



AUCKLAND
JAGUAR DRIVERS'
CLUB

VIADUCT CAR DISPLAY

CHRISTMAS CELEBRATION



VOL. 41 | NOVEMBER | DECEMBER 2022



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FROM THE EDITOR'S DESK



AUCKLAND
JAGUAR DRIVERS' CLUB

What a year it has been. In summary and one year on from the complex traffic light system, things are looking rather different for Auckland over this Christmas break. With a false start this year with regards to the 100-year celebrations in the Taupo GP Event and then two main car show events, many of us were wondering if we would ever return to normality. It was only in June, we could say that generally we were in a good position to continue without any further disruptions.



What to look forward to?

The 'catch up' events postponed in 2022. The first event is the special Historic GP held at the Bruce McLaren Motorsport Park in Taupo on the 21-22 January 2023. Next are the two car show events that struggled to get off the ground this year. The Eilerslie Car Show 'World of Wheels' held at Eilerslie Racecourse and, the British & European Classic Car Show held in Lloyd Elsmore Park. The good news is that the planning of these events is well under way. The 51st Eilerslie Car Show which will be held on Sunday 12th February 2023. The show will feature a special 'centre circle' Jaguar display highlighting the 100th Anniversary of Jaguar. It will display rare Jaguars down the decades and is a great opportunity to promote our Club and Jaguar's extraordinary heritage. Hopefully, the weather will provide us with the perfect finale to the 100-year celebrations. I do encourage as many of you as possible to make the B&E Show the biggest and best so far. It would be nice to have at least 120 Jaguars on display this year for the final 100-year celebration event so, please save the date - Sunday 5th March 2023.

After the recent AGM, we had a number of dedicated Committee members resign. Let me take this opportunity to thank these 3 men for their outstanding service to the club - Dean Wright, Steve Heaney and Paul Martin. I have appreciated working very closely with Dean and Steve over the last 3 years with regards to setting up Events on the new Website. These men do a power of work in the background, and I appreciate their passion and professionalism. Paul has done a tremendous job with membership and has always provided me with his membership report in a very timely fashion. Thank you very much gentlemen. It has been a real pleasure working with you. We welcome back Pat Kerr after a small hiatus and welcome our new membership officer - Jesh Jaskiewicz. There is still room for others if you wish to join the committee. As they say, the more hands we have will make the chores less demanding. A full report on the AGM is featured in this edition.

Other articles covered in this edition are the events of the Camp Quality Charity Display and Christmas Dinner with the City of Sails Choir.

Check out the Events page on the website, as many of the 2023 events are being arranged as this issue goes to print. A reminder to register for these events via the website.

Once again, support our Advertisers as best you can. I encourage you all to thank our Advertisers in the best possible way by seeking their professional services and supporting their businesses.

I wish to thank Richard Waugh and the Committee members that have helped produce this wonderful array of articles to read. I hope you enjoy the interesting reads and hope to see you all at the events arranged for 2023.

Season Greetings and Happy Holidays

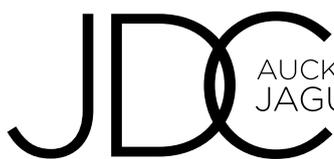
Gerard Leeuw
Editor



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A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

REGISTERS

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

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

Cover image: Viaduct fundraiser display for Camp Quality



PRESIDENT'S REPORT

Happy New Year everyone. I hope you had a wonderful Christmas and are enjoying a relaxing start to 2023. This time last year we'd just emerged from nearly 4 months of lockdown and were coming to terms with life under the covid traffic light system. That meant the club's event calendar got off to a somewhat wobbly start with the need for some quick adjustments. Thankfully, a great weekend in Taupo was organised replacing the cancelled Historic Grand Prix in January which, on reflection, set the tone for what turned out to be a very active year for the club.

Undoubtedly the highlight for 2022 was having our Club Patron - Ian Callum as our guest of honor at the Gala Dinner at Labour Weekend. Hearing his automotive design insights and highlights from his storied career firsthand was something that will live in my memory for a long time.

I know Ian thoroughly enjoyed his time with us and has vowed to return again soon to meet more club members and see the country generally. With his son now residing permanently in Queenstown and international travel returning to some semblance of normal, I'm confident we'll see him again soon.

With further lockdowns appearing unlikely, our 2023 events calendar will get back to normal. The Historic Grand Prix (Taupo) featuring the Jaguar brand will take place on 21 & 22 January. The Ellerslie Car Show, also showcasing Jaguar, is scheduled for 12 February and the British & European Car show will follow in early March. We'll fill out the rest of the calendar over the coming weeks so look for it on our website.

In our May/June issue, I contemplated where Jaguar might be headed in its second one hundred years. Jaguar Land Rover's "Reimagine" strategy announced in 2021 aims to reduce the Jaguar product offerings to 5 to 6 upmarket

electric vehicles. The brainchild of ex-Renault executive, Thierry Bollore, the strategy now appears under threat due to his mid-November resignation after only two years in the CEO job. The ubiquitous 'personal reasons' were cited as the reason for his departure. We can only speculate whether JLR's 18 months of losses were personal enough to prompt his sudden exit.

Worldwide component supply shortages have undoubtedly made life difficult for most manufacturers but JLR seems to have suffered more acutely than most. Interim CEO, Adrian Mardell, has acknowledged they haven't handled it well. Critical semiconductor components have been prioritized to higher margin Range Rovers and performance versions of the F Pace. Despite heavy demand, these models haven't been able to drag JLR into overall profitability, a perennial problem at Jaguar. Meanwhile the supply of other Jaguar models has been severely restricted. Visit your local Jaguar dealer and you'll see what I mean.

I expect that the implications of Bollore's departure won't become clear until sometime in the first half of 2023. Should JLR stick with "Reimagine", then their reduced car lineup effectively takes them back to the 1980's chasing the elusive low volume high margin dream. If that doesn't work, then it's not hard to imagine the Jaguar brand being marginalized within the JLR group.

The lack of a consistent product strategy has plagued Jaguar since the late 50's. The range has expanded and contracted twice since then. Various owners and management regimes have been unable to decide whether Jaguar is a premium or a luxury brand. By comparison Mercedes, BMW and Audi haven't worried themselves with such thoughts. They've consistently expanded their product ranges securing long term growth and profitability.

With the international economy looking



increasingly challenging, JLR will have some tough decisions to make some of which are already underway. A week after Bollore's resignation production cuts at its Solihull and Halewood Plants were announced starting in January. I fear there will be more as demand for aging Jaguar models drops before the 2025 launch of the new electric Jaguars - assuming that plan holds. Keeping the Jaguar brand alive until then looms as a formidable challenge for JLR management and will require deep pockets from its owner, Tata.

On a more positive note, I'm pleased to see the growing appeal among our members of late model XK's, first generation XF's and F Types. Anything with an R suffix in these ranges seems to attract very strong prices on Trade Me. Clearly, there are still a lot of people who appreciate old style petrol head performance in addition to the usual Jaguar style and luxury attributes.

That they were all designed by our Club Patron is of no little note.

All the best for 2023 and drive safely over the coming weeks,

Tony Wright

Club President



100 YEARS OF JAGUAR

Auckland club member Richard Waugh has travelled the country this year to many special events

With 2022 being the 100th anniversary year of Jaguar origins, many of the Jaguar car clubs in New Zealand planned special events with regional book launches of the new 'Classic Jaguars in New Zealand' book, written and published for this special year. It was an honour and privilege to be invited to many of these events at Dunedin, Nelson, Christchurch, Invercargill, Tauranga and Wellington.

