



AUCKLAND
JAGUAR DRIVERS'
CLUB

CLASSIC JAG BOOK LAUNCH

NEW C TYPE GARAGE RAID!

\$10

VOL. 39 | JULY | AUGUST 2022





Create your dream bathroom . . . visit your local Chesters branch today

0800 700 601 | chesters.co.nz



Attention: Jaguar Owners

When your Jaguar needs attention and you want to give it the best care available, come and see a team that shares your passion.

Well known for our MG work, we also bring the same degree of interest, and high standards of workmanship & care to other British cars.

Recently we welcomed Ian Munford to our team. Ian's 27 years of Jaguar experience is just what your car needs!



See us at 1 Stock St, New Lynn for Servicing, tune-ups, repairs, WoF
Our commitment to you:

- Your Jaguar running sweetly and reliably
- The job done properly without dodgy shortcuts
- A team that's easy to do business with: friendly, personal service with pick-up, drop-off, & courtesy cars all available
- An unconditional warranty on all work done for you. In the unlikely event of a problem, we will sort it. Properly & promptly.



Paul Walbran Motors

Ph 09 817 8194

Email: paul@mgparts.co.nz Web: www.mgparts.co.nz; Mob 021 886 723 Fax 09 817 8164

FROM THE EDITOR'S DESK

Welcome to another edition of the JDCA Magazine as we move slowly out of the wet and cold winter and begin to get closer to the warmer months. Scary thought that Christmas is merely 115 more sleeps. Anyway, between now and then, we have a lot of interesting events organised. The big-ticket item that is a 'must see and do', is the 100 years celebration events organised during Labour Weekend. With the announcement of our club patron - Ian Callum (CBE), making himself available to help with our celebrations of 100-years, this will be a weekend not to miss. I am sure we all know the influence Ian has had with the direction of the marque through the nineteen-nineties and two thousand. One could say he was instrumental in the revitalization of the brand, and most of you have appreciated his design qualities by either purchasing or driving one of his inspirations. If you want to be part of the festivities, please book your ticket for the Gala Dinner, and enjoy the opportunity of mixing with fellow club members and the man that brought the brand into relevance. With a special club members price of \$150 per person, bookings are essential. Booking details can be found within this edition and on our club's website. A reminder about the club's registration process is via our website - members area. Click the event's registration button and this will take you to the members areas where you will need to log-in. If you have forgotten your password, tick the box 'forgotten password' and an email will be sent to you with the instructions to setup a new one.



What have we been doing?

The club night at the Remuera Club where our Vice-President Simon Crispe talked about his Targa Rally experience navigating for Garry Boyce in the '57 190SL Mercedes. We cover the 'invite only' Richard Waugh's 100 Years of Jaguar book launch at Archibald and Shorter's show rooms and the large public display of classic Jaguars on the forecourt of Archibald & Shorter's dealership the following day. Reminder about the advert for this magnificent historical look at some special Jaguars residing in Aotearoa. At a special 'member's only' price of \$65, this is a great opportunity to be part of something rather unique. MG Track Day always attracts a few keen members wishing to put their cat out on the track at Pukekohe. With the announcement recently made on the closure of the Pukekohe Racetrack in early 2023, it was the last opportunity members had to drive on this iconic motor racing circuit.

What is just around the corner?

Obviously our 100-year Celebration Gala Dinner - Labour Weekend will be the highlight of the club events. As mentioned, a dinner and chat with our guest of honour and club patron - Ian Callum will be something very special. From there, it is our Fund Raiser Jaguar display on the waterfront for our club's charity of choice - Camp Quality. We also have our Horse-power event in November visiting a Horse Stud in Matamata. Check out the website for all the information and event bookings. With the clubs AGM soon upon us, the committee is always looking for volunteers to help keep this magnificent club moving forward. If you wish to help, please put you hand up. Your assistance would be very much appreciated.

Please continue to support our Advertisers. A way to thank our Advertisers is by seeking their professional services and supporting their businesses. Help them to support our club.

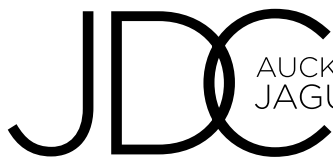
Please keep the written contributions coming in. Points of view, road trips and restoration adventures, are all examples of a way members can contribute to the club's magazine. If you wish to share a story with the membership, I will gratefully receive it. A special thanks to those club members that have helped to make this little publication grow over the years.

Kind regards
Gerard Leeuw
Editor



IN THIS ISSUE

Committee & club contacts	4
Letter from the president	5
Event: Club night - Targa	6
Upcoming events	8
Event: Book launch	10
Back on track! 100 years	14
Ian Callum - club patron	17
New C-Type	18
Garage Raid - John Endean	20
Jubilee E	22
Just Paunau cruzin'	24
MG track day	26
Letters to the editor	28
JLR Racing	28
Jag on the net	29
Regalia	31
Letters to the editor	32
EV Charging	33
Classifieds	34



AUCKLAND
JAGUAR DRIVERS' CLUB



COMMITTEE

PO Box 11043, Ellerslie 1542, Auckland

jagclubak@gmail.com

www.jaguardriversclub.co.nz

Event contact number: 021 926 814

PATRON Ian Callum CBE

PRESIDENT

Tony Wright 021 295 1542

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

Paul Martin 021 0237 5723

Robin O'Connor 09 262 1994

PAST PRESIDENT

Dean Wright 0272 309 086

TREASURER

Dawn Judge Treasurer.jagclubak@gmail.com

SECRETARY

Sue Jenness jagclubak@gmail.com

EDITOR

Gerard Leeuw Editor.jagclubak@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

WEBSITE

Gerard Leeuw Editor.jagclubak@gmail.com

FACEBOOK

Sue Jenness jagclubak@gmail.com

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*

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,
Mark and David Shorter, Steve and Denise Ward.

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

Cover image: John Endean's 1937 SS saloon



PRESIDENT'S REPORT

Hello everyone. While there has been plenty for members to participate in over the last couple of months with an enjoyable club night at the Remuera Club, and the road trip to the Ross Brothers Museum in Cambridge, naturally a lot of the buzz around the club is now focussed on the 100-Year Gala Dinner. Tickets went on sale during the second week of August and the response has been very strong among members, and interest from as far afield as the Wellington Jaguar Club.

Enthusiasm is undoubtedly being driven by our guest of honour for the evening, legendary designer and Club Patron, Ian Callum. Born in Dumfries, Scotland, Ian knew he wanted to design cars from a young age, inspired by a trip with his grandfather to see an E-Type in the window of the Jaguar Glasgow dealership. His passion for cars and design led him to the Ford Design Studios where he started his career by contributing to the creation of the Escort RS Cosworth and the Ghia Via Concept. He then took on the role of chief designer at TWR Design, where he was famously responsible for the Aston Martin DB7 and Vanquish designs as well contracting services to Volvo, Mazda, Nissan and Holden Special Vehicles.



Joining Jaguar in 1999, Ian spent two decades with the manufacturer. Over that time, Ian and his team created, amongst others, the R-Coupe, RD-6 and C-X75 concepts, delivered the Jaguar XK, XF, XE, F-Type, F-PACE and the World Car of the Year Award-winning I-PACE designs.

Ian's leadership marked a turning point in Jaguar design. A new direction emerged that maintained subtle connections to the past but was infused with modernity and flare. The flowing lines of the XK (X150) and the first generation XF (X250) were immediately recognisable as Jaguars but were significant departures from the past. These were among the first vehicles to go from concept to delivery under Ian's leadership and both have become modern classics.

