



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

# GALA CELEBRATIONS

## THE CAT IS BACK!

\$10

VOL. 40 | SEPTEMBER | OCTOBER 2022





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## FROM THE EDITOR'S DESK

Welcome to another 'special' edition of the JDCA Magazine. I wish to start off with a few special thank-you's. Thank you all for your patience in receiving this edition of the club magazine. As the committee felt it was important that this edition covered the Gala Events over the Labour Weekend, we delayed this publication to include the reports. Also, thanks to all the current members who have paid their annual club membership subscriptions. This is a timely reminder to others who have forgotten to re-new their membership. If you wish to continue to receive this informative club magazine and/or participate in any future club organised events, your membership renewal is essential at this point. Another 'Thanks' must go to the Gala Dinner sub-committee for all their hard work in getting both the Gala Picnic and the Gala Dinner events organised. Also, I would like to thank Ian Cullum (Club Patron) for taking the time to travel to other side of the world to share this momentous celebration with our membership and other invited guests. We all hope he enjoys his stay in New Zealand and manages to spend quality time with family in Queenstown. It was great to see that the big-ticket '100 years celebration' Gala Dinner went well, and all the positive comments reflected the appreciation of the hard work that went on in the background.



### What are we covering in this edition?

Apart from the 'Gala' celebrations, Picnic and Dinner, we look at the postponed event, Ross Brother's Muscle Garage visit in the Waikato and Part 2 of the Garage Raid covering the extensive John Endean collection.

### What is just around the corner?

As Christmas fast approaches, the Committee have organised a number of events. The one event that is a 'must see' is our annual Club Display Fundraiser for 'Camp Quality' on the waterfront. What a wonderful collection of special cats on display to raise money for the club's chosen charity - Camp Quality. For those interested in seeing how a Stud operates, then the Horse-power event in November visiting a Horse Stud in Matamata will be a 'must join in'. The next event on the agenda is the Club's Annual General Meeting held at the Remuera Club. Things kick-off at 5pm and no bookings are required for the AGM. Once again, the call goes out to the membership to join the proactive committee so that all the events can proceed smoothly throughout the year. If you feel you wish to contribute and can help in some small way, please put your hand up and volunteer. Directly after the AGM, we hope you can stay for the Christmas Dinner event, and join in the with the City of Sails Chorus. Pre-paid bookings for this event are essential.

If you know of any businesses with links to the Jaguar brand that possibly are interested in advertising in this magazine, please pass on their details to our Club President - Tony Wright. If we wish to continue producing this informative club magazine, increasing the number of advertisers will help keep the overall costs down to a minimum. Expanding the dynamics of our website will also help our advertisers. This is currently under development but will offer members direct links to our advertisers by a simple click on a link.

As always, I am keen to receive material that can be shared with the membership via this magazine. If you have a story to share with the membership, I will gratefully receive it. A special thanks to those club members that have helped with this edition.

Kind regards  
**Gerard Leeuw**  
Editor



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## REGISTERS

- **Pre-War | Swallow, SS** (1925-1939) *John Endean*
- **Early big Saloons; live axle | MK4 & 5, MK7, 8 & 9** (1945-61) *Richard Waugh*
- **Early sports saloons; live axle | MK1 & 2**, (1955-67) *Jeremy Hatch*
- **Early Saloon; IRS axle | S Type, 420/G, MK 10, S1, 2, 3 XJ6/12, D5420** (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](http://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](http://www.jaguardriversclub.co.nz)*

Cover image: Laurie Hayward's S Type

## PRESIDENT'S REPORT

**G**reetings everyone. I'm writing this at the end of what I think most would agree was a highly successful Labour weekend celebration of 100 Years of Jaguar.

I want to express my gratitude to our Patron and special guest for this celebration, Ian Callum CBE and his partner Fiona Pargeter, who agreed to travel from the other side of the world to help us celebrate 100 years of Jaguar. When a couple of young men called William Lyons and William Walmsley started their tiny Swallow Sidecar Company in 1922, they can't have imagined the impact their nascent venture would have on the automotive and design worlds.

Ian and Fiona arrived in the small hours of Tuesday 18 October and after a day of rest were thrust into our preparations for the Gala Dinner on Sunday 23rd. (Please read the separate report on that event in this magazine)

Club Treasurer Dawn Judge and husband, Graham, kindly accommodated Ian and Fiona at their stunning Milford beach side apartment for the duration of their stay in Auckland. Both being fans of Mid-Century design, the apartment and location was a superb way to acquaint Ian and Fiona with the best of the kiwi lifestyle as well as providing a relaxing retreat when jet lag inevitably came visiting. Many thanks to Dawn and Graham.

Various committee members met with Ian and Fiona over the next few days as we planned the weekend's events. They both enjoyed driving around Auckland in a top-of-the-line F-Type R supplied by Jaguar Land Rover. Interviews were arranged with Ian Parkes at NZ Classic Car and Mike Hosking for his Newstalk ZB Breakfast show which aired on Thursday 27th October.

Ian is an exceptional Patron for our club. His willingness to enthusiastically participate in our celebrations despite the vast travel distance is extraordinary. He has gone out of his way to create a meaningful relationship with the club. I'm sure many of us will see more of Ian here or in the UK in the future.

I want to acknowledge Luke Meurant and the team at Jaguar Land Rover for their financial and logistical support over the last six months. Without it, the Gala Dinner is unlikely to have happened and be the success it was. Many thanks Luke.

Finally, I'd like to pay special tribute to Dawn Judge, Simon Crispe and Peter McElroy, all members of the organising subcommittee for the Gala Dinner, who have worked tirelessly over the last 6 months to bring the event to fruition. They are the people primarily responsible for delivering such a successful occasion and deserve huge credit and a big thank you. So again, thank you all and congratulations on a job well done.

See you all at the Camp Quality Fundraiser on 13 November on the Auckland Waterfront.

### Tony Wright

Club President



# 100 YEAR CELEBRATIONS GALA PICNIC

Lana and I had an early, easy drive through to Long Bay. The traffic was light as we left quite early with beautiful clear, sunny skies (thankfully as I would not have enjoyed parking in the rain and mud).

We arrived at Long Bay Reserve at the allocated picnic spot about 8am with fellow club members Dean Wright, Robin and Maureen O'Connor, and Paul Merchant. They had just started to set up the club marquee, so we jumped in to give them a hand. With the marquee up and the barbecue etc ready... we waited as the Jaguars started rolling in. Again, thankful that the weather was perfect, and the ground was just hard enough despite the wet weather we have had recently, so parking was not going to be a problem.