Early in the year the Otago Jaguars Drivers Club organised a significant display of cars at their local Jaguar dealership (Armstrong's) in Dunedin.



Jaguar Saloons: At Armstrong's Dunedin showroom the Otago Club had a dedicated display of classic SS and Jaguar saloons, including at rear a are 1935 SS and at left a mint condition Nelson-assembled XJ6 Series 2.



Early XkSports Cars: These three Jaguar sports cars were amongst the display at Dunedin for the Jaguar 100 years anniversary and book launch, and with a Jaguar timeline on the wall.

It was fitting to begin the 100th year events in Dunedin as Reillys Garage in that city was the first SS agent in New Zealand in about 1933/1934. Members came from all over the Otago region and after the book launch a dinner was held for members. The Nelson Jaguar Drivers Club event followed a month

later at the appealing 'Cat Cage' display of 13 Jaguars at the Nelson Classic Car Museum, with a formal book launch followed by a dinner event. On the Saturday morning a display of cars was held outside the museum on a brilliant Nelson sunny day, with good books sales to the public.



At the 'Cat Cage' display of Jaguars at the Nelson Classic Car Museum, Nelson #2 - display of Jaguars by the Nelson Jaguar Drivers Club. Credit John Miller.

Then the pandemic had its continuing effects other regional events were delayed. The Auckland book launch was at Archibalds & Shorters in late July and followed two weeks later by an event at Archibalds in Christchurch. Supported by the Jaguar Drivers Club (Inc) of Christchurch, the first established Jaguar car club in New Zealand (1958), it attracted more than 60 members.



Christchurch club president Glen Clements with author Richard Waugh at the Christchurch launch at Archibalds on 13th August.

The display of cars included some of their finest, including an immaculate Christchurch-new XK120 OTS, delivered to club founder, the late David Owen, in 1951.

In September my wife Jane and I travelled to Invercargill when the Jaguar Drivers Club Southland Inc had a fine display of cars at down-town Esk Street on a busy Saturday morning and with fine weather.



Part of the down-town street display at Invercargill on 17th September, with book selling tent.

Book sales were brisk, and, in the evening, I was the speaker at their 100 years of Jaguar dinner at the Ascot Park Hotel. Then a week later we were in Tauranga on a beautiful day with a large display of over 70 cars by the Jaguar Drivers Club (Bay of Plenty) Inc at Tauranga Airport's Classic Flyers Museum.

BOOK LAUNCH EVENTS



A well-attended event of over 70 Jaguars at Classic Flyers Museum in Tauranga on 24th September. Spot the 3 Auckland members cars and at top left the wheel of John Endean's motorcycle/sidecar.

The museum is an appealing facility for classic car events. Several Auckland club members made the trip to the Bay and the local club was very appreciative welcoming the visitors. Then in October the Jaguar Drivers Club (Wellington) Inc had their event at O'Reillys' Garage in Lower Hutt with a good display of club cars and a committee dinner.



No.118 Philip Vavasour, Wellington club president, with Richard Waugh at the Lower Hutt book launch. In the background is Brett Newell's well-known Mark 2. & No.098 Part of the Jaguar display at O'Reillys Garage in Lower Hutt for the 100 years and book launch event. [Photo Credit - Richard Silcock]

At the time of writing, Jane and I preparing for the last event near Timaru by the South Canterbury Jaguar Owners Club.

At all these events there was much goodwill from Jaguar enthusiasts, strong commendation for the book project as a key feature of the New Zealand celebrations of Jaguar's 100 years. The book logo for the 100 years' anniversary, designed by Cameron Leggett, was being widely used. Many times, I had comments from club members about the benefits of inter-club type events and welcoming of guests from other Jaguar clubs. Book sales were excellent at each event, with Tauranga achieving the best result with 64 copies sold! I was able in formalities at each event to express appreciation for so much voluntary assistance and generosity for the book project, including from our Auckland club and The Kynaston publishing trust, and to commend the excellent photographic work of Cameron Leggett.

Some other observations in my travels and interactions with the clubs; mainly older membership, a majority of more 'modern' classics evident, but with many club members owning more than one Jaguar. Several clubs reported their activities are now more social and with fewer technically related events, I guess reflective of the trend to declining do-it-yourself skills and more modern cars requiring specialised and often computer related work. There was some concern about the marque's future and reported new strategic positioning. Also, some questions about the viability of the smaller clubs. Several influential people in three of the clubs shared comments about the need for a regular national Jaguar communication and website which would help assist every club but still allow much local initiative. It was mentioned that we should explore "best practice" other car clubs to see what they are doing nationally. It was also considered that a stronger unity of clubs in relation to Jaguar Land Rover New Zealand would be helpful for the future. From such comments a discussion paper is currently being prepared by a leading Otago member about the national Jaguar club scene, so there

might be some interesting matters to consider in the New Year about national Jaguar club strategy, and helped by the next National Rally coming up in Canterbury in only eighteen months' time.

As this 2022 100th year of Jaguar origins draws to a close, it has certainly been a memorable year, enhanced by Ian Callum's recent visit and highlight October events with our Auckland club and the Otago and Southland club members also having the opportunity to meet with him. Certainly, we were very fortunate to have Ian write the foreword to the new book. He comments in the foreword about the cars featured, "The quality of presentation I can see of the cars is second to none. The passion I read about is real and deep. The book - like any Jaguar - is beautiful."

Copies of 'Classic Jaguars in New Zealand - Grace-Space-Pace' can be obtained at the continuing introductory price of \$65 & \$10 postage with special presentation box (bookshop price is \$79.99) and stocks are now limited. Order from: kctbooksales@gmail.com



Richard Waugh talking with Dave Brown (wearing cap) about his latest XKSS 'recreation' on display at the down-town Invercargill event (but the XKSS not yet fitted with gear stick, engine or brakes), and soon to go to an overseas buyer.



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
events.jagclubak@gmail.com
or Sue Jenness -
jagclubak@gmail.com



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.

#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



Scandrett Picnic Lunch

A drive to the Scandrett Regional Park - Mahurangi. Explore the park, the homestead, and the trails. Enjoy a relaxing picnic with other members.

#20230226



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

UPCOMING EVENTS | DIARISE



7th Brit&Euro Classic Car Show

Coordinators: Laurie Haywood, Jesh Jaskiewicz
This show grows every year. A large spacious area to display our club cars. The challenge this year is to get 100+ club cars on display. With no event last year, let's make it happen at this event.

All registrations must be made through the club. Contact Laurie: landphayward@xtra.co.nz with your car model details.

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

#20230305



Waitawa Picnic Lunch

A drive to the Waitawa Regional Park – Mataitai Bay. Explore the East. Enjoy a relaxing picnic at Mataitai Bay Beach with other members.



#20230319



Go-Karts @ Hampton Downs

Coordinator: Simon Crispe
An annual inter-club challenge. Enjoy a drive, a race and then nice Café Lunch. Sounds thrilling so bookings are essential. Check the Events page of the Website for more details.