In 2013 the spiritual successor to the E-Type, the F-Type, was launched to much acclaim and then in 2015, Ian's team managed to do what other manufacturers had failed to do, deliver a beautiful SUV in the form of the F-Pace. In the process, they won 2017 World Car Design of the Year at the New York International Auto Show.

If that wasn't enough, he and his team followed up in 2018 with another multiple award winner, the I-Pace. It won 2019 European Car of the Year and World Car of the Year. With the both the F Pace and I-Pace they proved that SUVs and Cross Overs can be both utilitarian and beautiful. Company founder Sir William Lyons was widely recognised as a master of the elegant lines and proportion and under Ian's leadership, Jaguar continued that philosophy while delivering world leading designs.

When Ian decided to leave Jaguar in 2019, it was clear he wasn't planning on retiring. Instead, he became one of the founders of CALLUM, a design and engineering business that creates bespoke and limited-edition products.

Its first creation is the Aston Martin CALLUM Vanquish 25 which comes more than two decades since Ian first penned the original Vanquish design. Started as a passion project, it's become



a limited run of 25 vehicles featuring more than 350 design and dynamic changes creating a GT car for today's super cars enthusiasts.

It's yet another accolade to add to Ian's body of work. It's little wonder he's one of the most respected and celebrated British car designers of all time and is rightfully referred to as a legendary. GQ magazine named him Car Designer of the Year at the 2021 GQ Car Awards cementing that status.

Like me, I'm sure many of you are looking forward to hearing about Ian's experiences at the forefront of automotive design and what he's going to do in the future in person so, if you haven't already, get on the website and secure your tickets today.

Tony Wright

Club President

CLUB NIGHT SIMON CRISPE ON TARGA

Inclement weather did not deter 24 members from attending the dinner and talk by Simon Crispe about his adventures as the navigator for Garry Boyce. Garry had invited Simon to navigate his 1957 190SL Mercedes' soft top for the Vintage Car Clubs time trial run in conjunction with the Ultimate Rally Groups Targa Road Rally in late May.

The evening started with drinks and convivial talk for about half an hour before dinner was ready to be consumed and, once again, there was a great selection of salads and meats to satisfy the carnivores and omnivores amongst us. The sticky date dessert and cream, and coffee, was a nice way to finish off the meal. On that note, it was disappointing the number of registrations fell well below what had been expected by the Remuera club and we were very fortunate not to face a short fall bill at the end of the night.

Once all the diners had relocated to seats located closer to the screen, Simon proceeded to regale his audience with the trials and tribulations of carefully preparing spreadsheets to identify where they needed to be at specific times. The next step was to sit in their motel rooms dictating the target times for each part of each special stage for Garry to write down in their Targa Route books for each of the five days' of the Rally. Come the first morning Simon looked at the Route Book that Garry had been writing down the figures in and came to the realisation that Garry was dyslexic!!!! Having overcome that hurdle, and the fact that Garry knows only one speed - 'flat out', they proceeded to enjoy the next 5 days.

This involves driving the same closed roads that the Targa competitors run but at a maximum of 130 kmh-1 and a minimum of 30 kmh-1 (the Targa rally cars are limited to 200 kmh-1 while the Targa Tour cars are limited to either 160 kmh-1 or 130 kmh-1 as they are standard road cars such as yours and mine). The object of the VCC Time Trial is to complete the stages at a stipulated average of 75 kmh-1. Striving every day to arrive with no time penalties for being either 'late' or 'early', which was finally achieved by Garry and Simon on the very last leg of the Tour.

This might sound a simple exercise but in reality, it is more difficult as the stage may start off nice and flowing, allowing you to keep up the average.

One of the other cars in the Time Trial was a far newer Mercedes which unfortunately suffered a mechanical failure when a suspension strut decided to stop hiding in the bowels of the inner wing and popped out into fresh air. There was a silver lining as their replacement was a Jaguar.

Overall, it sounded like a great event supported by some stunning photographs taken in mid-autumn, and hopefully, this will inspire others to consider looking to enter these events in the future.





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.

Problems with event bookings?

please contact Steve Heaney - events.
jagclubak@gmail.com or Sue Jenness
- jagclubak@gmail.com



Technical Evening @ R3 Fabrications

If your interest is in seeing how to restore or resurrect something old, then this is the place to be.

Check out the website for more details.

#20220914



100 years of Jaguar - Labour weekend

SAVE THE DATE. Club Picnic on the Saturday and a Gala Dinner on the Sunday evening. A special weekend of celebrations for the Marque. See the website for more details. Gala Dinner is open for bookings. Auckland Club members preferential bookings via the website.

All other National Jaguar Club Members interested in attending this event please apply via this email. jaguargaladinner2022@gmail.com

#20221022



Club Display Fundraiser

Coordinator: Laurie Hayward

After last year's cancellation, this event is once again planned as our Fundraiser for Camp Quality.

More details to come but save the date.

#20221113



Horse Power, Waikato Stud

Coordinator: Simon Crispe

After last year's cancellation, this event is once again planned. A pleasant drive to the Waikato Stud followed by a lunch at a local Café. More details to come via the website.

#20221127



AGM Remuera Club

Coordinator: Sue Jenness
Further details and bookings via the website.

#20221202



Christmas Club Evening

Coordinator: Tony Wright
@6:30pm - City of Sails Chorus. Entertaining you with Christmas Song & Carols. Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Further details and bookings via the website.

#20221202



INVITATION 2023

2022 Historic GP - Bruce McLaren Motorsport Park, Taupo

Jaguar Clubs are being invited throughout New Zealand to display their vehicles and parade them on the track at the 6th Annual Historic GP. Bookings are open - 2 Nights @ \$360 per Studio Unit staying at Lakeland Resort, Taupo - Please check the website for bookings and more details.

#20230121



Ellerslie Car Show

Coordinator: Simon Crispe
A number of club members cars 'Through the Decades' are being sourced for this display to celebrate the 100 years of Jaguar. Members who can assist with preparing these vehicles, please contact event coordinator. We need a large number of Club Members Volunteers to help out on the day.

#20230212

LAUNCH OF 'CLASSIC JAGUARS IN NEW ZEALAND' BOOK



Postponed from earlier this year due to pandemic conditions, the Auckland launch of 'Classic Jaguars in New Zealand' book was held at Archibald & Shorter's Greenlane showroom on Friday and Saturday 29/30 July. The dealership staff of Sean Wilson (Dealer Principal) and Bethan Montgomery worked with Richard Waugh and Grant McMillan to plan for a special event. Richard managed to invite Christopher Luxon, who he knows well from East Auckland, to be guest MC. When first invited he was an electorate MP but was subsequently appointed as Leader of the Opposition.

About 115 people gathered at the invitation-only event on the Friday evening for the formalities of the book launch, together with a few club cars on display; in the showroom Roger Munn's XK120 FHC, Richard Waugh's Mark VIIM, Simon Crispe's E-Type, and with Giltraps XKSS continuation and a new I-Pace. Outside on the forecourt were Sue Jury's XJC, John Endean's SS Jaguar 1½-litre and Paul Marchant's X300 (XJR). Sean Wilson welcomed everyone and reflected briefly on Jaguar's future plans and his own commitment to what the brand represents. Christopher Luxon commented on his interest and involvement with classic cars, including his original Riley Elf, and that each year he flies up his father from Christchurch to attend the Auckland Brit & Euro Classic Car Show located in his area. Club president Tony Wright commended the book project and also reflected on his own time working for Jaguar in Coventry in the 1990s.





