snow through the Kawarau Gorge into a very beautiful snowy Arrowtown. Our 2004 XK8 never missed a beat the entire trip and was an absolute pleasure to drive, power when we needed it and comfort all the time. On the whole trip we covered more than 5,400 kilometers with a fuel average of 11.4 kms per litre of fuel (8.77 litres per 100 km). We met many wonderful people, and some had Jaguar stories they wanted to share with us. The South Island is a motorist's "dream" and we intend to do it again soon. I hope you have enjoyed reading our tales on the road as much as I have writing them, so I will conclude with a massive thanks to Liz. Liz was not only my able navigator all the way but also put hours of planning and research into the trip especially finding the accommodation which was another element that made this trip so very, very enjoyable. Our sincere thank you for reading our diary as we select park, lights off, ignition off, handbrake on and I am closing the garage door on this trip.

The future of racing

Jaguar Racing have completed three days of intense pre-season testing, demonstrating the Jaguar I-TYPE 5's on-track potential as it completes over 370 laps.



Sam Bird and Mitch Evans - one of the strongest pairings on the Formula E grid - finished Jaguar Racing's scheduled testing programme during the ABB FIA Formula E pre-season test. On the second day of testing Evans set the second fastest sector time in sector 1, while teammate Bird managed the second fastest sector time in sector 2. Mitch Evans finished the weekend with the fifth best lap time.

In his first official Formula E test for the British manufacturer, Briton Sam Bird completed over 197 laps in the Jaguar I-TYPE 5, with his New Zealand teammate, Mitch Evans, completing 176 respectively - the combined equivalent of driving from London to Berlin.

Jaguar Racing engineers focussed on developing the new car's set up, qualifying and race performance over the three days of testing in Valencia in preparation for the season opener on 16 January 2021. For 2021 the Jaguar I-TYPE 5's feature an all new in-house powertrain, suspension and state-

of-the-art inverter which features 24 carat gold.

The pre-season test in Valencia has been a constructive three days for us at Jaguar Racing. We've focussed on getting the new Jaguar I-TYPE 5 up to speed, learning more about the new car and continuing our preparations ahead of Santiago. To finish today with Mitch in P5 was a good indication that we've got some promising car speed but we need to keep working hard behind the scenes before the first races in January. We're really pleased with the progress we've made here in Valencia but there is still time to improve before the first race. We can't wait to go racing again in January.

JAMES BARCLAY - JAGUAR RACING TEAM DIRECTOR

Testing has been really interesting for me as a new driver with Jaguar Racing. We've learned a lot about the car - the hardware, the software and the systems - and we've understood what works well and how we can make the Jaguar I-TYPE 5 go faster. Overall it's been a really useful test. I'm very happy with the way that I've integrated with the team - from my new

Looks... electric!

engineers to my new mechanics, everyone has been really welcoming and I'm looking forward to going into Santiago with lots of positive learnings from this test.

SAM BIRD - JAGUAR RACING DRIVER, #10

It's been a really big few days for us. We had some technical glitches on day one but the team worked hard to fix these. We've been able to run for a good amount of time in the last few days, especially today, and I think we've made great progress. It's really tight competition here, it always is, but I'm happy with where we've finished. We've made a number of adaptations to the car and although there is a lot to analyse between now and Santiago, I'm feeling confident that we're heading in a good direction."

MITCH EVANS - JAGUAR RACING DRIVER, #20

We've had a really strong weekend and the engineers have worked really hard to optimise setup around the long corners that we see here in at the Circuit Ricardo Tormo. As the weekend has gone on, the gap between first place and 24th place has got closer and closer. One of the unique aspects of Formula E is that it's a one day format, but in testing as you spend more time on the track, each team learns how to refine the setup and the gap between the field narrows. We feel like we're in a good position going into Santiago but we will keep pushing with our final preparations.