Just before 9am the local coffee guy, Barry, arrived to set up. We had given Barry our guarantee that he would get his quota of 50 cups, and our coffee-loving members did not disappoint. With over 70 cups of coffee sold, Barry was extremely happy, and I'd like to thank you all for supporting a local business.

As the fleet of Jaguars entered the Long Bay reserve, Dean Wright was in his element as he directed members where to park and display their cars safely. As this was an Event that did not require any registrations, we were pleasantly surprised with the 42 cars that did attend. What a great turnout to start the season of picnics while enjoying another beautiful public reserve and the local beach. Everybody mixed and mingled having a good old chat and a catch up with fellow members. Some of which had not seen each other since before the lockdown last year.

At around mid-day, our guest, Ian Callum and Fiona arrived. It was great to see Ian and Fiona very relaxed and just mingling with everyone, enjoying the kiwi hospitality. He spent much of his time looking at everyone's cars and chatting with fellow club members, and no doubt, sharing some good stories. He did manage to take some time to go for a nice walk on the beach with a group of members, soaking up the nice warm sun and enjoying the beautiful scenery.

Lunch looked like a 'REAL' picnic, with little picnic tables and stripy chairs, yummy looking salads and sandwiches, flasks and bubbles, people chatting and laughing in the sunshine. Most people started to leave around 2pm having enjoyed socialising with a good dose of vitamin D.

Thanks to all who contributed to setting up this event and thanks to our members for making the day such a great success. May I take this opportunity to thank our club patron, Ian, and partner Fiona for taking the time to meet the membership in this informal setting, and hopefully, good stories were told, great memories were snapped, and you both enjoy the remainder of your visit to our small piece of paradise.



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

Payment of your annual membership subscription is required to enable you to book for these organised events. If you have forgotten to pay your subscription, please contact us - jagclubak@gmail.com

NOVEMBER

13

SUNDAY

#20221113

## Club Display Fundraiser

Coordinator: Laurie Hayward

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

Check out the website for details.



DECEMBER

2

FRIDAY

#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.



NOVEMBER

27

WEDNESDAY

#20221127

## 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.

Check out the website to make a booking.



JANUARY

2023

#20230121

INVITATION 2023

## 2022 Historic GP - Bruce McLaren Motorsport Park, Taupo

Date and venue - confirmed.

This event is celebrating Jaguar for 2022.

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.



DECEMBER

2

FRIDAY

#20221202

## AGM Remuera Club

Coordinator: Sue Jenness

Further details via the website.

No bookings required so hope to see you all there.



FEBRUARY

12

SUNDAY

#20230212

## 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.



# 100 YEAR CELEBRATIONS GALA DINNER



Finally, the day of the Centenary Celebration Gala Dinner we've seemingly been planning for forever arrived. On the Sunday 23rd October, we celebrated William Lyons' and William Walmsley's 1922 creation of the business that became the legendary brand called Jaguar. And... what a night it was and something I think we'll be talking about for years to come.

The celebration evening drew bookings for 17 tables with a total of 172 people registered to attend. Unfortunately, a few missed the event due to contracting covid a few days before, including a member of the organising subcommittee Peter McElroy. Our commiserations to them all!

Our venue was the Royal New Zealand Yacht Squadron (home of the famous America's Cup) located at the stunning harbourside Westhaven Marina. Our

guests, all dressed to the nines in Jaguar style, arrived past a display of three of Ian Callum's finest designs, an XF, an XK and an I Pace. The evening began at 7pm stylish formal champagne reception in the Dinghy Locker Bar with the sun setting over a seemingly endless number of yachts moored in the Marina. It was a stunning back drop for the start of proceedings, with bubbles served in traditional 1920's coupes along with a range of delicious canapes served on silver trays.

A professional photographer was available for those keen to strike a pose in their period finery. We also welcomed over 50 guests from the Bay of Plenty and Wellington Clubs along with special guests Bruce McLaren's younger sister, Pat McLaren, her husband Mark Donaldson and a table of Jaguar Land Rover executives hosted by Luke Meurant.

After about an hour of congeniality, the

doors were opened into the superbly presented Banquet Hall decorated with stunning chandeliers and Jaguar themed surroundings including John Endean's Swallow Sidecar, all overlooked by the stunning Americas Cup.

Guests moved through to their allocated tables bedecked with attractive linen tablecloths, individual place names and menu cards. A four-sided digital display unit formed the centrepiece on every table. A fascinating display loop of photos and videos of historical Jaguars, their drivers including Bruce McLaren, Club events and sponsor messaging from JLR and Webb Auctions played throughout the evening.

Our Master of Ceremonies, Barry Rush-ton, kicked off the evening with the usual pleasantries and just the right touch of humour. The Gala dress code of "formal to match the style of Jaguar" saw a huge

range of styles from the various decades. Amid a wonderfully convivial atmosphere the delicious entrée and dinner choices were served seamlessly by the RNZYS events team.

Then it was onto the 'piece de resistance' of the evening, hearing from our honoured guest and Club patron, Ian Callum CBE. Ian presented and answered questions for about an hour explaining his design philosophy, influences, experiences, and major achievements over his 45-year career. There were many fascinating recollections, observations, and insights - here are just a few.

- "Design creates order out of chaos! However, chaos is often required as a pre-requisite to being creative." - Ian Callum
- "It is very hard to be simple enough to be good" - Ralf Waldo Emerson
- "When I took over Jaguar design, I knew we had to move on from the retro styling phase we were stuck in"
- "Tom Walkinshaw was great to work with. It was very demanding but hugely rewarding"
- "Forced to choose, my favourite Jaguar design is probably the F Type"
- "The first Jaguar I had full design con-

trol of was the 2006 XK, the second was the XF"

- "The F Type wasn't a replacement for the XK, there was supposed to be another XK as well as the F Type"
- "The current Jaguar grilles pay homage to the original XJ6 grill"

He finished with a look to the future, what he is doing now. Since retiring from Jaguar 3 years ago, he certainly remained active venturing into designing furniture, simulators and a whiskey offering.... he's Scottish after all!

Gifts from the members on behalf of JDCA were also presented to Ian and Fiona with our grateful thanks for their extraordinary effort and kindness to attend our Centenary Gala Dinner. A framed photograph from 1961 was gifted by Murray Smallwood with a now very rare group of period Jaguars including an XK140, XK150, E Type, an original factory C Type and a real D Type. A vintage clock of mid-century origins (an era that Fiona and Ian admire and collect) was gifted by Simon Crispe.