LAUNCH OF 'CLASSIC JAGUARS IN NEW ZEALAND' BOOK (continued)



Richard Waugh was introduced by Christopher Luxon who commented on Richard's wide range of church and community work, including his aviation chaplaincy work with Erebus families. He said how impressed he was at the quality and comprehensiveness of the new book. Richard then acknowledged many of the key people involved in the project, including those who shared the voluntary work, made donations (including the Auckland Jaguar Drivers Club) and interest-free loans, and the Kynaston Charitable Trust who published the book. He drew attention to the work of William Lyons and the abiding characteristics of his cars with style, performance and good value for money. Quoting some sales statistics from Shorters' records it was also clear in the 1950s and 1960s that it was the Jaguar saloon sales that were dominant. Also that he had a lot of sorting out to do from a range of primary and secondary sources about the correct order of design work for the Mark VII and XK120 (read the book to find out more!).

At the end of his short speech, Richard apologized to Mr Luxon for the book cover of Bill Crooks XK150S FHC as he felt the red colour of the car might not be Mr Luxon's first choice! Then he produced a one-off new cover book with Bill's car in blue - all to much hilarity from the crowd and good humour from Mr Luxon!

On the Saturday morning an open public time was held at the dealership. An estimated 120 people attended. Robin O'Connor displayed club memorabilia table and with a few sales too. There was a good collection of classics parked on the forecourt, with the addition of Laurie Haywards S-Type, Don Bowaters's XJS, Peter Seabourne's Mark IX, Dean Wright's XJ40, Don Grayson's Series II XJ6, Robin O'Connor's X-Type, Geof Roberts 420G, Phil Pelling's Mark 1 3.4-litre and Larry Price's D-Type replica.





FIND YOUR JAGUAR PART AT WWW.SNGBARRATT.COM

Search parts



BEAUTIFUL PARTS FOR BEAUTIFUL CARS

CHOOSE FROM OVER 300,000 PARTS AND ACCESSORIES FROM THE WORLD'S LARGEST INDEPENDENT MANUFACTURER OF CLASSIC JAGUAR CAR PARTS

+1 800 452 4787 | sales.usa@sngbarratt.com

S·N·G
BARRATT
GROUP

01746 765 432 | sales.uk@sngbarratt.com

XJS – HERITAGE OF THE 100 YEARS.

BACK ON TRACK! 100 YEARS



Wally Hassan and Harry Mundy joined together and were instrumental in the research and development of Jaguar's single cam V12 5.3 litre engine. With its lightweight aluminium head and up-tech transistorised ignition, it was the perfect engine to be placed in the enhanced Series 3 E-type.

In 1972, the XJ12 was put into production alongside the XJ6. This was said to be Sir William Lyons' crowning achievement. A car that was claimed to be the fastest production four-seater in the world. It was at this time Sir William Lyons retired and handed over the reins of keeping Jaguar going forward to Lofty England. 50 years had gone by, and the company could be exceptionally proud of its achievements to this point.

With the E-type ending its production in 1974 after some 60,000 units sold, it was time for the new kid on the block. Launched in 1975, the XJ-S was aligned closely to the XJ series. With a fuel injected V12, it gave the performance of this car something for prospective buyers to replace their aging E-types. It did spark some debate about its overall looks, but one could hardly argue the impressive specifications it offered. Could this car stand the test of time, stay in production, and match the production figures of the E-type?

In 1979 the XJ had some improvements and tweaks made in the Series 3, but everything else seemed to be going well for the company. However, the fuel crisis in the late seventies had not helped. In 1981 the V12 engines were given a new cylinder head labelled the HE (High efficiency) developed by the Swiss engineer - Michael May. This gave the XJ-S a real

advantage over its competitors.

In 1984 the company was floated on the stock exchange and was now part of the then Conservative government's privatisation move. And it worked. By this stage, Jaguar had developed many variants of the XJ-S with various engine packages and body styles such as the convertible and cabriolet.

Over the last couple of decades, Jaguar had much success on the track, but it was about to get the biggest boost within the career of the company. TWR - Tom Walkinshaw announced his intentions of enhancing a group of XJS' under his banner of TWR Sport. With his skill and experience, a wind-tunnel tested body kit was developed and a new name of XJR-S was born. A six litre V12 was available with a special Crankshaft, forged pistons, and a remapped engine electronics to elevate the horsepower to an impressive 380.

Other creations by TWR were some of the coolest cars to wear the Jaguar badge. Cars like the XJR-9 and the XJR-12 as was the road legal XJR-15.

Tom had much success racing his pride of Jaguar's throughout the UK and Europe, that he decided to travel down-under and compete in the Australian iconic race of Bathurst 1000. With his trio of XJR-S's, he went into battle against Australia's best and proved he can match them finishing a respectable 3rd in his #9 Jaguar, and winning the great race in the sister car #10. And so, Jaguar were back on track in every way.

A question that comes up - Will the XJS take the title as the Jaguar car with the longest production period? The XJS



essentially remained unchanged in overall looks apart from some front and rear facelifts. With only three distinct iterations over the 21-year period and a final production total of 115,413 units in that period, this was a very special car for Jaguar in this competitive market.

Within our club...

In the 1950's as an 18-year-old trainee office equipment technician in Auckland, my first real connection to cars began with a purchase of a 1929 soft top Austin 7 Ruby. Soon, I traded up to a more modern 1951 Morris Minor convertible. Unfortunately, not a jaguar in sight. However, by the 1960's, I recall visiting Archibald and Shorter's office and showroom in Shortland Street, Auckland, to service their accounting machine. It was here my lust and admiration of the marque began after looking around the red Jaguars displayed in their showroom.

I continued to upgrade my work skills on both sides of the Tasman and it is interesting to note, that at this time the larger (desk size) accounting machines such as Olivetti and NCR (very noisy) mechanical machines cost about the same as a new Jag. In the 1960's my wife Kaylene and I agreed to live and work in Fiji for 6 months. The 6 months stretched, and we stayed for seven and a half years. We had many wonderful experiences over that time and many bonding friendships were formed.

Back in Auckland during the 1980's, together with younger business partner Nigel, started our own business called Able Business Machines in Kingsland. I recall the original partners'

vehicles were a Vauxhall Viva station wagon and a Ford Escort Van. These soon became a growing fleet of Honda City's as they were the ideal service technician's vehicle. As the business expanded into Wellington and Christchurch, and with subcontract work for IBM, it was time to look at getting my dream Jaguar.

Over on Auckland's North Shore, Ken Stout was having success selling mainly Jaguars and it was at this dealership in 1998 I stumbled upon and finally secured my dream car - a very low mileage Jaguar XJR-S in British Racing Green. Sold new in Japan 1990 and first registered in New Zealand in 1998. In 2003, Kaylene and I also owned a very tidy red 1996 Jaguar XJ6 X300. This car has a very interesting past. It was first imported new to New Zealand by our current President - Tony Wright. He owned it for a few years before selling it. When we purchased it, I used it for many years as my daily runner until it was time to upgrade to a newer model. This car is now owned by fellow club member, Logan Leeuw. My trade up was a red XJ V6 which is now my regular drive and performs beautifully. That said, I still find the XJR-S an exciting and pleasing car to drive. Still in its original factory condition with only an extra few thousand kilometres since, this car is still a head turner. On those nice days when I do venture out in it, I still appreciate its beauty, its grace and potential pace. I somewhat reluctantly accept that as my 86th birthday is imminent and the driver's licence is due for a two-yearly renewal, it may be time to stick to the cruiser and move the more exciting V12 XJR-S on to a younger Jaguar enthusiast.



RODNEY JAGUAR ROVER SPARES

New Zealand's largest stockist of new, used and rebuilt parts for Jaguars and Daimlers from 1950 to current models.

Celebrating over 50 years in the business of keeping Jaguars and Daimlers purring along.

10% discount to ALL club members on ALL parts (except parts on special)

VISA, MASTERCARD accepted for phone orders

Phone: **0800 4 JAG PARTS (0800 4 524 727)** Fax: **09 425 7234**
17 Clayden Rd, Warkworth email: sales@rjr.co.nz www.rjr.co.nz

We'll ship your car like it belongs to us...