PHIL CHARLES - JAGUAR RACING TECHNICAL MANAGER

On 16 January 2021 Jaguar Racing will return to the streets of Santiago for the first of 14 races in 12 cities of the ABB FIA Formula E World Championship



NEW ON THE BLOCK

F-Type Heritage 60 edition celebrates diamond anniversary of legendary E-Type



Jaguar is marking the 60th anniversary of the E-type sports car in 2021 with the introduction of a new limited-edition 575PS V8 Supercharged F-TYPE Heritage 60 Edition. Just 60 examples of these all-wheel drive sports cars will be available for sale worldwide*, each one hand-finished by the personalisation experts at SV Bespoke.

A specially curated commemorative specification includes solid Sherwood Green paintwork, an original E-type colour that hasn't been offered on a new Jaguar since the 1960s, and extended duo-tone Caraway and Ebony Windsor leather interior trim which isn't normally available on F-TYPE.

The new limited-run model also features a unique aluminum console finisher inspired by the E-type's rear-view mirror casing, the E-type 60th anniversary logo embossed on the headrests of the lightweight Performance seats and E-type 60 badging shared with the limited-edition E-type 60 Collection vehicles announced by Jaguar Classic earlier this year. Commemorative treadplates, an SV Bespoke commissioning plaque and Caraway-edged carpet mats provide finishing touches.

Mark Turner, Commercial Director, Jaguar SV Bespoke, said: "Celebrating 60 years of the iconic Jaguar E-type is the perfect moment to create our first-ever SV Bespoke limited edition - and the rarest F-TYPE, with just 60 cars available globally. We've worked closely with Jaguar Design to develop a theme for the F-TYPE Heritage 60 Edition that pays homage to the E-type in a contemporary way. It's testament to Jaguar's sports car design lineage that the 1960s Sherwood Green colour looks as though it was designed for today's F-TYPE."

The F-TYPE Heritage 60 Edition is available in both Coupé and

Limited availability: Sixty hand-finished cars available worldwide*, in either Convertible or Coupé body styles, feature exclusive heritage-inspired Gloss Black and Chrome accents and Diamond Turned Gloss Black 20-inch forged alloy wheels



Convertible body styles with exclusive Diamond-Turned Gloss Black 20-inch forged alloy wheels, Gloss Black and Chrome exterior accents and black brake calipers.

Supercharged Performance

Launched in December 2019, the new F-TYPE R - which forms the basis of the new F-TYPE Heritage 60 Edition - is exclusively all-wheel drive and features revised dampers, anti-roll bars and rear suspension knuckles for heightened driver engagement. Power is from Jaguar's 575PS supercharged V8, which produces 700Nm of torque for outstanding pace in all conditions.

Performance is exceptional: the sprint from 0-60mph takes just 3.5 seconds, while maximum speed is an electronically-limited 186mph.

The F-TYPE also provides a suite of advanced driver-focused technologies, including a reconfigurable, high-definition, 12.3-inch TFT instrument cluster, Touch Pro Infotainment system and Smartphone Pack with Apple CarPlay® as standard.

Each Heritage 60 Edition is built at Jaguar's Castle Bromwich plant in the UK and finished by the SV Bespoke team at Jaguar Special Vehicle Operations in Warwickshire. The new model is priced from £122,500 in the UK. For details: www.jaguar.com/SVO

Clare Hansen, Director of Vehicle Personalisation, Jaguar Special Vehicle Operations, said: "The F-TYPE Heritage 60 Edition is a fantastic example of what the SV Bespoke team is capable of. Marrying E-type inspired detailing with new F-TYPE gave us an opportunity to immerse ourselves in the heritage of Jaguar's legendary sports cars. With unrivalled access to original drawings, paint codes and reference materials, working hand-in-hand with our colleagues at Jaguar Classic, we've created a distinctive and highly collectible interpretation of the definitive Jaguar sports car."