The formal part of the evening concluded with the cutting of very cleverly styled "centenary cake" in the form of a big red toolbox that Dawn Judge had arranged.

Feedback on Ian's presentation has been excellent. What a great privilege it was to have one of the industry's design legends agree to join us and mark 100 years of Jaguar in Auckland.

Before departing for Queenstown where he will speed a couple of weeks with his son, Ian and Fiona expressed their gratitude for the hospitality and generosity shown to them over the celebration weekend. I know they are really enjoying their time in New Zealand and as he and Fiona remarked upon departing Sunday night's function, 'it's au revoir... goodbye until we meet again. We'll be back!'

In conclusion, I also want to acknowledge Sarah Wiblin and her team at the RNZYS who did an excellent job with the catering and service delivery. Sarah's presence and hands on leadership undoubtedly had a significant impact of the effectiveness of her team. Thank You.



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# THE CAT IS BACK 100 YEARS



In 1990, the Ford Motor Company purchased Jaguar and was soon investing in a generation program to revitalise the Jaguar stable. Many changes were implemented and the improvements future proofed the brand. On the racing front, two XJR-12's were sent to Daytona for the 24-hour Florida Classic, finishing in a one - two for the team. This was emulated shortly afterwards with the Le-Mans 24-hour. The world Sports Car Championship was dominated by the XJR-14. A year later, three XJR-12's finished the punishing Le-Mans in second, third and fourth. The concept car at the 1988 Motor Show became a reality with the first XJ220 rolling out of the shed in 1991.

It was not until mid-1991 the XJS received a facelift with a new power plant - AJ6 4 litre, and an extension to the range with a 4-litre convertible. With the retirement of William Hayden in 1992, Nick Scheele took on the task to bring the cat back. Things were looking promising with the release of the XJ12 and the Daimler Double Six, but it was the new state-of-art facility built at Browns Lane that really made the difference. It was the standard of quality control and efficiency that made the marque stand out from the others.

The New XJ Series was launched in Paris in October 1994. It was named the X300 and it caused quite a stir. It was the first product released under the Ford umbrella and was a result of the 200 million of investment made. It represented the quintessential salon that looked very traditional but everything modern one would expect from the matured XJ series. From the sculpted bonnet flowing down to the dual headlights, to the sleek low profile with a build quality that set this car apart from all others on the market. Many variants were produced

from the 3.2 and 4 litre straight sixes, to the 326 brake-horse-powered supercharged 4 litre and the V8 versions. These variants ensured production of this model was stretched to keep up with demand around the world. With the late Queen Elizabeth II visiting the plant later that year proved to be a memorable day with a personal order of her own 6 litre Daimler version. Sales soared to a five-year high in 1995 and further variants were launched such as the long wheel-based models.

In 1996 Jaguar produced a commemorative version called the Daimler Century. This was also the year the XJS model was replaced with its mature brother, the XK8 as a coupe and convertible. These two variants stole the show at Geneva and New York car shows. This was Jaguar's first new sports car for some time and was directed at the next generation of Jaguar lovers after the E-type. It has been said that this model set the bar up another level with its luxury, craftsmanship, performance, quality, and very advanced technology. At the heart of the XK8 was an all-new engine designed and developed at Whitley. The 4.0 litre, 290 bhp, 32-valve, quad cam V8 set new standards of refined power for the Jaguar marque - high performance, smooth power delivery and exceptional refinement. This new sports car won a "Best in Show" accolade in Geneva, the XK8 attracted awards and plaudits from around the world for its styling, beauty, performance, and handling. The company won the Manufacturing Industry Achievement Awards "Manufacturer of the Year" award in 1996 and the "Manufacturing Excellence Award" in 1997.

The company celebrated the 75th anniversary of its founding in 1997 and in April, the outgoing six-cylinder XJ saloon was

replaced by the new V8 XJ Series. Subtle refinement of the saloon's lithe, elegant exterior signalled extensive changes beneath the skin.

At the Paris Motor Show in October 1998 Jaguar unveiled a new interpretation of the classic roadster, the XK180 concept car. Although not intended for production, the concept car was based on a shortened version of the supercharged XKR convertible. Another release in 1998 was the eagerly awaited new S-type sports saloon. This model was purposely positioned below the XJ Series saloon range reflected in its more retro look which harked back to the 60's 3.4 and 3.8 S-types. These cars were built under the Ford ownership using current Ford platforms which were well proven. This resulted in the S-type having to share the platform of the Ford Lincoln LS Coupe.

## Within our club...

As a Dunedin teenager in the early 50's, I became aware of the qualities of Jaguars and tried to talk, my comfortably off but very conservative Father, into buying one. His reply was swift and I was told that a new 'set of wheels' could be bought for half the price of a Jaguar, so we got a new Standard Vanguard.

In the 60's as a Commercial Refrigeration Salesman, I had two customers one with a new 1966 3.8 S-type, the other was Tim Wallis (later to become Sir Timothy of helicopter fame) in a new 3.8 Mk II. With Tim, we went on road trips together looking at old fishing boats to buy for his Venison recovery business.

It was at that point that I fell in love with the marque, and some years later, owning two myself.

In the late 70's, I bought my first Jaguar, a Mk V. This was to be my second car restoration project. My first being in the mid 60's on a Triumph Herald Convertible for my wife Pat. After stripping the Mk V down I quickly realized that the restoration spend was going to be four times its finished value, so it went on hold for 17 years only to be sold in its still disassembled state. My first serious Jaguar was a XJC with only 30,000 kilometres and in show room condition. It was identical to the 'Jury' car featured in Richard Waugh's 'Classic Jaguars in New Zealand' celebrating the 100 years. Even the colours were the same.

Next, after two cars that shall remain nameless, I bought a mint 1992 XJS V12 Facelift, with only 19,000 kilometres, and shortly thereafter, I added the latest jaguar to the collection which was a 2000 S-type, 4 litre V8. This was a car I imported myself from Hong Kong in 2003. It was a one owner car with low mileage, and, having spent most of its short life in a humidity-controlled garage, it was one worth pursuing. When it finally landed on the docks of Auckland, it looked like it had never been used. As the second owner it has been in my hands for close to 20 years. Apart from work that has been detailed in the "Technical Tattle" of previous Magazines, it has served me well. Although it is a car that I use on a regular basis, it still manages to turn heads and receive plenty of comments. While we were taking the photos for this magazine, several complimentary comments were made by passers-by.

RJR

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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.