AUTOHUB is possibly the only company to take care of your imported vehicle, in both export and import countries.

We offer several shipments monthly from Japan, New Zealand, Australia, Singapore, Hong Kong and the UK, making our service one of the most comprehensive and efficient available.

We pioneered the AUTOHUB "D2D" one stop, fixed price, guaranteed vehicle delivery system to Australia and New Zealand. By operating as a totally impartial "co-operative" of both sellers and buyers, and combining many individuals under one name, we were able to negotiate excellent services and prices, by offering volume business to our suppliers.

If you have found the car of your dreams, or just need your current car shipped, contact us and we'll provide a shipping solution that's right for you...

phone: **09 411 7425** mobile: **021 855 117**
Unit 21, 102C Hobsonville Road, Hobsonville, Auckland 0618.
www.autohub.co

AUTOHUBTM



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.

IAN CALLUM

Born in Dumfries, Scotland, Callum knew he wanted to design cars from a young age, inspired by a trip with his grandfather to see an E-Type in the window of the Jaguar Glasgow dealership. His passion for cars and design led him to the Ford Design Studios where he started his career by contributing to the creation of the Escort RS Cosworth and the Ghia Via Concept. He then took on the role of chief designer at TWR Design, where he was responsible for the Aston Martin DB7 and Vanquish.

Joining Jaguar in 1999, he spent two decades with the manufacturer. Callum and his team created, amongst others, the R-Coupe, RD-6 and C-X75 concepts, the Jaguar F-Type, F-PACE and the World Car of the Year Award-winning I-PACE.

When Callum decided to leave, it was clear he wasn't planning on retiring any time soon. Instead he became one of the founders of CALLUM, an eponymous design and engineering business to create bespoke and limited-edition products. The team's first creation is the Aston Martin CALLUM Vanquish 25, created over two decades since Callum first penned the design. Having started as a passion project, it has become a limited run of 25 vehicles featuring more than 350 design and dynamic changes to create a GT car for today's driver.

It's yet another incredible accolade to add to Callum's design collection, which has led him to being one of the most respected and celebrated British car designers. Recognising this, GQ named Ian Callum its Car Designer of the Year at the 2021 GQ Car Awards.

JAGUAR CELEBRATIONS OF 100 YEARS GALA DINNER

Date: 23 October 2022 Venue: Royal New Zealand Yacht Squadron – Westhaven
Time: 7:00pm Dress: Formal to match the style of Jaguar

Be part of the history and enjoy a night of extravagance, with our guest of honour and speaker - **Ian Callum** CBE

LIMITED EDITION

NEW C TYPE

COMPLETION OF FIRST C-TYPE CONTINUATION COINCIDES WITH LANDMARK ANNIVERSARY – SEVENTY YEARS SINCE THE FIRST DISC BRAKE EQUIPPED C-TYPE WON IN INTERNATIONAL COMPETITION AT THE REIMS GRAND PRIX MEETING ON 29 JUNE 1952

Jaguar Classic has completed building the first C-type Continuation. The strictly limited production run is well underway at Jaguar's Classic Works, Coventry, and the first vehicle has finished shakedown testing ready for delivery to an excited customer.

Each C-type Continuation undergoes at least 250 miles of physical testing by Jaguar Classic engineers, following a build process that requires 3,000 hours of intensive and highly skilled craft.

The first customer Continuation is finished in Pastel Green with Suede Green leather seats and is inspired by the original Jaguar C-type which won the 224-mile long, 50-lap sports car race at the Reims Grand Prix Meeting on 29 June 1952.

This vehicle was the first C-type fitted with disc brakes to win in international competition. It was after driver Stirling Moss

persuaded Jaguar to implement the pioneering technology it had in development. The victory at Reims was a glimpse to the C-type's dominance at the following year's Le Mans 24 Hour, and Jaguar's continued supremacy in 1950's sports car racing.

David Foster, Head of Engineering, Jaguar Land Rover Classic, said: "We've combined original drawings, modern CAD techniques and 3,000 hours of skill and attention to produce our first hand-built C-type, noting a historic landmark moment for Jaguar Classic.

"Our exclusive Continuation C-types feature the technical innovations and specifications of the ultimate 1953 Le Mans-winning car, including the innovative Dunlop disc brake set-up that was victorious in Reims in 1952.



Each C-type offers an authentic driving experience for customers starting even from the car's distinctive starting procedure, that our team was determined to get exactly right."

Handcrafted at Jaguar Classic Works in Coventry, all C-type Continuation models will be built to the specification of the 1953 Works C-types. The first version to be completed has undergone final shakedown testing and the team at Jaguar Classic cannot wait to deliver to an excited customer.

The Jaguar Classic team has helped bring Jaguar's heritage to life using extensive research, modern technology and engineering expertise. With advanced CAD modelling, each one is then crafted using the same build methods and techniques to ensure the limited-run Continuations honour the delineation of the original C-type.

Customers have 12 exterior heritage colours to choose from including the Pastel Green of this car, British Racing Green and Pastel Blue with contrasting roundel, as well as the opportunity to select their own interior specification from a range of eight leather hues.

The Continuation models are FIA-approved and eligible to participate in all FIA Historic events, including the Jaguar Classic Challenge, which takes place at a variety of different racetracks including Le Mans and Silverstone.

The limited run of C-type Continuations are available now. To configure your C-type using Jaguar Classic's 3D visualiser visit: <https://classicvisualiser.jaguar.com>.



GARAGE RAID JOHN ENDEAN PART 1



John Endean very kindly agreed to Gerard and me descending upon his quiet enjoyment of Sunday 10th of July to drive us both many miles across Auckland and as far north as Warkworth, to view his amazing far-flung collection of no less than 13 Jaguars. There are so many that this "raid" will be spread across two Mags. I'll cover his purchases between 1985 and 2006 in Part 1 and 2007 and 2021 in Part 2.

I asked John what first got him interested in Jaguars? He recalled that as a young lad his father had owned a Mk VII and this had been a very memorable part of his childhood. An MGTf would have hit the spot for John as a teen, but he could never afford one. It wasn't until around 1985 that he first acquired a Jag, but that was not a happy experience. The car was a Series 3 XJ6 imported from the UK. Oh dear, what a rust bucket that turned out to be. 'Never again' he chuckled.

So, knowing of John's extensive collection of Jags, I wondered what changed his mind after his earlier rust bucket experience? What made him start gathering and preserving so many of these wonderful historic cars?

It was in 2006 when he bought his beautiful 1961 Mk2 3.8, opalescent green manual overdrive saloon. Unsurprisingly, his outlook on the brand changed completely... and it was not just the wonderful car, but a very important, (even prophetic) copy of a book left on the back seat by the previous owner and well-known Jaguar enthusiast, Peter Heywood.

The book was of course Jaguar aficionado and writer Paul Skilleter's legendary title, Jaguar Saloon Cars first published in 1980. Read by John cover to cover many times, he fell in love with the fascinating story of Bill Lyons and Bill Walmsley, their tiny side car company in Blackpool and the big dreams they made come true.

It was 2007 and John now really had the big-cat bug and soon the collection of Jaguar and SS saloon cars started to grow. First to arrive after the Mk2 was the ex Rob Waters 1937 SS one and a half litre saloon, that had been languishing in Rob's Mum's garage up at Snell's Beach for quite a long time! In 2008 John commenced a full restoration of the car, although he freely admits he wishes he hadn't, given what it ended up costing!

The car is absolutely stunning and a credit to John's passion and commitment in its superb cream paintwork with red leather trim.