#20230514



I-TYPE 6 – MOST ADVANCED ALL-ELECTRIC JAGUAR RACECAR EVER

The Jaguar I-TYPE 6 is the most advanced and efficient electric Jaguar race car ever. It is the first FIA Formula E race car to feature both front and rear powertrains, as 250kW regen is added to the front and 350kW regen added at the rear, doubling the regenerative capability over the Gen2 model and removing the need for conventional rear brakes.

Commencing in January 2023, the Gen3 era of Formula E will bring faster and more exciting wheel-to-wheel racing on street circuits across the globe. Pioneering new cutting-edge technologies, the third generation of Jaguar's Formula E race car will set new performance benchmarks: 50kg lighter and 100kW more powerful than the cars that have preceded it, and now capable of reaching a maximum speed of 200mph.

Jaguar TCS Racing head into the 2023 season with a new, distinctive identity. The compelling colour palette features carbon black, satin white and sophisticated gold accents, with the asymmetric design of the Jaguar I-TYPE 6 livery creating two unique cars for drivers Mitch Evans and Sam Bird. Uniquely in Formula E, the Jaguar driver line-up remains the same for the third consecutive season bringing valuable consistency.

The next generation of Formula E will continue to be a real-world test bed for Jaguar TCS Racing and Jaguar Land Rover, as the team develops and innovates new cutting-edge technology to compete for World Championship success, it will power important race-to-road learning for electric powertrain, sustainability and software technologies.

Innovation and technology transfer from the Jaguar I-TYPE 6 will directly enable the reimagining of Jaguar as an all-electric, modern luxury brand from 2025. Racing in a zero-emission motorsport category with the world's most sustainable race car showcases Jaguar Land Rover's own commitment to have zero tailpipe emissions and to achieve carbon net zero across its supply chain, products and operations by 2039 as part of its Reimagine strategy.

Jaguar TCS Racing are entering the 2023 season having recently been awarded FIA Three-Star Environmental Accreditation, the highest possible rating. It confirms that the team demonstrate best practice and commitment in environmental management, while continuously striving to improve existing processes.

Ahead of the 2023 championship, Wolfspeed has been confirmed as Official Power Semiconductor Partner. The

partnership builds on Wolfspeed's existing relationship with the team since 2017, where its advanced Silicon Carbide technology has been used to accelerate on-track efficiency and performance. It comes as Jaguar Land Rover also recently announced a strategic partnership with Wolfspeed, securing supply of Silicon Carbide semiconductors for the next generation of electric vehicle inverters. Both partnerships will support the technology and knowledge transfer from race-to-road with a particular focus on efficiency.

After two successful years with the team, Micro Focus is renewing its partnership as Official Technical Partner. Its world-class software and services, such as IDOL and Vertica Analytics Platform, are embedded into the team's operations, enabling them to collect and process vast amounts of data, creating more accurate predictions and time-critical decisions during races, which leads to more points, podiums and wins for the team.

Wolfspeed and Micro Focus join an existing portfolio of world-class partners made up of global IT services, consulting and business solutions organisation Tata Consultancy Services (TCS), which continues its multi-year title sponsorship of the



Jaguar TCS Racing have today revealed the Jaguar I-TYPE 6, designed and engineered to compete for the 2023 ABB FIA Formula E World Championship, as the innovative all-electric motorsport category moves into a new Gen3 era.

team. In addition, GKN Automotive, Dow, and Castrol, and suppliers Alpinestars and Uncommon are connected in the pursuit of performance and innovation for Jaguar TCS Racing.

This is the first season that Jaguar will supply its successful powertrain technology to fellow British-based team Envision Racing, meaning there will be four Jaguar powered Formula E cars on the grid.

Jaguar TCS Racing will race in Mexico City, on 14 January 2023 for the first of 17 races in 12 cities.

After Jaguar TCS Racing's biggest points haul to date last season in Formula E, with Mitch Evans finishing runner-up in the Drivers' World Championship, the British team are working hard to once again fight for the World Championship title in 2023.

Launch day is always a proud and exciting moment for Jaguar TCS Racing, and this year more than ever, as we head into the Gen3 era of Formula E.

"Season 9 is set to be the most competitive and thrilling season to date, with an all-new all-electric race car, the Jaguar I-TYPE 6, iconic cities added to the calendar and our new team design has transformed the car into a work of art, in harmony with our modern luxury vision for Jaguar.

"We're very excited to welcome Wolfspeed to the team as our Official Power Semiconductor Partner. Their expertise in Silicon Carbide technology will play a pivotal role in our powertrain performance.

"With our Title Partner, Tata Consultancy Services, alongside new and existing organisations, we have a formidable portfo-

lio of partners, each supporting the team and applying their expertise to accelerate relevant sustainable technologies.

"As we head into our seventh season in Formula E, I have been reflecting on how far we have come as a team. Jaguar TCS Racing has a vital role to fulfil beyond the success of the race-track, and it remains a privilege to play our part supporting the reimagination of Jaguar as an all-electric brand from 2025.

"I am incredibly proud of what we achieved last season, we had our biggest points haul to date, but we know we can do better, and we are here to compete for the World Championship. We are confident in the Jaguar I-TYPE 6 and in the strength of our talented team and I look forward to what this season will bring.

JAMES BARCLAY - JAGUAR TCS RACING TEAM PRINCIPAL

Last season was my best to date, finishing runner-up in the Drivers' World Championship, so we are determined to do one better this season.

"The new Jaguar I-TYPE 6 gives us a lot more to play with, with more power and speed, and the team and I have been working tirelessly to make sure we maximise this effectively to use it to our advantage. Formula E is such a competitive category, but I can't wait for the season to get underway in January and fight to win both the Drivers' and Teams' World Championship.

MITCH EVANS - JAGUAR TCS RACING DRIVER #9

Last season was full of ups and downs for me, and I couldn't finish the season due to injury. I've taken the off-season to reset, come back stronger and I'm hungrier than ever to do well for the team. We've been focusing all our efforts into the Jaguar I-TYPE 6, and I'm really looking forward to getting back out there for my third season with the team and showing everyone what we can do.

SAM BIRD - JAGUAR TCS RACING DRIVER #10

Wolfspeed is proud to strengthen our relationship with Jaguar Land Rover by serving as the Official Power Semiconductor Partner for Jaguar TCS Racing. Our Silicon Carbide semiconductor technology in the Jaguar I-TYPE 6 creates an 'Innovation Lab on Wheels' to engineer improved powertrain efficiency in a high-performance electric vehicle.

"Our collaboration with Jaguar TCS Racing in the ABB FIA Formula E World Championship will support our shared goal of translating innovation from the race to the road and enable Wolfspeed to support Jaguar TCS Racing as the ultimate competitor on the track.

JAY CAMERON - WOLFSPEED SENIOR VICE PRESIDENT AND GENERAL MANAGER, POWER BUSINESS



BRIT & EURO SHOW RETURNS!

Richard Waugh gives an update on planning for the big 2023 event

Building on a record registration number of nearly 1,400 cars for the 2021 Auckland Brit & Euro Classic Car Show, it was a great disappointment that we had to cancel the March 2022 event due to the constraints of the pandemic. Now plans are full-steam ahead for what promises to be a record attendance on Sunday 5th March 2023.