## ARTIST'S FLAIR

At the recent book launch of 'Classic Jaguars in New Zealand' at Archibald & Shorter, Auckland artist Bill Boswell, displayed a couple of paintings he had done after a summer photo shoot at Maraetai of Richard and Jane Waugh with their Mark VIIM. The Waughs were delighted with the picnic painting and then Bill surprised them with a fictional image of the Mark VIIM racing on a Kiwi rural road. In reality not so apocryphal as the Mark VII and Mark VIIM models were extensively rallied and raced during the 1950s, including a Mark VIIM winning outright the 1956 Monte Carlo Rallye.

Bill comments, "I have an engineering background, so I appreciate good design, and naturally tend towards painting accurate detail. This leads me to enjoy painting manmade objects, like boats and cars. Jaguars always have good design in abundance. Their flowing curves make pleasing forms and using paints to simulate the highly reflective surfaces that modern restoration techniques and polish achieve is a stimulating challenge. Painting will always struggle to compete with high class photography for accurate reproduction, but it does have the advantage of being able to create more personalised images that would never happen in real life. Thus Richard gets to imagine rallying in his Mark 7, without scratching it!"

Richard comments, "Bill is quite right that paintings create a completely different image compared to a photograph. I have been intrigued as to how positively people have responded to the paintings. Certainly they will continue to be valued family heirlooms for many years to come. We are very much enjoying them in at our home, and I thank Bill for his willingness to display them at the recent Archibald & Shorter event."

If you are interested in commissioning a painting of your Jaguar, contact Bill at: bill.boswell@outlook.co.nz



# ROSS BROTHERS MUSEUM

**O**n a sunny but crisp winter Saturday morning in mid-August, a group of about 30 club cars led by Dean Wright, set off from the Papakura BP Service stop car park a little after 9.30am bound for the Ross Brothers Car Museum just outside Cambridge. For most, it was the first opportunity to make the drive south to Cambridge using the fully completed Waikato Expressway.

For those who haven't travelled south lately, we can finally cruise uninterrupted on dual carriageway from Central Auckland to just south of Cambridge. The trip from the Papakura BP took a little over an hour on a stretch of road that has a 110km/hour speed limit. It's certainly a welcome experience in an era of seemingly ever reducing speed limits throughout New Zealand.

The Ross Brothers Museum is located just beside the Expressway at the Hautapu off ramp. It's in a relatively new industrial estate populated by several construction companies which is very much in keeping with Ross Brothers original business origins. Many of the exhibits in the museum reflect that history.

Entry is 'free' via a donation of \$5. The car display is heavily oriented toward 60's and 70's American and Australian muscle cars. Many are quite rare and valuable. For those of us of a certain age, there were nostalgic reminders of younger days. While the Mustang's, Camaro's and Challenger's may not have frequented New Zealand streets in great numbers back then, they were familiar hero cars for a couple of generations of New Zealanders. The everyday versions of Falcons and Holdens on display were by contrast ubiquitous and very evocative of times past. 'My dad had one of them' or 'An old beat up one of those was my first car' were just a couple of the comments being tossed around.

Once the muscle car display was finished with, members ventured through a hole in the wall, literally, to find themselves in a cavernous gravel floored building where the museums commercial and industrial vehicles are displayed. From 1930's and 40's small pickups to truly gigantic mining equipment, the display was engagingly impressive and certainly worth the trip south. With the Museum being so close to the Expressway, dropping in for an hour or so while heading further south is very much an option.

The outing concluded with an enjoyable casual lunch nearby at Joe's Garage and then it was a swift trip back to Auckland on the Expressway. Thanks to Dean and Steve Heaney for organising the trip and the restaurant.



GARAGE RAID JOHN ENDEAN  
PART 2

You may remember from Part 1 of John's story that the XK140 restoration became rather a bad dream. By 2010, with its restoration taking much longer than anticipated, John started looking around for his second Jaguar sports car. A 1964 3.8 E Type Fixed Head Coupe soon joined the stable. This car was acquired from Owen Harnish's collection of over 200 cars at Whitford and is currently in the final stages of, thankfully, a more predictable but still comprehensive restoration.

The car has been mechanically overhauled, with its very good original body work fettled and a first-class paint job done. The superb Fixed Head Coupe is now in the final stages of reassembly. This time John is confident the car will be ready for a shake down before Christmas...and he means this Christmas! Hopefully another future contender for the Ellerslie Concours d'Elegance Masters' Class!

Now to reveal the contents of that latest Endean man cave I mentioned in Part 1...

During the 7 years from 2006 until 2021, John acquired ten

more Jaguars and sold just one! When the roller doors were opened at the Point Wells luxury man cave, no less than six Jags were revealed; including that first KUTKAT Mk 2 3.8MOD John purchased back in 2006 when John's serious "collecting" began.

His last acquisition in 2006 was a black 1951 two and a half litre MkV. This car was imported from the UK and owned by Dr Ron Trubuhovich from 1968 through to 2005. A second NZ owner then held it for one year before John purchased it out at Karaka.

John and Linda have done all the Jaguar rallies in this car since the 7th National Rally at Palmerston North; all the way to the Invercargill Rally and most recently the New Plymouth National Rally in February 2021.

Then came the first Mk7 saloon, a 1952 model with the first use of the famed 3.4 litre XK, twin overhead cam engine in a mass-produced British saloon car. Unusually, John sold this car in 2019 and replaced it with the rarer silver/grey Mk7M which had high-lift cams that increased power to 190 bhp

(141.7 kW). He quietly noted that even with the space he had available in his various garages, he only has room for one Mk7!

Talking of large Jaguars, one of the largest is of course the Mk10, with the same 265bhp engine variant as the E Type of the day. John bought his lovely 1963 opalescent dark blue example from a chap in Kati-Kati in 2014.

The last of the line up at Point Wells is the most modern of John's collection. His immaculate 1991 XJS 5.3 litre cabriolet.

Before we headed off from Point Wells, we enjoyed a quick cuppa upstairs in the very comfortable "Jaguar apartment". I just have to mention a special architectural element of the wide ranch-slider doors...the leapers that line up across them to prevent people from walking into the doors when closed.

We also spied a lovely, framed watercolour painting of one of the young SS factory's first cars, the 1932 Austin Swallow, hanging on the wall of the apartment. With that hint of what

was still to come, we jumped back in the XF and headed towards Warkworth.

Just south of the town we turned off onto a large rural property to visit the contents of the famous closed trailer with the two earliest treasures in John's collection.