To celebrate the 60th anniversary of its iconic sports car, Jaguar Classic is creating six limited-edition matched pairs of restored 3.8-litre 1960s E-types paying tribute to two of the most famous examples: '9600 HP' and '77 RW', known as the E-type 60 Collection. See: www.jaguar.com/classic

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Welcome! new members

- Dan Shepherd & Kim Stout
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- Paul Snape & Pam McLauchlan
1967 420G Black
- Nicholas Chisnall & Jennifer Din
1973 XJ12 S1 Blue
- Nathan Williams
1994 XJ12 Daimler Topaz
- Glen Nichols
2005 XJR Red
- Peter & Dawn Bestwick
1999 XKR Blue

A reminder to all members to wear their name badge at club events.

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.

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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.

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\$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



The no.19 Jaguar C-Type of Peter Whitehead and Ian Stewart en route to fourth overall at the 1953 Le Mans 24 hours. Credit: ©jdht

Celebrating 70: Jaguar C-Type joins classic continuation family

MEMBERSHIP BENEFITS

Do not put your Membership Card in a safe place and forget about it. Put your membership card to good use.



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Jaguar Classic will create a limited number of new C-type Continuations to celebrate 70 years of the double Le Mans-winning legend



Jaguar Classic is celebrating the 70th anniversary of the legendary C-type sports racer by creating a strictly limited production run of new C-type Continuation cars, which will be hand built at Jaguar's world-class Classic Works facility in Coventry.

The C-type Continuation programme will allow historic motor racing enthusiasts to purchase a new factory-built example of the ultimate 1953 disc-braked 'works' C-type direct from Jaguar for the first time.

The C-type, which was originally made between 1951-53, was famed for its exceptionally fluid shape by Jaguar Cars designer, aerodynamicist and artist Malcolm Sayer. The C-type won the gruelling Le Mans 24 Hours on its debut in 1951, scoring the first of Jaguar's seven outright wins at the French endurance race.

From 1952, the C-type pioneered the adoption of innovative disc brake technology in motorsport, with a revolutionary system developed by Jaguar and Dunlop scoring the first win for a disc-braked car with Stirling Moss at the Reims Grand Prix in France and contesting the 1000-mile Mille Miglia in Italy.

The C-type won the Le Mans 24 Hours again in 1953, another first for disc brakes, and also enjoyed success in the hands of private owners, which contributed to Jaguar finishing vice-champion in the inaugural World Sportscar Championship.

"Driven by some of the most-admired racing drivers in history, the C-type laid the foundations for Jaguar's success in endurance racing and is synonymous with design and engineering innovation. Seventy years on, Jaguar Classic is proud to be able to utilise the latest innovations in manufacturing technology - alongside traditional skills and unrivalled expertise - to reintroduce this legendary car for a new generation of enthusiasts to enjoy."

Dan Pink, Director, Jaguar Classic

Of the 53 Jaguar C-types built in the 1950s, 43 were sold to private owners, but the production C-type specification was limited to drum-braked cars with twin SU carburettors and 200bhp, in the style of the 1951 works cars.

Eight new C-type Continuation cars will be built ahead of a racing-inspired celebration event for their owners in 2022. Each example will reflect the 1953 Le Mans-winning works team car specification, including 3.4-litre straight-six engine with triple Weber 40DCO3 carburettors for 220bhp and disc brakes.

Building on the experience gained with previous Jaguar Classic Continuation programmes for Lightweight E-type, XKSS and D-type, Jaguar Classic engineers have consulted Jaguar's archives and cross-referenced scan data taken from an original C-type in conjunction with the latest computer aided design technology to create the most authentic new C-type possible.



Jaguar's works C-Type racing team before the start of the 1953 Le Mans 24 hours, including Stirling Moss with no. 17. Moss would finish second overall, with Peter Walker. Credit: ©jdht

Exclusive access to original engineering drawings and company records created by the original C-type development team - including Malcolm Sayer, competitions manager Lofty England, and engineers William Heynes, Bob Knight and Norman Dewis - ensure the authentic 1953 specifications are accurately maintained.



Taking that engineering CAD data a stage further, for the first time ever Jaguar Classic is also able to give customers the opportunity to visualise their C-type Continuation virtually using a specially designed online configurator. This new tool at classicvisualiser.jaguar.com allows users to compare colour and trim options from the 12 authentic exterior colours and eight interior colours available, and apply optional racing roundels, steering wheel badge and bonnet badging.