The Brit & Euro event, which is attracting supporters from all around New Zealand, had its origins from our own Jaguar club initiatives. Laurie Hayward from the committee took some initiatives in 2013/2014 to sound out interest from some Auckland car clubs for a new British-themed event. In December 2014 I organised a display of about 25 classic Jaguars from our club at East Auckland's Lloyd Elsmore Park, for the 60th anniversary of the Mark VIII model. My wife Jane and I had earlier spied out the location as a good place for a classic car event, with large park-like grounds adjacent to the Howick

Historical Village and café, and the park having three easy entry/exit points. So, we called a meeting in May 2015 with representatives from some other larger car clubs and from these early discussions a number of distinctive features were agreed too. The event would be for British and European cars only; it would be non-competitive with car clubs being able to bring as many cars as they want, as well as interested non-club people also being able to display their cars; and to maximise public interest the event would have free entry.

With my local Government and community contacts in East Auckland we soon raised funds for the basic expenses and the first successful event was held in March 2016 with about 440 cars displayed. Numbers increased year-on-year, until the 2021 event with record attendance, and an estimated 12,000 people attending, and with a fly-over from NZ Warbirds. It is now one of the major classic car shows in New Zealand, the only one with free entry, and likely the largest British and European themed event in the Southern Hemisphere. Undoubtedly such success has been mainly due to the dedicated voluntary work of so many people, especially our organising committee and the ready response from the approximately 60 British and European car clubs and associations in the wider Auckland region. From the 2021 event we estimated there was involvement of about 2,000 volunteers (drivers included) before any member of the public stepped onto the park!

We greatly appreciate the ongoing sponsorship support from



the Howick Local Board/Auckland Council (now over \$30,000 pa), Protecta Insurance, Times Newspapers and NZ Classic Driver magazine. We are also indebted to a wide range of local East Auckland community groups who support the event. These include: Howick Historical Village, Howick Community Men's Shed, LifeGrowth Community Trust (East City Wesleyan Church), Pakuranga United Rugby Club, Rotary Clubs of East Auckland, EAST FM, Howick Pakuranga Community Patrol, East Auckland Lions Club, Trinity Scouts, Ormiston & Te Puru Venturers, Pakuranga Girl Guides and Pakuranga Park Village. As our committee members like to say, "The Auckland Brit & Euro Classic Car Show is very much for the community and by the community."

Jaguar has always provided the largest marque display at the Brit & Euro Classic Car Show with up to 107 classic and modern Jaguars on show. For all of us volunteers and especially Laurie and myself, it is hugely encouraging to have the full support from our Auckland Jaguar Drivers Club committee and members. Please do visit our website: www.briteurocarshow.nz and plan to confirm your attendance once details are sent out by club communication. We may even surpass our previous record numbers of Jaguars for our next event on Sunday 5th March 2023. See you there! For more information contact me on 022 5339400 or richard.waugh.rev@gmail.com



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2000 PLUS – A NEW CENTURY

Launched at the Geneva Motor Show in 2001, The new X-TYPE was billed as the “most significant new model in Jaguar’s history”. It was. The launch of X-TYPE was significant as Jaguar was competing for the first time in all the key segments of the global premium car sector. The X-TYPE was offered with a transverse V6 engines and 4-wheel drive.

Also in 2001, Jaguar Racing F1 Team at last saw some reward for its efforts by clinching its first points of the season and the Jaguar marque’s first ever podium finish in Grand Prix racing. Eddie Irvine brought his Jaguar R2 home in third place.

At the Frankfurt Motor Show, Jaguar showed Ian Callum’s first concept car, the R Coupé.

In 2003, Niki Lauda was appointed manager of the Jaguar Formula 1 team by Wolfgang Reitzle to improve on the previous seasons poor results. Eddie Irvine finished third at Monaco, that was the best result of the season. A new Jaguar R3 introduced in January 2002 was an evolutionary step in engine development by using a newly designed ‘tub’ that was expected to offer better performance. Frustration set in as the R3 car presented problematic handling. Improvements were made with the result that Eddie Irvine finished third in Italy. A completely new management team and new drivers were recruited and the R4 car became a turning point in Jaguar’s F1 programme.

The new XJ X350 range was launched in 2003 replacing the X308 series. It represented an industrial break-through in ‘aluminium body in sheet monocoque’ design; the most “radical Jaguar of modern times”. While preserving the traditional styling of the XJ line it was completely re-engineered. The use of aluminium reduced its weight by 40%, increased its stiffness by 60% and so produced dramatic improvements in the vehicle’s economy, ride and handling. The new 3.0 litre AJ-V6 engine effectively replaced the 3.2 litre V8 and so enabled a revival of the XJ6 badge. A new V8 SE 3.5 litre engine was added to the AJ-V8 family.

In 2003 the X-TYPE became the first Jaguar to be fitted with a Diesel engine to both the saloon and the newly introduced estate, also a first for Jaguar. Sales peaked at 50,000 units. While the X-TYPE was Jaguar’s best-selling model for virtually all its production run, overall Jaguar sales did not meet projections.

2003 was the year Ian Callum showed his second concept car, the R-D6. The RD6 using aluminium technology, like X350, showcased another new Diesel engine, a V6 of 2.7 litres.

In 2004 the V6 Diesel engine was then fitted in the S-type. Long wheelbase and a Daimler version of the X350 range were introduced. Subsequently, the V6 Diesel was also fitted in the XJ.

After 5 disappointing years Jaguar Formula 1 had its last season. Ford issued a polite ultimatum as part of a reduction in sport involvement internationally; there was little return of value from the enormous amount of money invested. Ford

chose to sell the operation near the end of 2004 which became the Red Bull Racing Team.

Ian Callum’s Advanced Lightweight Coupé Concept (or ALC for short) was unveiled at the Detroit Motor Show at the start of 2005 and was to all intents and purposes the replacement to the XK & XKR (X100) models.

During 2004, the devaluation of the US dollar against the pound meant Jaguar looked at saving money where they could. It was decided to close the historic Browns Lane site. After nearly 55 years of production at Browns Lane the last cars rolled off its production lines in August 2005. Some of the most famous cars in the world had been produced at Browns Lane, including the XK120, the C-types and D-types, the Mark II, the E-type, the XJ and XJS. For many it was and will always be the spiritual home of Jaguar.

The release of the XK in 2006 was the first new Jaguar of the millennium, and the first designed under the guidance of Ian Callum. From the echoes of the Jaguar Etype in the grille and rear lights, to its innovative aluminium monocoque construction, the references to the great past Jaguars are there. But the XK is clearly a product of the 21st century.



In January 2000, the F-Type concept roadster was unveiled at the North American International Auto Show in Detroit. Design work had commenced under the direction of the Geoff Lawson, Jaguar's director of styling, who sadly died in June 1999. The project was completed by the new director of design, Ian Callum, who viewed the F-Type concept as a tribute to Geoff Lawson.

In 2007 the Jaguar XF infused the refinement of the saloon with the excitement of a sports car. Its design broke the mould, with a crouched stance that hinted at its explosive power even when at rest. The Mark II had created the sporting saloon sector, and the XF was a worthy continuation of this design innovation. This was the first car designed from scratch under Ian Callum. Replacing the Stype, the XF was to lead Jaguar into a 21st century. Old and new came together to produce design that turned heads; the sportiness from the low roof and the slightly high beltline combined effortlessly with the recognisable grille of the original XJ.

An updated version released in 2015, showed a longer, sleeker and more elegant youthful look, but still harbouring impressive power and an innate sports outlook, the XF continues to redefine design, luxury, technology and performance for the business car segment.