The 1931 Swallow Sidecar with its extremely rare torsion bar chassis, which may well be the only one left in the world and looking perfect, mounted onto John's superb 1927 Royal Enfield 500cc single cylinder motorcycle. The side car chassis came from the UK in 2011 and was restored in Auckland by Max Jamieson. John found a retired cabinet maker who built the body work based on photographs obtained via John's tireless research.

Sitting behind the sidecar was the gorgeous, 1932 Austin Swallow, resplendent in its creamy yellow and red two-tone livery accentuating the little car's superb, streamlined coachwork. Both these early machines were acquired by John via eBay!

(continued on page 23)

# GARAGE RAID

## JOHN ENDEAN PART 2



(continued from page 22)

The Swallow came from the UK in 2013 after a sight-unseen negotiation handled locally in the UK by John's son's step father-in-law! The car arrived as it is today in remarkably good condition.

However, the trailer and its precious contents were stolen a few years ago, when parked outside John's house in Greenlane. Fortunately trailer and contents were successfully retrieved with only minor damage, after many days of worry for John and Linda. Hence the trailer now resides well away from any prying eyes next to a very interesting barn like building that Gerard and I could not resist having a snoop in while we there!

The full height doors of the barn revealed the most stunning 1930's art deco design wooden motor launch, that John's late father had acquired after World War Two. The beautifully proportioned craft has been a family "work-in-progress" ever since. It's now looking most impressive with wonderful, planked hull being prepared for a full fibreglass outer skin to be applied. Both John and his brother have woodworking in their blood, so I suspect it won't be long before we will need to do a boatyard raid! Will it have a Jaguar engine I wonder??

Last, but not least, is another restoration project which again demonstrates John's over riding passion of preserving and protecting the classic Jaguars we all love. It's an imported 1956 Mk1 2.4 Saloon. The car does need some body work which John is determined to learn how to do himself. He has a cunning plan, which I am hoping I will manage to extract from him in due course!

In conclusion, I would like to repeat the club's very grateful thanks to John for his amazing support to the Jaguar Drivers' Clubs in New Zealand.



He is tireless in transporting his special vehicles for both our and our sister clubs' displays, far and wide across the country and at considerable personal cost.

His group of helpers known as the "Omaha Chapter" started off as a couple of people who helped John drive his cars to various events. This group has now grown into a team of seven 'couples' and they now do around 2 organized runs a year to exercise the fleet. Three of these couple have now bought their own Jaguars. So not only has John supported the Club with his own cars, he has recruited more Club members as well.

A huge thank you John and I'm hoping we can twist your arm again soon to do an update on progress on all four Endean projects: the XK140 FHC; the Series 1 E Type FHC, the Mk1 and the wonderful Deco launch.



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## F-TYPE 75

To celebrate the final Model Year of F-TYPE and 75 years of Jaguar sports cars in 2023, customers can choose the F-TYPE 75 or F-TYPE R 75 special editions, powered by Jaguar's supercharged 5.0-litre V8 engine in 450PS and 575PS forms respectively, in both Coupé and Convertible bodystyles.



The Jaguar F-TYPE is the definitive Jaguar sports car from a rich bloodline spanning 75 years and including some of the most iconic models ever built.

In Coupé or Convertible form, F-TYPE offers a perfect balance of visceral performance and driver reward with a muscular, assertive design and a cabin defined by luxurious materials, exacting craftsmanship and exquisite details.

For the final Model Year, on sale from early 2023, the range has become simpler and more focused, making it easy for customers to select their perfect F-TYPE. The car looks more purposeful and assertive than ever too, with 20-inch wheels standard on all models, and discreet detail changes such as the wheel centres and grille badge changing from red to black, and the R and R-Dynamic badge accent colours now black and grey instead of red and green.

To mark the final Model Year of F-TYPE and 75 years of Jaguar sports cars, customers can choose the new F-TYPE 75 or F-TYPE R 75 special editions. These are distinguished by unique interior and exterior design elements, carefully curated specifications, and – of course – the supercharged 5.0-litre Jaguar V8 engine\*\* synonymous with F-TYPE. These exclusive models are a fitting celebration of internal combustion engine performance before Jaguar becomes a pure electric modern luxury brand from 2025.

Matthew Beaven, Jaguar Land Rover Chief Designer, Exteriors, said; “For 75 years Jaguar has been renowned for producing extraordinary sports cars that deliver performance, agility and maximum driver reward. The F-TYPE special editions hold true to these principles, adding unique interior and exterior design details to celebrate this lineage before Jaguar becomes an all-electric brand from 2025.”

The Jaguar F-TYPE looks as dramatic as ever and is the definitive Jaguar sports car in a rich bloodline going back 75 years. The powerful proportions of the front-engine two-seater – with its body structure sculpted from light, stiff aluminium – are instantly recognisable, and the focused and assertive presence references the flowing forms from Jaguar's rich sports car heritage, which began with the XK120 – launched in 1948 as the world's fastest production car.

Super-slim LED headlights, featuring Pixel technology as stan-



dard\*\*, with 'Calligraphy' J signature daytime running lights and sweeping direction indicators accentuate the car's visual width and hint at its performance potential. They blend perfectly into the 'liquid metal' surfacing of the clamshell bonnet, which sweeps elegantly back, inspired by iconic models such as the C-type and D-type.

Unique to the F-TYPE 75 and F-TYPE R 75 are discreet badges on the front fenders which depict the F-TYPE's unmistakable silhouette.

As part of the curated, simplified customer offer, every F-TYPE in the range is now offered with a model-specific 20-inch wheel as standard, with the F-TYPE 75 and R 75 distinguished by their gloss black, five-spoke- and gloss black diamond-turned 10-spoke designs respectively.

The rear haunches enhance the F-TYPE's inherently dramatic, purposeful form and sweep downwards to the slender rear LED lights with 'Chicane' signature. Powertrain-specific exhaust pipes emerge from the rear diffuser, clearly signalling F-TYPE's performance intent. Four-cylinder models feature a

single, central, finisher while both the 450PS F-TYPE 75 and 575PS F-TYPE R 75 V8s are identified by quad, outboard exhausts – the latter featuring subtle etched R branding.

The F-TYPE's driver-focussed interior is a pure expression of the car's elegance and performance. Combining Jaguar craftsmanship, exquisite, details and rich materials and finishes deliver a heightened sense of luxury and sportiness.

The '1+1' cockpit features a 12.3-inch reconfigurable Interactive Driver Display, offering a choice of display themes – as befits a true sports car, the default mode is characterised by the large central rev-counter.