Additional options available to C-type Continuation customers include an FIA-approved Harness Retention System or rollover protection. Not just for show, these authentic new C-types will be eligible for historic racing, track and closed-road use.

Visit www.jaguar.com/classic, where you can find more information on the full range of cars, services, parts and experiences offered by Jaguar Classic.

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



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Phone 0274 931896
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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.

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Price negotiable, open to offers.

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Rare Jaguar XJ 220 - P.O.A.

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



A few Jaguars for sale.

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Mike Robinson

09 431 5449 or 021 049 8199





Written by Impact PR -
Mark Devlin, for West
Auckland Trusts

Dedicated spaces needed to reduce cycling risk for children - Principals

More education and dedicated safe spaces for children learning to cycle are needed to better prepare them for urban environments, according to Auckland school principals.

According to latest statistics, cyclists make up around 9% of serious injuries on Auckland roads each year and have a higher risk of injury than pedestrians and vehicle occupants.

Under new government proposals, it may become legal for children under the age of 16 to ride on the footpath.

Hobsonville Point Primary School principal, Daniel Birch says our children are at risk particularly during rush hour traffic and cycling on footpaths can be hazardous as well.

"A generation ago cycling to school was the norm but fears around urban traffic congestion, a lack of cycle pathways has seen children take to the footpath in an attempt to stay safe.

"While we welcome the benefits for both children's health and fitness along with the environment, we need to be mindful that cycling, just like driving, needs to come with a set of road safety instructions and training.

"In today's climate, we need to look at safer ways for bikes to be utilised.

"On the way to school in our area, we see far fewer pedestrians on footpaths than there are cars on the roads and, if bikes and cars can share the road then it should be possible for pedestrians and bikes to share the footpath - if it means a safer commute for our children," he says.

Birch says the introduction of training programmes and dedicated spaces will help teach children how to navigate the footpaths, should the government proposals be adopted.

"Providing dedicated safe spaces will allow students to develop the coordination and motor skills required for cycling before having to cope with the hazards associated with other road users,

"It's about educating kids so they can be smarter about managing risk, what we don't want is for them to be risk averse. That will only make it harder for us to build their resilience - and risk is an unavoidable part of life," he says.

Birch says students at his school recently approached him with concerns around the lack of dedicated space where they could safely learn to use their bikes.

"While the community already has lots of walkways, many pass through the construction areas. And so, for our young people on bikes and scooters, the tracks can be dangerous and hazardous.

"The children's solution was an all-weather bike track around the school's playing fields and it really struck a chord with me," he says.

Summerland Primary co-principal Blair Giles says at least two to three children in every class have never been on a bike before.

"There are a lot of safety and welfare concerns that are unique to this generation of children and, at the same time device use seems to have taken over from outdoor activities such as cycling for many kids.

"In our classrooms we are seeing a proportion of students, even those at intermediate age that have not learned to ride a bike and need a safe space to do so,

"This is particularly for not just their own safety but also for that of other road and potentially, footpath users - such as vision-impaired pedestrians," he says.

The principals say they turned to local charities such as social enterprise The Trusts to bring the 300m track to fruition.

The principals say along with the development of the track, Bikes in Schools, NZ Police, Auckland Transport and their own staff run education programmes for the students which cover safety, cycling laws and regulations as well bike maintenance.

Allan Pollard CEO of The Trusts says their data shows a growing number of schools approaching them for funding for playground and sporting equipment and donations in recent years.

"Every year we see an increasing number of schools reaching out to us for support for initiatives and have donated more than \$1.5m to education causes in the last four years.

"We see support for physical and educational programmes as an essential part of any child's education and it's concerning to see the pressure on resources faced by many schools.

"We know that physical development is closely linked to academic performance and we are pleased to be able to provide schools with additional funds to ensure their students reach their potential," he says.

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