It was in 2010 when the new XJ broke from the usual mould. There are the nods to the XJ6 with the exaggerated grille

and the power bulge in the bonnet. Ian Callum sees these as a visual influence from the past, reinvented in a very modern way. The XJ carries the same striking sense of drama from the 1960s, combined with unparalleled luxury and cutting-edge technology. Now in its tenth iteration, the 2016 model year XJ continues to redefine luxury.

Things were about to hit a new level with the release of the F-TYPE. A sense that Jaguar were turning back to its roots of the supreme sports car. It's thrilling performance is coupled with design touches that demonstrate its evolution from E-TYPE. The new interpretation of the bold Jaguar grille shows this intent. Reflecting on the past decades, the F-TYPE's cockpit-rearward stance shows its close heritage and spiritual link to the E-TYPE. The F-TYPE was initially launched as a convertible only model. Following in the footsteps of the E-TYPE, an F-TYPE coupé followed a year later.



(continued on page 17)





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

(continued from page 15)

The new addition XE joined the fleet of models in 2014. The XE redefined the sports-saloon and changed the face of Jaguar forever. The aerodynamic design and compact proportions made this model stand out among its brothers as a beautiful design with the drivability and performance that surprised.

In 2016, Jaguar took a very different approach and played into a sector of the market that started to become very popular and fiercely competitive. The F-PACE was about to make history by being Jaguar's first performance SUV. It needed to be the best that Jaguar could offer to survive and take its share from other manufacturers in this market. Continuing the tradition of redefining segments, the creation of F-PACE is a steep change which demonstrates that Jaguar design innovation is alive and well. Drawn on the sleek exterior lines of the F-TYPE, the F-PACE combined its appealing style with its spacious interior. Ian Callum succeeded with a design that embraced the elegance of a sports sedan with a SUV stance that could be utilised in any urban and rural setting. The F-PACE's design was fit for purpose and delivered on all aspects of 'Grace, Space and Pace'.

The next development in 2017 was the smaller, but equally elegant E-PACE. Designed under the direction of Jaguar chief designer Ian Callum, the vehicle is based on a modified version of the JLR D8 platform. This SUV has a transverse front engine and is available in both front-wheel drive and all-wheel drive versions.

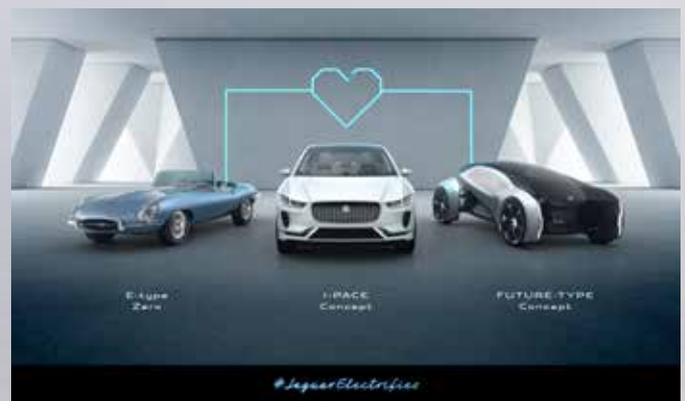
The future is fast approaching, and Jaguar needs to look ahead. Looking for alternative fuels to help contribute to the reduction of our world's carbon emissions. Another one of Ian Callum ideas, the Jaguar I-Pace was possibly the birth of the 're-imagine' direction Jaguar is currently taking. This I-Pace was designed by Ian Callum as a five-seater sports car and was unveiled in concept by JLR at the 2016 Los Angeles Motor Show and shown as an 'on-road' version in London in March 2017.

The I-Pace is built under contract manufacturer Magna Steyr in Graz, Austria. Some of the electric drive technology has come directly out of the Jaguar I-Type electric Formula E racing car programme. The outstanding achievements in design and performance were recognised by winning the

2019 World Car Awards - Car of the Year, Car Design of the Year and Green Car Award. The I-Pace is still recognised as one of the best all electric cars around today. With technology changing and moving rapidly, one can only hope, the price of these next generation versions, are affordable for the masses.

One must not forget that there have been several experimental concept vehicles developed recently. Vehicles such as the 2007 Jaguar C-XF, 2010 Jaguar C-X75 [Hybrid], 2011 Jaguar C-X16 [another Hybrid], 2013 Jaguar C-X17 [Crossover SUV] and the 2013 Jaguar 'Project 7' project. A line up of these models in any showroom would certainly attract the masses.

So, having looked at the past 100 years of evolution through the models and their variants, the marque can be incredibly proud of what it has achieved. With more successes than many other manufacturers in the last 100-years, Jaguar may need to adapt, morph, build, develop, and re-imagine like never before to capture the interest of the next eco-friendly and savvy generation of motorists. What does the next step for the Jaguar marque look like? The future line-up of vehicles carrying the leaper needs to seriously impress its fans and, hope to draw many more to the marque to add to the current extended multi-generational Jaguar family. Is it time for JLR to give us a small taster of what we can look forward to in 2025? I think the Jaguar family are entitled to a sneak preview of what the next generation is going to look like.



HOWICK POP-UP CLASSIC C

As part of Howick's 175th Anniversary Celebrations, Richard was able to secure a site at Howick Green for his 'Howick 175 Pop-up Classic Car Display' - a monthly display of some very special cars. This month it was the turn of the Jaguar marque to show off all its grace, pace and space.

Waking up to a rather gloomy day, and knowing it was the last Pop-up event for the year, we set off in relatively dry conditions. With all the rain recently, Auckland's summer has not got off to a good start. As we drove through Onehunga, the rain arrived in bucket loads. We persevered to find Pakuranga rather dry with a small hint of some very fine rain.

Arriving in Howick town centre, we were early enough to see some of the classic Jaguars arrive and park up on the Green. With the umbrellas up, we toured the paddock [as it seemed to be freshly mowed] and chatted with the owners of these beautiful, graceful machines. By 9:30am the persistent drizzle vacated the area and the skies opened to let a little sunshine through.

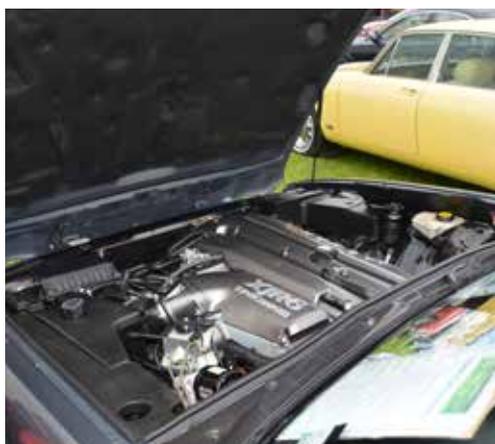
It was great to catch up with a few club members and chat with a few other owners to learn more about what makes their cat rather special. Whether it was one they had picked up very early in its life or the one they had been searching for, they all told a story.

We appreciated the time taken by the Brit & Euro Classic Car Show Committee members to organise these monthly Pop-up shows and the time taken by the owners to prep and display their vehicles at this location.

The cars on display were:

Tony Barbarich - 2015 XJR, Paul Marchant - 1995 XJR, Laurie Hayward - 1966 S-Type
 Robin O'Connor - X Type, Richard Waugh - 1954 Mark VIII and 2008 XJ8 (X358),
 John Borchard - 2006 XJ8 (X350), Larry Price - D-Type replica, Ron Richards - 1997 XK8,
 Don Grayson - 1978 XJ6 Series II, Don Bowater - 1992 XJS V12 Convertible, and Simon Crispe - XKR.