This feature and the gearshift light subtly convey the F-TYPE's character and performance potential, digitally enhancing the mechanical theatre of the pulsing red 'heartbeat' of the start button and the deployable centre air vents.

The F-TYPE 75 and R 75 models are distinguished by the unique silhouette motif on the Engine Spin centre console finisher and stainless steel tread plates, while the Interior Black Pack is another subtle enhancement.

Lightweight slimline seats – in Sport or Performance designs, with the latter standard on the F-TYPE 75 and R 75 – combine an ergonomically-optimised form with outstanding comfort, further enhanced by heating and cooling options. Rich materials such as Windsor leather – standard on the special editions – add a further touch of luxury, complemented by details such as the crafted monogram stitch pattern – repeated in the door trim, with the Extended Leather Upgrade option – and Jaguar Leaper or R motifs in the headrests. An Ebony Suedecloth headliner – also standard on the F-TYPE 75 and R 75 – further enriches the interior.

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OFFICIAL JAGUAR DEALERSHIPS

# FUNERAL CONVOY OF BRITISH CARS IN RECOGNITION OF THE LIFE & DEATH OF OUR QUEEN

It was a shock to wake up on Friday 9th September to the news that our Queen Elizabeth II had died. It seemed sudden but looking back at photographs over the last few years - and especially after her husband Prince Philip died - she was increasingly frail. We didn't know her personally, but she has been in the background of all our lives. Her messages of goodwill during Covid were a unifying force - everybody rich, poor, all races and creeds were affected by this invisible enemy. The image of her alone at her husband's funeral was heart-breaking - but she insisted on following the rules and setting an example.

Simon probably wouldn't be here - writing articles and organising events for the Jaguar club...if it wasn't for the Queen! In 1953 his young carefree mother Heather, set sail for her big adventure in the UK so that she could be there in London for The Coronation of the young Elizabeth. A thrilling occasion she regularly spoke about. Whilst there she reacquainted herself with other young kiwis exploring the land of their forebears. One young man took her fancy and they married early

in 1954! Simon arrived 18 months later and returned with his parents and sister to NZ in 1958. So the Crispe family has always had a feeling of kinship with the Royals. Enter Marianne on the scene - a fifth generation New Zealander, who was fascinated by this sometimes ordinary - yet always extraordinary family - on the other side of the world. We both felt bereft at the news on that sad day. It was tempting but unrealistic - to jump on a plane and travel to London to pay our respects.

The more practical and probably equally kiwi option was to take part in a memorial convoy of British cars honouring and remembering the Queen and her service by proudly displaying Union Jacks whilst driving in a variety of British marques. In fact observant Jaguar fans noted that the especially designed hearse that conveyed Her Majesty's coffin around London displayed the famous Jaguar emblem.

Our local idea came originally from Kevin Isemonger of the Land Rover Owners Club of NZ, who rang Simon on 10th September. They soon emailed their memberships to assem-

Words: Marianne Crispe



ble on 19 September, the evening of the Queen's funeral (around dawn in London) at the Royal Akarana Yacht Club. From there the convoy planned to parade along Tamaki Drive, circumnavigate Vellenoweth Park and then return along the waterfront finishing up at the Museum. The message certainly moved fast and soon TV3's Isobel Ewing was on the case to arrange a live cross to London and feature in the TV3's six o'clock news. And we had a fantastic turnout of Jaguars, Landrovers, MG's, very smart big Healey and even a Mini. A total of 45 cars arrived, many decked out with Union Jacks to acknowledge their origins and our tribute to a fellow automobile lover and connoisseur of all "horse-power".

Sadly, it was a very dull, wet evening and because our start was timed for the live stream to the UK, we set out in near darkness under TV Crew floodlights that were also positioned along the route and at the Domain.

On the positive side, no one got lost and our worries about causing a major Tamaki Drive traffic jam were also unfounded. The cold, wet weather meant most evening commuters were already home and there was relatively little traffic to avoid.

It was quite amazing that our impromptu idea a week earlier, had turned into this significant kiwi message of solidarity with the outpouring of global affection for our late Monarch. We had made the effort and the sacrifice (i.e. wet cars) to show our loyalty and gratitude for the life of The Queen by our small but heartfelt gesture.

Rest in peace, Ma'am.



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# Mitch Evans... World Championship runner-up

Jaguar Media Centre

After 15 races in ten cities across four continents, Mitch Evans is runner-up in the 2022 ABB FIA Formula E Drivers' World Championship for Jaguar TCS Racing. Mitch Evans achieved his best ever season in Formula E with four wins, seven podiums, one pole position, one fastest lap and 180 points.

In the final race of the season, Mitch Evans lined up thirteenth on the grid after a challenging qualifying session where he was unable to progress through to the Duels. With a slim chance of the title still to fight for, the 28-year-old was determined to climb his way through the pack. As Mitch has demonstrated all season, he showcased the race pace of the Jaguar I-TYPE 5 and his talent by carving his way into the points within the first five minutes of the race. A 10-minute safety car halted his progress further and he brought his I-TYPE 5 home in seventh.

Norman Nato, in his debut weekend for Jaguar TCS Racing, lined up sixteenth on the grid after qualifying eighth in Group A. The Frenchman worked his way through the field before dropping back down to finish the race in sixteenth.

Sam Bird finished thirteenth in the overall drivers' championship after not being able to compete in the final two rounds in Seoul due to an injury. The Seoul E-Prix season finale was the first two races Sam has missed since the inception of Formula E.

At the end of the 100th Formula E race and season eight, Jaguar TCS Racing finish fourth in the teams' world championship with 231 points - the British team's biggest points haul in Formula E.