We then headed North in John's "modern", a 2016 3 litre turbo diesel XF and then Omaha to view the next car to catch John's sharp eye in 2007, a 1936 SS 2.5 litre saloon with the much more potent 6-cylinder overhead valve engine that William Lyons custom specified and sourced from the Standard Motor Company for his SS cars.

John acquired this beautifully proportioned prewar example of Art Deco inspired space, pace, and grace from Rob Water's Dad Des Waters. John and Linda used it regularly even driving



it to a Jaguar rally in Palmerston North which John agrees looking back, was pretty game! The car although in fairly good cosmetic condition, now deserves to be restored and is firmly on the "to-do" list.

The first Jaguar sports car of the Endean collection is a 1956 XK140 fixed Head Coupe. This car has perhaps presented the biggest challenges John has faced since his 80's "encounter" with the ex-UK Series 3 XJ! In John's words, his biggest nightmare. The car was purchased as a project from a nameless person who was basically a crook who said he was an expert and capable of doing the re-build. After a huge amount of time and money, John could not believe the mess the person had made of the job. However, John persevered, and the nameless person then arranged for an engineer he knew to fully strip the chassis for a second time, while the body was fully redone as well.

At last, the chassis was now looking good with all the bog the bogus "restorer" had applied now removed. John then arranged for the still very untidy bodywork to be redone by the chassis engineer. However, more grief awaited because when the body was reunited with the chassis, the body was miles out because it had not been restored on a correct jig. Needless to say, sparks flew at this situation and after a court order, John retrieved his still incomplete project XK.

John now approached Rod Johns of Turua who had a good reputation to take over the body work and Milton Sheppard to complete the reassembly. At last,...the now correctly aligned

body properly reunited with its rolling chassis, will soon be painted. I am sure that after all this work and tribulations, the car will be an absolute credit to John and his current team.

As we chatted, it became clearer that for John preserving these historic Jaguars is a passion and significant focus for him. When we headed through Matakana, John mentioned that he has been giving some serious thought to a business model for creating a museum for his cars and for others of a like mind. Given the popularity of the area as a holiday and tourist destination with its wonderful beaches, the Sculptureum, Brick Bay and the soon to open northern highway upgrade, John has identified a perfect piece of land just out of Matakana and showed us the stunning area. He explained his idea to create both a storage and routine maintenance facility for cars that are in storage, that would double as a museum for the public to enjoy including a good café. John would like to hear from members who might be interested in this idea to store their Jaguars.

We then turned off to Point Wells, where a real treat awaited in John's latest new Man cave of most generous proportions complete with a fully furnished luxury apartment above. The blessings of a minor dwelling permit!

However, to find out what Jaguar delights lie hidden behind the garage door John is standing in front of, you will have to wait until the next magazine for the second instalment of John's epic story!

ONE-OFF JAGUAR CLASSIC E-TYPE DEBUTS

Jaguar Classic showcased a bespoke Jaguar E-type at the Queen's Platinum Jubilee Pageant on 5 June 2022. The one-off renovation features a comprehensive list of enhancements carried out by the expert technicians at Classic Works, and metallic blue paintwork inspired by the Union Jack.

The unique E-type made its debut alongside fifteen iconic Jaguars to feature in the Jubilee Pageant, including a selection of historically important Jaguar E-types, an all-electric I-PACE eTROPHY race car, and seven convertible Jaguars all carrying famous Dames. The customer, thrilled to participate, was joined by American dancer, model, and fashion designer, Eric Underwood in the passenger seat.

Jaguar Classic creates beautifully crafted E-types by restoring Series 1 models to their original specification. This bespoke example goes even further, showcasing the full breadth of personalisation available from its state-of-the-art home in Coventry.

The one-off E-type was commissioned by a client who had

specific requirements. He wanted a Roadster manufactured in the year he was born and finished to a bespoke specification. The team at Jaguar Classic set to work and tracked down a Series 1 E-type that was built just two days after the customer's date of birth.

Over the following 12 months, the car underwent a complete rebuild, beginning with the bodywork. Finished in a unique deep metallic blue inspired by the blue of the Union Jack, the new blue, was exclusively mixed by the paint shop following numerous consultations and sample creations to craft the perfect hue over several months.

The bespoke interior features striking leather upholstery finished in a shade of red inspired by iconic British pillar boxes, and was hand finished using traditional methods at the in-house Jaguar Classic Works trim shop.

Bespoke Lead Engineer, Jaguar Classic, Stephen Hollis, said: "Being able to bring a customer's vision for their dream E-type to life is hugely rewarding. The result is a complete one-off that showcases the full breadth of capabilities provided by the



You can count on us
every step of the way.

Forrest
FUNERAL SERVICES

EAST COAST BAYS | HIBISCUS COAST

Home of the 2018 Jaguar
XF Ascot hearse.

24 Hour Service
(09) 479 5956
www.forrests.co.nz

JDC
AUCKLAND
JAGUAR DRIVERS' CLUB



advertise in here...

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

AT THE QUEEN'S PLATINUM JUBILEE PAGEANT



team at Jaguar Classic. With a colour scheme inspired by the Union Jack, I can't think of a better place for it to make its first appearance than the Queen's Platinum Jubilee Pageant. I am so excited to see it parade down The Mall."

With the body assembly and paintwork complete, the engineering team went to work refitting mechanical elements - including a host of enhancements. The original 4.2-litre straight-six was replaced by a larger 4.7-litre engine, delivering superior performance. It is optimised for road driving and married to Jaguar Classic's specially developed five-speed gearbox, for a smoother, quieter and more refined driving experience.

Upgraded suspension ensures the chassis can exploit the performance provided by its powertrain, while wider wheels, tyres, and upgraded brakes deliver superior grip and confidence. A sports exhaust and manifold ensure the E-type's soundtrack suits its dynamic character.

Modern technologies include 21st century connectivity provided by the Classic Infotainment system - combining touchscreen controls, satellite navigation and Bluetooth with a period-look that is perfectly in-keeping with the rest of the vehicle. Powerful exterior LED lighting also brings illumination up to modern standards for additional confidence driving at night.

A series of bespoke details complete the vehicle, including a unique plate and dash plaque. In addition, this one-off blue E-type features a few elements inspired by the limited E-type 60 Collection.





JUST PAUANUI CRUZIN' IN CLASSIC CARS

A while back, I was having a conversation with a group of people who mentioned that there is an organised cruise in classic cars with other like-minded people in the Coromandel holiday hotspot of Pauanui. It was then that I made the connection. While on holiday with the family at Pauanui last April, I had walked past a group of classic cars parked in the Pauanui Club carpark. As I was on my way past to visit the shops, I thought that I would stop and look at the classics on my way home. When I returned, the carpark was empty. I missed the opportunity but wondered what had happened to them.

While searching for something on Facebook, I stumbled on this group calling themselves Pauanui Just Cruzin in Classic Cars. They mentioned they have a bi-monthly event and had previous events displayed. The mystery was now solved as to why the carpark was empty on my return last April. Displayed on their page was the details of their next event to be held on the 18th of June. They encouraged anyone interested to join them for a day of activities and a nice pub lunch somewhere in the Coromandel or surrounding area. The exact destination of the cruise was always a mystery until you were handed the set of driving instructions on the day. Having nothing else arranged, my son and I decided to take out two classics for an out-of-town blast.

We woke up on the Saturday morning to an overcast day after driving down from Auckland the night before. We cleared the collection of bugs from the front of the cars and drove down to the shops for breakfast. We parked up and were greeted by a couple that showed a real interest in what we had driven into the carpark. After a great coffee and a splendid bacon, ham & egg pie, we headed off to the meeting place for the usual 10am muster. I was a little concerned to see only two other classics parked and wondered if the weather had influenced many not to turn up. Within minutes of arriving the carpark filled with 19 other beautifully presented classics spanning several continents. From English classics to American muscle, from Japanese collectibles to Aussie favourites, there was something for everyone. Amazing to see what some regulars drive from various parts of the Coromandel to join in.