What a great taster to the big event coming up. We look forward to the 7th British & European Classic Car Show - 5th March 2023 at Lloyd Elsmore Reserve. Hope to see as many of you [in your jags] at the show.

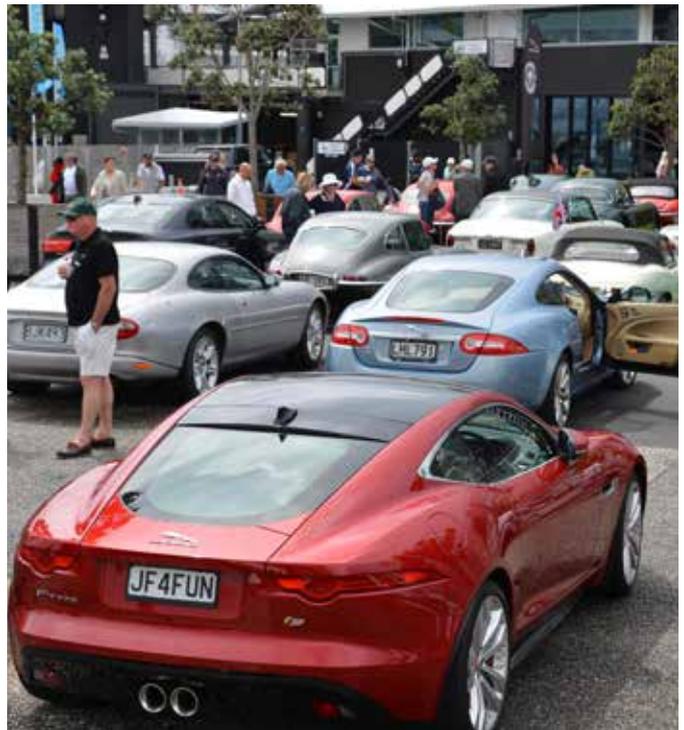


Written and photographs by Gerard Leeuw

CAR SHOW



CAMP QUALITY FUNDRAISER VIADUCT CAR DISPLAY



It was not an easy exercise using the myriad Weather Forecasts apps now available, to make a simple decision of staying with the advertised date for the Show. Each one was giving a slightly different prediction of what the weather was going to be. Do we go for it or, use the following Sunday which we had booked with the Council as a Rain postponement day. As you know, we took the gamble and ran with the 13th.

Waking up early and taking the drive in from East Auckland, gave me some confidence we had made the right call. Arriving at the destination for the show to a dry wharf which gave us hope that the forecasters had got it wrong. Little did I know that the members driving in from the West and North had experienced a rather wet trip into the city centre. Too late to back out now so the club tent was erected, the banners were put up and out, and the members began to arrive with their beautifully presented cats.

At the time the display was ready for the public, the predicted "possible showers" became a reality. They weren't heavy showers, but they were annoying to say the least. Luckily by 11:30am the sun had finally broken through the clouds, and we enjoyed its warmth for the remainder of the day.

I am sure the weather had played its part in the low turnout of the special collectible head-turners on display, but the variety of models parked gave the spectators something to smile about. Many conversations were had between club members and the interested public walking through. From me as the organiser of the event, I would like say a big 'THANK YOU' to the Members who came with their lovely prepared cars and made the show a success.

We are fortunate, over many years, to have established a great relationship with Panuku

Developments and like to thank them for their continued support and generosity. Panuku control all the activities on the waterfront and because our show was a Charity Fund-raiser, they give us this high-profile location at no cost to the

club. With no added cost incurred, this makes the event very worthwhile as all money collected on the day can be given directly to the Charity - Camp Quality. Thank You must also go to the volunteer collectors from Camp Quality. These ambassadors of the charity moved around the site, talked with the general public and made people aware of the important work their charity does.

As we packed up for the day, the announcement was made that the event had raised \$1,527 for Camp Quality. Not a bad effort at all.

Camp Quality;

Hi Auckland Jaguar Drivers' Club,

It was awesome to meet many members of the Auckland Jaguar Driver's Club that turned up last Sunday. You are all so lovely and I had some great conversations with your members. Thank you again for your ongoing support of Camp Quality and the children we take on camp.

From our collection on Sunday, we were able to collect \$527 in our collection buckets and one of your members (Stu and Michelle) also made a donation of \$1000 which was amazing.

As mentioned on Sunday, if anyone in your club would like to learn more about Camp Quality, we would be happy to do a talk or have some of your members out to our Camp in January so you can see where your support goes.

Again, thanks so much and it's great to have your ongoing support.

Thanks.

Kind regards
Kevin Williams
Auckland Regional Manager
Camp Quality Auckland/Northland





Thanks to Paul and Allison Ingram for this slice of club history.

At a recent event, Paul called me over to the rear of his F-Type. He said, 'You may be interested in this photo'. Opening his rear boot lid revealed a club photo taken in 1981. It was a signed photograph of club members who owned an E-Type at the time. A very interesting piece of club history and no doubt other club members in the photo also have their own copy. How many of these cars still exist or reside in New Zealand? How many are still untouched and unrestored? We may need to get as many of these cars back together and re-take another slice of E-Type history some 42 years later.



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WELCOME

President's Address - Tony Wright

Ladies and Gentlemen, welcome to 2022 Annual General Meeting of the Auckland Jaguar Drivers Club. It's great to see you all here tonight and I look forward to sharing a meal and a drink with many of you later.

First, I have some apologies from fellow Committee members. Simon Crispe has unfortunately gone down with covid again so of course is staying away. Dawn Judge and Robin O'Connor both have prior engagements.

As with 2021, we unfortunately started 2022 grappling with the consequences of lockdowns and the covid traffic light system. The Historic Grand Prix in Taupo scheduled for 22 & 23 January was cancelled due to the 'Orange' covid restrictions which prevented events of more than 100 people taking place. This event was to feature the Jaguar brand and would have been an ideal way to start our 100 year Jaguar Anniversary celebrations but alas it was not to be.

Regardless, the 'Orange' requirements didn't deter the club from organising our own weekend in Taupo thanks to Dean Wright and Steve Heaney. They arranged for about 50 members to drive down to Taupo on Friday evening, stay overnight at the Lakeland motel, drive to Whakamaru on Saturday for a picnic and then return to Taupo for a twilight dinner cruise on the lake.

That event thankfully was the start of what was a very active year for the club, certainly compared to the difficulties of the previous 2 years. I'm not going to recount each event here other than to say that as 2022 progressed, it finally felt like we were back to normal in terms of planning and running events. Long shall it remain so.

The activities for the 100 year Anniversary of Jaguar are something I'll discuss briefly as they were obviously our primary focus for the year.

First, I'd like to congratulate long time club member, Richard Waugh, on the publication and launch of his book, 'Classic Jaguars in New Zealand'. It's a high quality publication that has been well received throughout the local Jaguar community. While the book's Auckland launch had to be postponed from February until Friday 29 July due the covid restrictions, the evening hosted at Archibald and Shorter and the classic Jaguar vehicle display the following day was well supported by club members.