*Today we gave everything to try and win the drivers' title with Mitch but it was out of reach. We raced all the way into the points and put Stoffel Vandoorne and Mercedes under pressure which is what we set out to do in Seoul. Congratulations to them on their successes after a hard fought season. At Jaguar TCS Racing we can celebrate a season of real highs. The double race win in Rome, winning the first ever races in Jakarta and Seoul, seven podiums and our biggest points haul in Formula E are moments to be proud of. I would like to thank every member of the team, our drivers Mitch, Sam, Norman, Tom and Sacha and our incredible commercial partners for their support. Mitch got to stand on the top step of the podium four times this season and has*

*driven incredibly - he firmly deserves his runner-up place. Our Gen3 campaign has already begun, and we are hungry to go one step further next season.*

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

*The team should be proud of what we have all achieved. We came up a little short, but it is still a triumph, especially as we took the fight to the last day. We didn't have the pace in the dry today and we didn't qualify well enough. It does hurt missing out on the last day again but it's different circumstances this time. We did everything we could, four wins, seven podiums and I'm very proud. Roll on season nine and Gen3 where we'll be back fighting for the top spot.*

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

*It has been a pleasure to jump in the Jaguar I-TYPE 5 this weekend. It was really unexpected. Qualifying has been a tough one, we've been struggling a little today but the race was harder than anticipated. I did everything I could but it's really hard to fight with drivers who have been racing the car for a full season. I have really enjoyed this experience so thanks to everyone at Jaguar TCS Racing.*

NORMAN NATO: JAGUAR TCS RACING DRIVER #10

*I want to congratulate Mitch and the team for coming runner-up in the Drivers' World Championship. Everyone at Jaguar TCS Racing has worked so hard all season to give us a fantastic Jaguar I-TYPE 5 and I'm really proud to be a part of this team. This season hasn't gone so well for me but I'll come back fighting next season and we'll be aiming for more.*

SAM BIRD: JAGUAR TCS RACING DRIVER

Jaguar TCS Racing look forward to the fastest, lightest, most efficient electric race car taking to the streets of Mexico City in January 2023 for the start of season nine and the Gen3 era.

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



Richard Hammond buys back his regrettable sale

<https://www.youtube.com/watch?v=jxcnt8xOI30>

Jaguar 100 years - Blackpool

<https://www.youtube.com/watch?v=OVOuwZs3bal>

JDC AUCKLAND JAGUAR DRIVERS' CLUB

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JDC AUCKLAND JAGUAR DRIVERS' CLUB

Welcome! new members

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

*Thank you to all members who have paid their subs. For those yet to pay please note that this will be the last magazine you receive as your membership will cease at the up-coming AGM.*

- Neil & Anne Crooks  
**1993 XJS 3.6L Convertible Auto Red**
- Les & Angie Reynolds
- Shane Bellingham  
**1990 XJS 5.3L Maroon**  
**1967 420G Auto Black**
- Richard & Philippa Jacobs  
**1996 XK8 Convertible 4.0L Auto Black**
- Andrew Adamson & Michelle Jonas  
**1967 420 4.2 Auto BRG**  
**1967 E Type S2 2+2 4.2 Manual White**
- Tony Lallam & Michelle Mi  
**1982 XJS 5.3 L Red**

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**Watch this space for further deals...**

# JDC AUCKLAND JAGUAR DRIVERS' CLUB

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- 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)
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- VALVE BUCKET SEAT INSERT TOOL
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# What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor

Re: Bill Culver - Mk V, 1954

I recently had access to information about the 1954 Rex trial run in Australia, a well known event at the time. Naturally, I was looking to see what Jaguars took part - and I found just one!

It was a Mk V driven by W. (Bill) Culver of Kopu, Thames, New Zealand. His navigator was K. Baigent of Matamata, and, also in the support team were Keith Lyon and Dick Robb.

Bill was described in that typically unhelpful way as a company director, but, was also said to be an experienced trials and track competitor.

Which Mk V this was I do not know - perhaps Mark Shorter could check his records and see if it was sold new by Shorters to Culver?

Might it have been one of the NZ CKD Mk Vs?

I would be interested to know if any member has any knowledge of Bill and his exploits in the Mk V.

Regards

John Elmgreen

Jaguar XK Motoring Historian Sydney, Australia

www.jtpublications.com.au

Dear Editor

I am interested in getting a valuation on a XJC that belonged to my father-in-law Mr Barry Thomas, who was one of your club members, up until his death last December. If anyone knows of someone with extensive knowledge about this model give us a valuation. We would appreciate someone's time and are well prepared to pay to have the car valued, so we all know where we stand.

Yours Faithfully,  
Murray Bain.  
Contact: murraybain@slingshot.co.nz

To the Auckland Jaguar Driver's Club Committee,

On behalf of the BOP Jaguar Driver's Club Members who attended your Gala Dinner at the Royal NZ Yacht Squadron, I would like to thank you for such a magnificent event.

The venue, music, food, organisation and of course, the guest speaker were just outstanding. We are so grateful you included us in your invitations and appreciate you being so accommodating.

Finally, our sincere congratulations for producing a truly great evening.

Kind regards,

Dennis Shepherd,

BOP Jaguar Driver's Club President.

## 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...



...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.

Published by Auckland Jaguar Driver's Club

Layout: BRYANDESIGN LTD  
www.bryandesign.co.nz

Advertising: susan.jdca@gmail.com

Submissions: Editor.jagclubak@gmail.com

## TECHNICAL TATTLE

# EARLY 3.8 E-TYPE PETROL LEAK

Written by: Simon Crispe

About a month ago, I had just been out to obtain yet another new Warrant of Fitness for our early 3.8 E-type (only 200 miles since the last one...why can't we have an annual check on classic cars; a topic for another time). Thankfully, the car went through without issue. On the way home I topped up the tank with fuel, parked the car in the garage, put back its dust cover and joined Marianne for a nice cup of tea. THE END for another 6 months...or so I thought!

A day later, I went back into the garage to discover a very strong smell of petrol. I quickly opened all the doors and windows, after finding a large pond of fuel under the rear of the car. To my horror, I found lots of fuel bubbling up around the 12V power cable into the fuel tank that powers the submersible pump inside the tank. Petrol was pouring out through the fuel tank sump aperture in the boot floor!

After draining a few litres of fuel off via the glass fuel filter bowl connection in the engine bay and disconnecting the battery, I removed the Lucas 2FP submersible fuel pump. I found that the flexible, mesh covered, rubber power cable conduit (meant to form a sealed electrical connection into the pump), had completely disintegrated and was allowing the fuel in the tank to capillary vertically upwards via the electrical cable, out of the tank.



Disintegrated rubber conduit (new when installed in 2015) - Ethanol damage possibly?

Luckily, I still had a "ready to fit", fully restored, early in-tank 2FP fuel pump dated 2/61 (factory installed on my car) on my display shelf of "interesting early E-type components"

However, upon reflection, I decided to leave this original artifact on display as a point of interest and ordered one of the upgraded SNG Barratt (UK) replacement in-tank pumps. The new pump fits exactly as per the original and when viewed on the outside of the tank, looks identical to the original.

Despite all the problems with shipping post-COVID, the part arrived in my Auckland letterbox in less than a week. Having installed the new pump on its new sealing gasket without issue, I ran the engine up to temperature to ensure all was well and it was. However, I did not test drive the car at this point as we were experiencing one of our recent rain bombs with 120mm in 2 hours. The car's dust cover went back on and inside for another cup of tea (or was it a beer).