John & Pat Courtney were the organisers of this friendly bunch of cruisers. We were soon given the plan for the day, handed the directions, and told this was not a race. The order was given to start your engines and get cruising. We followed as a convoy back over the Kopu-Hikua hill, across the Kopu bridge, turn left via Turua, head south on the State Highway #2 to our first destination - the furthest inland maritime museum in the country - Paeroa. As like many, I have seen this but never taken the time to stop and look around. A wonderful first stop.

Our next destination was some time to look through the numerous 'collectible' shops in Paeroa. There was a surprisingly good number of these to look through. From here, we were due at Ajay's Ford V8 Parts automotive shop for a good look around. Some very interesting stuff that is not only related to the blue oval. Once again, a place well worth taking some time to look at.

Our next place of interest was our lunch stop at the infamous Waikino Hotel. It was here the wet weather settled in for the remainder of the day. Good timing really. With the restaurant booked for our group, the service was spot-on, and the lunch was filling and delightful.

John spoke and made a few observations, a thank you for joining in and the 'Just Cruzin' prizes were dished out by the group's sponsors. One car care package from Bowden's and a Free WOF at the local Pauanui Service Centre.

After lunch, we were advised to visit the Waihi Underground Market shopping mall. I am sure many of you have driven past it and never known it was there. Next time you are passing, please go and take a look as you will not be disappointed.

From this point, it was up to individuals to make their way home with most taking the coastal state highway 25 back to Pauanui via Whangamata.

What a superb day. I would like to thank the regulars of this group for their warm welcome and hospitality, and particularly, Pat Courtney for organising the event. Keep an eye out on Facebook for the next event, and if you are in the area, I am sure you will be welcome to do some 'cruzin' with them.



MG TRACK DAY 2022



With the 2021 event cancelled due to covid restrictions and the limitations to group sizes, we were once again looking forward to our invite to attend the MG Track Day 2022. What added to making this year's event extra special was the sad news that this Pukekohe Raceway track was to close for good in early 2023. This meant, our time to enjoy the special characteristic of this track was soon to be a distant memory if we did not enter this year.

Saturday was a chance to pull out the leather boots, racing helmet, racing suit and head over to Paul Walbran Motors in New Lynn for the usual pre-track day scrutineering. Luckily, this is virtually a couple of kilometers downhill from our home. We had registered our 3.5 litre XJ8 and, with permission, our interloper Vauxall Astra VXR. Cars checked, labels and numbers handed out, and my son and I were ready for a day of thrills, hopefully, without the spills.

An early rise on the Sunday morning revealed rain had fallen throughout the night. Arriving at the track under a steady shower of rain, we got ourselves and the cars ready for the

track. With about 41 registered vehicles in total from the MG club and other invited clubs, we found ourselves placed in a group of six for the remainder of the day. Within our group we had fellow club members, Alan Kemp in his F-Type and Jeremy Hatch in his XFR, plus a V8 race spec MG and MG Midget. My XJ8 felt rather oversized and under-powered compared to the others in this group. The other member of the club, but in another group, was Barry Tremaine in his beautifully presented racing E-type.

At the drivers briefing, Darryl Bretherton went through the rules and regulations but emphasized the message, 'Be safe. You drove here, and we want you to drive home.' With the formalities out of the way, and the rain taking a break, it was time to roll out and splash on the track for a slow reconnaissance run. This was a way to see how a normal racing line would take you through the series of complex corners, and, also taking note of where the puddles were, and the important corner markers were placed. The track proved to be very slippery and extreme caution was necessary for the opening morning laps. A small off anywhere on the track and those concrete barriers would create an expensive repair bill.



The remainder of the day was broken up into a variety of different events to suite the serious racers through to the novice drivers that had never taken a car on the track before. The Driver Training session was the first group to venture out on track and learn the ropes from the pro-drivers. After that, the Single Sprints (with and without overtaking) and Dual Sprints were rotated throughout the day. In each event, we covered one standing lap plus two flying laps and if overtaking was permitted, these could only be done on the back or the front straights. Having the same cars in our group proved useful and an order of 'faster to slower' vehicles was established so very little overtaking was necessary. Although the track is 2.82 kilometres in length, the three laps at pace seemed to just fly by.

It was a fantastic day of fun and as the track dried, the confidence increased, the speeds increased to ultimately, produce better times. Pushing your machine to the limits they were designed to handle but not necessarily situations able to be experienced when driven on the open road. Eventually, the rain returned at the end of the day but not before most en-

trants had enjoyed the experience in the dry. Having the opportunity these last few years to blast round this iconic circuit, it will be very sad to know that this track will shut down and only the memories will survive. A chapter in New Zealand's motor racing history will conclude and all the stories will start with - Remember when....

A huge thank you must go to the organisers, Paul and Andrew Walbran, Darryl Bretherton, members of the MG Club, and all the volunteers performing the important tasks such as scrutineering, stewards, time-keepers, starters, checked flag wavers, and flag marshals. The day could not have run so smoothly without their efforts and commitment.

I would like to take this opportunity to thank the event sponsors, GER Engine Specialists, Hedges Estate, Whibus Motors, and Paul Walbran Motors. Their generosity helped keep the event costs to a minimum for us all. We thank you for your continued support and hope members support you in return when it comes to keeping our special vehicles moving on or arranging some special family function.



Jaguar Media Centre

Perfectly poised podium and points in Marrakesh and New York City

Mitch Evans secured his fifth podium of the season in an action-packed Marrakesh E-Prix to remain in the 'top four' fighting for the ABB FIA Formula E World Championship.

Under the scorching desert sun in early July, Mitch Evans lined up sixth on the grid after making it through to the quarter-final stage of the qualifying Duels. In the crucial opening laps of the race, Mitch overtook Porsche's Pascal Wehrlein to move up into fifth position. The Kiwi demonstrated his talent by making a number of decisive overtakes to carve his way through to fourth place. The team carefully managed energy and battery temperatures throughout the race to ensure they could move into the podium position. In the final lap of the Marrakesh E-Prix, the team's strategy played out and enabled Mitch to make a bold manoeuvre on Jean-Éric Vergne promoting him to the final step of the podium and 15 valuable points.

Mitch Evans remains fourth in the drivers' standings, fifteen points behind leader Edoardo Mortara, while Sam Bird is twelfth. Jaguar TCS Racing are fourth in the ABB FIA Formula E World Championship teams' standings with six races remaining.

Marrakesh once again delivered an intense but exciting race. Incredibly hot temperatures meant we had to really focus on the energy and temperature strategy to ensure we optimised our battery and overall car performance. Another fantastic drive from Mitch and the team ensured we made progress to come home in third position. Any day that you pick up silverware is critical in this world championship

fight. Sam also delivered a patient and mature drive today securing an important double-points finish for the team. We now are looking forward to returning to the streets of Brooklyn in just two weeks' time

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

That was tough race to manage it threw everything at us - battery, thermal and energy wise. Battling a lot with the other guys I lost a bit of ground at the start then made it back. The team guided me really well today. Jean-Éric Vergne struggled towards the end and we picked him off in the final lap. It was hard to manage but we got there - another podium, lots of points and another trophy.

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

The next round of the 2022 ABB FIA Formula E World Championship took place on the streets of Brooklyn, New York City. This proved to be a happy hunting ground for the Mitch Evans and the team.