Our marque 2022 event, the Gala Dinner on Sunday 23 October featuring Ian Callum was, of course, the finale of our 100 year celebration. We were very fortunate to have such a legendary automotive figure join us to celebrate the 100 years of Jaguar design innovation and excellence. The success of the evening was due to the collective efforts of many people but I want to especially thank again my fellow organising committee members, Dawn Judge, Simon Crispe, and Peter McElroy for a fantastic job in staging such a successful evening.

Of course no club like ours can function without an energetic committee so thanks to my fellow committee members for all the work they put in during 2022. Secretary Sue Jenness has kept the committee and the club's administration running very smoothly while Treasurer Dawn Judge's financial reports each month have been excellent.

Membership Officer Paul Martin can always be relied on to know who's who and what their status is! Paul is standing down

from the committee so I want to thank him for his contribution over the years.

Magazine Editor Gerard Leeuw never fails to produce a high quality magazine every couple of months. The deadlines and the need to liaise widely with club members for content makes this a very demanding and I'm sure sometimes frustrating role. Robin O'Connor manages our merchandising sales and club assets and is a great source of historical knowledge. Laurie Hayward has thankfully recovered from his health scare and represents us superbly on the British and European car show and, organises our annual charity fundraiser for camp quality.

Finally, I want to thank 2 members who are also standing down from the committee Dean Wright and Steve Heaney. Dean has always been willing to lend a very pragmatic hand to organising and running club events. As our Club Captain, Steve has made an excellent contribution organising the events calendar and keeping track of who's attending, a task I think he would agree is sometimes like herding cats! They'll both be missed.

In closing, I'd like to remind members of my recent email to members on Committee Membership. At next year's AGM, as required by our constitution, my term will be up. In addition, both Sue and Dawn will stand down as Secretary and Treasurer respectively at the next AGM. To help smooth this transition, in the first half of 2023, we will be seeking members for secondment to the committee. So, anyone who is interested in helping keep the club active and thriving should contact any of the existing committee members. Your Club Needs You!

Thank You



CHRISTMAS CELEBRATION



The Club AGM was held in the Remuera Club on Friday 2 December 2022 at 5pm and attended by approximately 40 members. President Tony Wright recalled the past year's activities and commented on the financial statements which were then approved. Tony thanked retiring committee members Paul Martin, Dean Wright and Steve Heaney for their contribution to the Club, then welcomed Jesh Jaskiewicz to the committee as Membership Officer, and the return of Pat Kerr back to the committee after a small absence.



Tony noted in line with the Club's constitution he would be finishing his term as President in November 2023 and, at that time two other key positions will be left vacant with both Sue Jenness (Secretary) and Dawn Judge (Treasurer) signalling their intention to retire from the Committee. Anyone interested in helping/stepping forward, should contact Tony to discuss these important roles within the committee.



The AGM was immediately followed by drinks then dinner. With close to 60 members enjoying a sumptuous meal and a glass of wine whilst being serenaded by NZ's leading Choristers - the City of Sails Barbershop Chorus. The evening turned out to be a fantastic way to wind up our memorable year celebrating the marques 100-years. The entertainment was brilliant and the point of difference this year was the expectation that we would need to be in tune with our singing voices. A range of Christmas songs and carols were sung and then members were invited to join in and sing three old time favourites, Jingle Bells, Rudolph and O Come All Ye faithful with the Chorus. A wonderful and most beautiful rendition of Six60's 'Pepeha' [Who I am] was sang. Truly another rather fitting end-of-year function to conclude this incredible year of celebrations.



Special thanks to Allison and Paul Ingram for once again creating beautiful fresh floral Christmas table centrepieces to decorate the tables along with the classic red Jaguar leapers. The centrepieces were taken home by eight lucky folk who in return donated to the Club's chosen charity Camp Quality.



TECHNICAL EVENING: R3 FABRI

Thirty five JDCA members gathered at Greg Wells and Glen Ingram's R3 Fabrications workshop on the relatively warm evening of 22nd September for a fascinating glimpse into these two young men's work of metal shaping "art".

The gathered JDCA throng with Greg Wells reviewing the 1959 Cadillac Biarritz Convertible I discovered R3 having had a small paint repair done on my E Type! I slipped in my garage during one of the Covid lockdowns and stuck my bony elbow into the front guard!! A dent that really only I could see had to be removed and I approached a highly recommended painter, James King of Merlin Painters. Having got to know James and admired his work and other restoration projects in his shop, he mentioned that he worked in close association with R3 Fabrications and recommended I visited them.

The name on the R3 "tin" really says it all standing for Restorations-Restomods-Rods. They do not undertake insurance work. So, a technical evening for the Club seemed like a "must do" event.

After a very warm welcome from Greg and Glen, Greg took us for a tour of their current projects and then followed up with a

quick demonstration of English wheel metal shaping.

Their passion is to fabricate to original specifications or, whatever customising the customer wants but without the use of plastic fillers. For them it's all about super accurate metal shaping. Panel gaps are adjusted by correcting the metal, either by welding in new aluminium or steel, lead loading, not by adding bog. Rusted parts are acid dipped to remove all old coatings and rust, the corroded areas removed and new metal TIG welded to restore the panel with planished, barely visible welds. When panels are too far gone to restore, they fabricate from scratch using their suite of panel forming tools.

I soon discovered that Greg had history with Jaguars and in particular was the body man for the restoration of long time JDCA member Roger Munn's stunning Ellerslie Concourse winning Series 1 4.2 E type fixed head coupe. That in itself speaks volumes of the skills Greg has.

One of their most unusual jobs is a very rare and valuable Citroen DS Decapotable which required virtually every panel to be hand made because the original cars were custom built without factory production body spares.

Another challenging project is the 1959 Cadillac Biarritz



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Convertible that came in as a complete set of "lace curtains". Greg and Glen are in a 12-month process of exhaustive restoration of this very rare car. The body work currently sprouts dozens of Cleco™ temporary fasteners as used in the aviation industry for correctly aligning panels that are being removed for restoration. The idea being to install the Cleco™ before drilling out the factory welds so that when the panel is reinstalled, it goes back exactly where it came off.

R3's reputation is clearly growing, and they have been regularly commissioned for piece work on historic aircraft at Ardmore.

I think everyone found the visit very informative and as an added touch of hospitality Greg and Glen's family members were on hand to pass around some delicious monogrammed R3 cupcakes which everyone enjoyed. I'd like to take this opportunity to thank the whole R3 team for their generous gift of time and expertise to give us a glimpse of what goes into preparing bodywork of the highest quality. It really is an under-appreciated form of sculptural artwork.



NATIONAL RALLY JAGUAR DRIVERS' CLUB

To New Zealand Jaguar Drivers' Clubs

This notice is for the first stage registration for the National Rally to be held in Christchurch over Easter 2024. Starting program on Friday 29th March through Saturday 30th March and Sunday 31st March 2024.

A rally program will be sent out closer to the rally date within 2024.

The venue for all events is to be held at the Wigram Airforce Museum complex located at 45 Harvard Avenue, Wigram, Christchurch.

We have not as yet managed to secure final pricing for the Rally but be assured we are trying to keep this as affordable as possible for the venue and events and meals we intend to provide. Our mission is to get this below \$450.00 per person.