Factory fitted Lucas 2FP pump to chassis 875029

It wasn't until about a week later on a lovely blue clear dry day that we decided to take the E-Type for a run along Tamaki Waterfront to visit Marianne's 93-year-old mother in St Heliers.



Upgraded, simplified replacement in tank pump

The car started easily, and we were off, roof down and with the cool dense air, the engine just purred.

Along the way at Mission Bay, we discovered a section of road works all coned off on both sides of the road and down the centre. As bad luck would have it, we were right in the middle of this barriered single lane section of road, with traffic in front and behind when the engine died as if I had switched the ignition off or run out of fuel!

With rather better luck prevailing, a small "E-type-sized" gap appeared in the cones on the centre of the road. I also spied an open area of concrete apron on the opposite side of the road just as the E-type was busy slowing to a halt and horns were sounding behind us! I only just managed to squeeze the car between the centre cones in a right turn (with no oncoming traffic thankfully), and by more good luck, the car's momentum took us up onto the concrete apron and stopped dead!

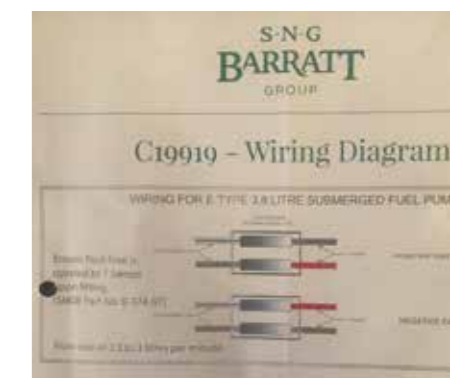
I leapt (well actually dragged my 6'3" frame) out of the flat floor cockpit, opened the boot, removed the floor-board and with my ear to the tank, asked Marianne to switch on the ignition. Total silence prevailed in the fuel tank!

I then opened the centre dash to check the fuses and sure enough the original 5A fuse had blown. I replaced it with one of the 15A spares stored in the fuse block and we were back in business. The engine started instantly, and we were off down Tamaki Drive.

When I got home a couple of hours later, I checked the previously hitherto unread installation instructions that came with the Barratt pump. There it was in black and white... "Ensure No. 6 fuse is upgraded to 7.5A upon fitting" (i.e. 7.5amps continuous /15amps blow).

Clearly the new pump draws more current" !!

Warning - Read the instructions fully before proceeding on any job!



Read the instructions before proceeding!

# CLASSIFIEDS

More photographs & details on JDC website

## 1997 Jaguar XK8

Sherwood Green exterior with Oatmeal trim. Above average & with only 77000Km's, the 4 litre V8 has plenty of life left in it. Recently serviced by Archibald & Shorter, it also has a new WOF. Asking \$20,000.00

Contact Paul on 02102 375723, or mcavtyjag@gmail.com



## 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.

\$7,000 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. 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

## 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.

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 windscreens, 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

## 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

## 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



## For Sale

'XK GB' personalised plate for sale.  
Asking \$1200  
Contact Adrian 027 656 3732

# JAGUAR NEWS

## GLOBAL UPSKILLING

Jaguar Media Centre

### JAGUAR LAND ROVER UNVEILS FUTURE SKILLS PROGRAMME TO TRAIN 29,000 FOR MODERN LUXURY, ALL-ELECTRIC FUTURE

Jaguar Land Rover recently announced a global upskilling drive, in a bid to train 29,000 people in the next three years for its connected and data capabilities, and to support the rapid transition to electrification.

The company's Future Skills Programme will see more than 10,000 Jaguar Land Rover and franchised retailer employees in the UK, and nearly 19,000 across the rest of the world trained in skills vital to electrification, digital and autonomous cars. This underlines the company's commitment to developing its future engineering and manufacturing skills and supports the delivery of Jaguar Land Rover's net zero targets.

Barbara Bergmeier, Jaguar Land Rover Industrial Operations Executive Director, commented: "Our plans to electrify our product portfolio are running at pace, and we are rapidly scaling up our future skills training programme to ensure we have the right talent to deliver the world's most desirable modern luxury electric vehicles.

"Developing the skilled global workforces needed to design, build and maintain the vehicles of the future is foundational. I'm proud to say we are committing to help plug the electric and digital skills gap with a comprehensive, global training programme, which will power charge electrification both here in the UK and abroad."

The Future Skills Programme is key to the success of Jaguar Land Rover's Reimagine strategy, which will see all Jaguar and Land Rover modern luxury cars available in pure electric form by the end of the decade.

Currently around 80 per cent of nearly 1,300 franchised Jaguar Land Rover retailers around the world offer electric vehicle servicing, so to tackle the skills gaps, the company is ensuring the majority of servicing technicians will receive electrification training this year.

As well as technicians, Jaguar Land Rover plans to retrain thousands of highly skilled automotive engineers and production employees, who previously worked on the development of internal combustion cars, to specialise in electrification, digital and autonomous cars.

As the production of electric cars at Jaguar Land Rover plants ramps up, plant employees at all levels will require training to ensure they can work safely alongside the high voltage systems in electric vehicles.

Karl 'Freddy' Gunnarsson, a Jaguar Land Rover Lead Cell Engineer, was part of the Emissions After Treatment team in his first role, working on diesel catalytic converters. He joined the Battery Cell Team in January.

One aspect of the work is Karl and his team are working to increase the energy density of Jaguar Land Rover batteries to maximise the vehicle range. This is partly achieved by changing the cell format, which allows for packing more cells into the battery, and by upgrading the cell chemistry.

He said: "The transition from working on internal combustion to electric was fairly straightforward. Both require a good understanding of material chemistry, and I was able to dedicate around 30 per cent of my time to independent learning. Now, working on electric vehicles, I can see the longevity of the programme and how it supports the company's Reimagine strategy."

With an eye on ensuring the next generation are also equipped with future skills, the company is also bolstering its global apprenticeship programme by adding a further 1,200 apprentices to the Jaguar Land Rover and retailers schemes around the world.

21st

# ANNUAL JAGUAR CAR SHOW

**Sunday 13 November 2022**  
(rain date 20 November)



Car Park at the Maritime Museum past the "Big Boat"  
(America's Cup) off Quay Street. 10am to 3pm

Foot Access via Wynyard Crossing at the end of Halsey Street

**Entry: Gold Coin donation**  
all money to go to Camp Quality



Proudly organised by Auckland Jaguar Drivers' Club