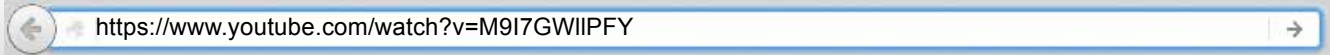
Mitch Evans lined up sixth on the grid after topping qualifying group two but narrowly missed out on the semi-final Duels by 0.006 of a second to Alexander Sims. The Kiwi had a challenging start to the New York City E-Prix, being passed by Jake Dennis in the Avalanche Andretti. Mitch and the team then delivered a solid ATTACK MODE strategy and impressive overtakes to make progress through the field moving



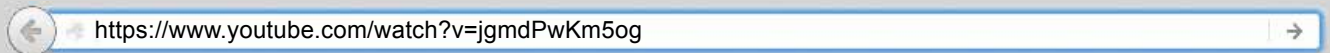
JAG ON THE NET

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

TWR



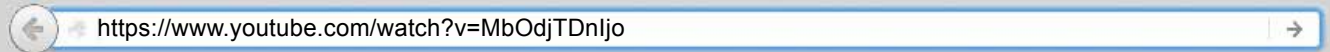
Queen Jubilee & JLR



More



E-type Jubilee Restoration Slide Show



don't miss an issue...
join the club!

The official magazine of NZ's most exclusive club. For a one-off joining fee of just \$50 and an annual fee of \$90 your magazine will be dropped in your postbox every two months!

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



Welcome! new members

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

- Nigel & Lisa Smith
2011 XFR 5.0L Blue
- Brian Rumsey & Trish McGinty
2013 F Type 5.0L White
- Les & Judy Seiler
2017 F Type 5.0L White

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



\$25



Leather Key Ring with club logo

enameled metal badge

\$25



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

\$17

Light weight Name badge

or pin fix for thicker garments.

\$15



Umbrella

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

\$65



Club jacket type 1

Soft Shell with two zippered side pockets, showerproof.

Colour: Black. Material: 95% Polyester 5% Elastane outer. 100% Polyester inner.

Sizes available: Women 8 - 22 Men S, M, L, XL, XXL, 3XL, 5XL & 7XL.

\$140



Club jacket type 2

Soft Shell with two zippered side pockets, showerproof.

Colour: Black. Lighter in thickness and weight.

Logos: Embroidered Gold Jaguar name & Leaper plus full colour AJDC Logo on front chest.

Sizes available: Women's 8 - 22 Men S, M, L, XL, XXL, 3XL, 5XL & 7XL

\$110



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

All purchases can be made through the club's website - Regalia: Robin O'Connor 09 262 1994

What's on your mind?

email: Editor.jagclubak@gmail.com

Hi to everyone,

Jaguar National Rally 2024.

DATES: Easter 2024 - Friday March 29th to Sunday March 31st inclusive.

VENUE: Wigram Aviation Museum, Wigram, Christchurch. The conference will share the facilities with the permanent display of vintage and classic aircraft which will provide additional interest to all attending.

PROPOSED PROGRAM:

Friday: Afternoon registration. Evening, cocktail hour and sit-down dinner

Saturday: Morning public display and concours.

Afternoon break-out sessions

Evening - dinner dance

Sunday: Day trips to either Akaroa, Hamner or a major car collection, visit Arthurs

Pass or, stay local and visit a classic restoration business and major car collection or, simply do your own thing and see the significant changes to the city since the earthquakes.

REGISTRATION:

Will open 1st October 2022 (18 months prior to the event).

Registration forms will be forwarded to all clubs along with additional information regarding registration and payment.

PRICE:

\$450 per person. However, there will be an early bird discount for those who register between 1.10.22 and 31.12.22. A \$50 per person deposit will be required at the time of registration.

Regretfully only \$25 per person of this is refundable should registrations be cancelled. In today's post-covid environment most contracts related to venues, entertainment, food and beverage contain penalty clauses should the event be cancelled, especially but not solely due to covid.

ACCOMMODATION:

More detail around accommodation will be included with the registration pack.

Craig Murphy 0274 680 310

Chair, Rally Organising Committee

Event bookings: a step-by-step guide.

With our bank no longer accepting cheques, electronic payments are becoming the only method of payment accepted.

Let's run through our Booking System.

You see an event advertised in the Magazine and it sparks your interest. Visit our website and click on **'EVENTS'** along the top bar of the web page, and the list of current events are displayed. When an event is 'Confirmed', it means the date and venue are locked in. The Event will now say 'Open for registrations', **'Please click for bookings'** or **'Registrations are now open'**.



Click on this Event, a new window will open and all the information about the selected event will be displayed. Scroll to the bottom of these event details and you will see the **'registration'** button.

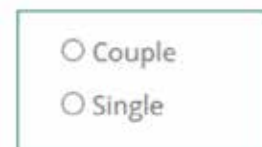
Click on the button - **'Click here to register'**.



When you select this button, the website will ask you to 'Log In'. Once logged in with your 'Email', 'Password' and clicking the **'LOGIN'** button, your personal details will pop up.



At the bottom, a selection box will be displayed. Select the option for you, and...



[If there is a charge for the event, a cost will be displayed with a total to be paid.]

...then select the **'Next'** button.



An email will be sent to you via our **admin@most.software** 'Confirming' your selection and an 'Invoice' will be created and sent you in a separate e-mail. Note that some events will not have any charges or, they may have costs payable on the day.

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.

Published by Auckland Jaguar Driver's Club

Layout: BRYANDESIGN LTD
www.bryandesign.co.nz

Advertising: susan.jdca@gmail.com

Submissions: Editor.jagclubak@gmail.com

EV CHARGING

Jaguar Media Centre

UNIQUE CHARGING POINTS HIDE THE CABLE AND PLUG WHEN NOT IN USE AND ARE AVAILABLE IN 96 COLOUR AND FINISH COMBINATIONS TO MATCH THE UNIQUE STYLE OF ANY HOME

Owners of electrified Jaguar and Land Rover models will be able to charge their vehicles at home with unrivalled style thanks to a new agreement with fellow British company Andersen EV.

London-based Andersen EV is a manufacturer and supplier of customisable, high-end vehicle charge points for the most discerning of customers, and a perfect partner for Jaguar Land Rover as its future electrification plans, announced as a part of the Reimagine strategy revealed last year, gather momentum.

Andersen EV's A2 home charger, which comes with 7 or 22kW power options, will be available to all customers and is compatible with the full range of electrified Jaguar and Land Rover vehicles.

Where it differs from many chargers, though, is with Andersen EV's unmatched focus on aesthetics. The A2 features a unique hidden compartment that ensures the charging cable and plug cannot be seen when not in use, and the look can be tailored to specific tastes, with a huge choice of 96 diverse colour and finish combinations available, including precision-engineered metal or sustainably sourced Accoya® wood. Each charging point is made to order in Andersen EV's UK factory using materials of the highest quality.

The partnership will see the home chargers installed at Jaguar Land Rover showrooms, where customers will be able to try them out and place an order at the same time as reserving their vehicle. Andersen EV will then provide a dedicated, tailored service, with an on-site survey followed by having the wall box installed by a qualified and professional Andersen EV electrician.

Once operational, the A2 will allow owners to keep track of energy use and costs from their Apple or Android smartphone via Andersen EV's Konnect+ app. The charging point can also be kept secure thanks to a smart remote software locking feature.

Jaguar Land Rover's Reimagine strategy was revealed in February 2021, with a focus on modern luxury, unique customer experiences and positive societal impact.

As part of this, Jaguar will be reimagined as an all-electric luxury brand by 2025, while all Land Rover nameplates will be available in pure electric form by the end of the decade. The transformation to full electrification at Jaguar is already under way, with the all-electric Jaguar I-PACE SUV accompanied by the Jaguar E-PACE and the Jaguar F-PACE plug-in electric hybrids.

Land Rover is embracing the strategy too, with a battery-electric Range Rover set to premiere in 2024. The New Range Rover is already available with an extended range plug-in electric hybrid, producing CO2 emissions as low as 18g/km and providing up to 70 miles of EV range. The recently revealed, dynamic New Range Rover Sport will also offer pure electric propulsion from 2024, with two extended-range plug-in electric hybrid vehicles available from launch. Plug-in electric hybrid versions of the Range Rover Velar, Range Rover Evoque, Land Rover Discovery Sport and Land Rover Defender are also already available.

Rawdon Glover, Jaguar Land Rover UK MD, said: "Our new strategy set out how Jaguar Land Rover would reimagine the future of modern luxury by design, and our new partnership with Andersen EV reflects that. We are on a mission to create the world's most desirable luxury vehicles and services for the most discerning of customers, and so it is absolutely fitting that we are able to offer intelligent, stylish equipment that sets a new standard for home charging devices and installations that perfectly complements the dramatic beauty of our vehicles."

Rob Mouser, Andersen EV Executive Chairman, said: "We are delighted to partner with two world-renowned brands Jaguar and Land Rover and be part of their respective electrified futures - collectively we share a passion for pioneering, intelligent technology and service excellence. I'm sure Jaguar and Land Rover drivers love their homes as much as their vehicles, and now they have the chance to have installed a great-looking charger that fits with the design of their home, built with genuine craftsmanship, that is unlike anything else on the market."

CLASSIFIEDS

More photographs & details on JDC website

1978 XJS V12 Coupé

This silver was imported in 1984. 2 owners with 87,000 miles, this is nice example for its age. Always garaged and well maintained.

\$12,000 ono

Please contact Penelope Weber

Phone 09 232 1515 or, Txt on the mobile 021 390086



Jaguar XJ12 Grille

New unused Jaguar XJ12 Grille - purchased from UK from SNG Barrett in the mid-1990s.

Grille is in original box with Jaguar part number labelling.

Part Number - BD 42173 A3127 B6

Price. \$300

Contact: P. Kerr

email: pat@mclarenmotorsport.co.nz

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. 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

Wanted – old Jaguar magazines

Do you have boxes of Jaguar magazines that need to find a new home? Please contact me. Especially sought are copies of Jaguar World, Jaguar Heritage Archive and Classic Jaguar.

Ph Richard Waugh 022 5339400

For Sale

'XK GB' personalised plate for sale.

Asking \$1200

Contact Adrian 027 656 3732

2003 Jaguar XKR

NZ New with low kilometres of 52,000. This handsome red 4.2L V8 supercharged version has a 6-speed automatic gearbox. The 20 inch alloy wheels comes with performance 4 pot Brembo brake calipers all round. The interior is Beige leather upholstery, electric seats with driver's side memory including exterior mirrors. Automatic headlights and wipers. Two keys and remotes plus a valet key. I have owned this car since May 2019. More details on the website.

Price: \$46,000 ono.

Any questions please contact me.

Mike Dalton. E-mail: tifoso1@gmail.com



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



Jaguar Parts Wanted

- 1957 XK150 Fixed HC - front and rear windcreens, telescopic boot stay, 'J' branded headlamps, fitted suitcases, window wiper mechanism mounted near top centre of dash.
- 1966 MK 2 - front windscreen, radio of the era, tools for tool box
- 1971 E Type S3, Fixed HC - front windscreen, battery post cover (Pos)
- Book - Jaguar XK150 explored

If you can help, please call Murray Walker on 0274956788 or email muzpwalker@gmail.com

1986 Jaguar XJ6 Series 3

Covid CASUALTY (Need the Garage Space) Any interest in this lovely 1986 XJ6 Series 3? Spent good money restoring it (receipts available). Offers considered. Ph: Barry 0274192256



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



XJ8 2003

This smart aluminium bodied XJ8 is powered by the smooth 3.5 litre 6-speed 224kw V8. Grey, with cream leather upholstery. This vehicle is New Zealand new. Travelled a mere 150,000 kms. Roof lining has been professionally repaired. Fully serviced including an auto transmission oil change. This is a lot of car for the money.

Asking price \$10,900

Contact details. Logan Leeuw
Mobile: 02108415751



(Continued from page 28)

Perfectly poised podium and points in Marrakesh and New York City



him up into fourth position. With 18 minutes remaining Mitch attempted an overtake on Nyck de Vries but hit a pothole on the dirty side of the track and displayed lightning fast reactions to control his Jaguar I-TYPE 5. He fought his way back onto the lead group to take the final podium position, overtaking Sims, with three minutes remaining of the E-Prix.

Mitch Evans moves up to third in the drivers' standings sixteen points behind the leader. Team-mate Sam Bird is thirteenth. Jaguar TCS Racing are fourth in the ABB FIA Formula E World Championship teams' standings.

A fantastic result for the team today here in New York. A really strong double-points finish and a great performance from the team and both drivers. Mitch delivered a brilliant drive to make his way through the field into third place but it could have been more if it wasn't such a challenging race in which to overtake. Sam's performance in the race was phenomenal. Sixteenth to fifth is an incredible drive in this world-class field and one we know Sam is capable of. Collectively the 25 points have really helped our championship campaign and we're looking forward to racing on home soil in London to keep up the momentum and fight for more points and podiums.

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

When you're in the title fight, you have got to get stuck in. I hit the pothole offline and I thought it was all over but I was able to recover from that. In Formula E, it's all about how you plan your next move and we did that strategically here in New York. We had really strong pace today, probably good enough to take the fight to the leaders. I genuinely believe that the win slipped away from us but we'll come back fighting again in London.

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

The streets of London, United Kingdom, was the next venue to host the 2022 ABB FIA Formula E World Championship. Sam Bird and Mitch Evans lined up twelfth and fourteenth respectively after a challenging group qualifying session saw neither Jaguar TCS Racing driver proceed through to the Duels. Mitch showcased an impressive recovery drive, working his way through the field and gaining nine places. The team made strategic ATTACK MODE decisions to ensure Mitch used the two six-minute boosts of power and FANBOOST to their advantage.

Mitch Evans moves up to second in the drivers' standings, with three races remaining this season. Teammate Sam Bird is thirteenth. Jaguar TCS Racing remain fourth in the ABB FIA Formula E World Championship teams' standings.

Fourteenth to fifth is a fantastic drive for Mitch underpinned by a great strategy from the team. It's incredibly difficult to overtake around this track, and we took every opportunity we could to maximise positions and points.

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

After my mistake in qualifying we were on the backfoot,



starting from P14, but we finished a solid P5 with ten points. It was a really hard race, very physical, and hard to manage because of the kind of track we have here in London. We managed to make a lot of overtakes, the Jaguar I-TYPE 5 felt really good and has a lot of pace.

MITCH EVANS: JAGUAR TCS RACING DRIVER #9



Slice of Heaven

Moss is the source of quality parts designed to preserve the spirit of true motoring excellence.

- KNOWLEDGEABLE TECH SUPPORT
- INDUSTRY-LEADING 2-YEAR WARRANTY
- QUICK EAST & WEST COAST WAREHOUSES
- HELPFUL CUSTOMER SERVICE

800-444-5247

Visit us online at
MossMotors.com



PANEL & PAINT | MECHANICAL REPAIRS, PARTS & SERVICING | RESTORATIONS
WELDING & PLASTIC WELDING | AUTOGLASS | ACCIDENT / INSURANCE REPAIR



JAGUAR WORKSHOP
YOUR JAGUAR EXPERTS

Ph: 09 236 3715

Mobile: 027 274 8937

Email: info@jaguarworkshop.co.nz