We have talked to a number of Hotels within Christchurch, and they are all keen to offer a discounted rate for delegates attending the National Rally and these are as follows:

Commodore Hotel

Address: 449 Memorial Avenue,
Burnside, Christchurch 8053

Phone: 03 358 8129

Novotel / Ibis

Address: 52 Cathedral Square,
Christchurch Central City, Christchurch 8011

Phone: 03 372 2111

Rydges Latimer

Address: 30 Latimer Square,
Christchurch Central City, Christchurch 8011

Phone: 03 379 6760

We have also registered with KiwiRail New Zealand and are negotiating a discounted Ferry crossing within the Inter-Islander Ferries. We will advise this as it is sorted and put in place.

We look forward to receiving your Rally registration for our National Rally and encourage you to do this to secure your place and be certain of attendance.

Any questions or queries then please contact by email for the best response.

Regards

Craig Murphy & Ken Winsloe

Chair & Organisers for the National Rally 2024

Jaguar Drivers' Club Inc

PO Box 1293

Christchurch 8140

(03) 348 5775 or 027 225 2003

Email: info@jaguardrivers.co.nz

Website: www.jaguardrivers.co.nz



JAG ON THE NET

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

Hammond's XJ - Part 2

<https://www.youtube.com/watch?v=zMBG10UK4Xk>

Jaguar Mk2 was Once the Fastest Saloon Car in the World

<https://www.youtube.com/watch?v=wfUI11R810>

Silent killer Jaguar I-Type 6 - TCS Racing

<https://www.youtube.com/watch?v=8ZUxgb3SGB0>



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



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.

Welcome! new members

- Miraaz & Angoma Peerbhai
1965 S Type 3.4L Auto Blue
- Murray Smallfield
MK 1 XJ12 S2 C
- Jason Vokes
1971 XJ6 S1 2.8L BRG, 1973 XJ6 S1 Daimler 4.2L Grey, 1981 XJ12 S3 5.3L Red
- Stu & Carina Julian
1967 E Type S1 4.2L 2+2 Green
- Neville & Ann Dodds
2022 F Type 5.0L BRG
- Antony & Corrine Michell
1951 XK120 Silver, 1964 E Type S1 3.8L OTS Golden Sands



MEMBERSHIP BENEFITS

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



1. Fuel Discounts:

Offer to the Auckland Jaguars Drivers Club members from NZ Fuel Cards

- BP: 9 cents per litre off BP's National Price
- Mobil: 11 cents per litre off the pump price
- Caltex and Z:
 - 7 cents per litre off the pump price
 - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
- Card fees are only \$1/card/month (normally \$1.53 incl GST)
- No transaction fees
- Payment by Direct Debit, twice-monthly.

If you are interested, please contact Robin O'Connor, robinconnor29@gmail.com to receive Online Application Details.

2. Archibald & Shorter: 10% discount on ALL Parts and Service.

3. Mainland Motoring: NZ's largest domestic shipping forwarder - See Advert in this Edition.

4. Rodney Jaguar Rover Spares: 10% on ALL parts - See Advert in this Edition.

5. A1 Hearing: Free audiological assessment worth \$75 - See Advert in this Edition.

6. Clubs Tool Hire: Contact John Munro - See Advert in this Edition.

7. Swann Insurance: Classic or Modern Classic Car insurance at very competitive rates. Phone: 0800 807 926

8. Arvensis Consulting: GPS Tracking for your Jaguar. Contact; info@arvensis-consulting.com. Quote 'trackmyjag' promo code to enquire about a 24 month subscription.

Watch this space for further deals...

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 zipped 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 zipped 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





JLR NEWS ANNOUNCEMENT

Credit JLR Media

Jaguar Land Rover Chief Executive Officer Thierry Bolloré, has today announced his resignation from the company for personal reasons, leaving on 31st December 2022.

Mr Bolloré said: "I am immensely proud of what we have achieved together at Jaguar Land Rover over the last two years. The company's transformation and acceleration towards a sustainable, profitable future as a modern luxury business is underway at great pace. I would like to thank the whole team for their dedication and passion, and I wish the entire organisation the very best for the future."

Mr Chandrasekaran, Chairman of Tata Sons, Tata Motors and Jaguar Land Rover plc said: "I want to thank Thierry for everything he has done at Jaguar Land Rover. The foundations for a successful transformation have been laid, leaving the company well poised for the future."

Taking over from today as Interim CEO will be Adrian Mardell. Adrian has been part of Jaguar Land Rover for 32 years and a member of the Executive Board for three years.

Dear Friends

It was remiss of me not writing earlier to thank you all for your warm hospitality during our visit to Auckland. We had the most wonderful time with great memories. I often reflect on our four-week adventure through New Zealand with huge fondness, so thank you all, and a special thanks to Tony, Dawn, Graham, Simon and to Luke for the use of the lovely car.

After Auckland we flew south to Queenstown to spend time with my son Fraser and his partner Megan. I was flattered to have been recognised by the pilot, Iain, who happened to be a huge Jaguar fan! Queenstown was amazing. We had the most fantastic time exploring the local environs, including several wineries! Yes, geographically it did remind me of Scotland...but warmer.

As winter sets in here, with temperatures below zero, I am sure you are all enjoying a wonderful warm summer. We will be spending the next month at our house in Scotland, where it's even colder. I will be thinking enviously of you all on the beach!

I wish you all a merry and happy Christmas and hope you all have a good break, and that Santa is kind to you.

Take care my friends and I hope we meet up next year.

Warmest regards

Ian and Fiona.



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

REAR TAIL LIGHT

Written by: Simon Crispe

Having just had my "new to me" 2011 XK 5.0 Portfolio serviced by the friendly folk at Archibald & Shorter Greenlane, I noted their observation that half the rear spoiler LED brake lights had failed. At \$650 + GST, I felt my first attempt at fixing a "modern" Jag was justified. After all, how hard could it be...to paraphrase a certain Top Gear buffoon!!??



i) Failing boot spoiler mounted LED brake light.

First I ordered part no. C2P14783 from SNG Barratt in the UK. A special order was required and they promised it would be with me in three weeks. Cost \$275 incl. shipping. They under promised and over delivered as pleasingly, the new LED arrived two weeks later.

Having previously removed the red cover clips (see photo ii) that hide the pair of fixing screws and identified the simple pair of Torx/Star head screws holding the lamp unit onto the plastic composite bootlid spoiler, I knew this was going to be a 10 minute job between other commitments!



ii) Easily removed cover clip over torx screw.



iii) Two Torx/star head screws easily removed with the correct screw bit.



iv) removing LED unit fixing screws with torx ratchet



v) That went well and the lamp unit released after a gentle pull. Note the red and black cables

After releasing the old LED, (see photos iii), iv) & v) it all got rather more complicated. There was no quick release cable plug I had hoped would be visible and easy to uncouple. The red and black cables disappeared off into a cavity below the composite spoiler into the alloy boot lid. I looked inside the boot lid and it became clear that the inner trim panel was going to have to come off too. Working around the edges I found there were a pair of attachment points on each side. (photos vi & vii). I was able to gently pry these off with my fingers without any damage to me or the panel.



vi) Left hand side trim clips removed.



vii) Right hand side trim clips removed.

However, there are two more clips that are of the visible type which release the rear centre section of the trim panel. These are a mushroom shape with serrated shanks that press into two holes in the inner alloy boot lid panel. (see photo ix).



viii) trim removal tool

With the help of a plastic trim clip remover (photo viii) available from Repco or Supercheap, these popped off to release the trim panel sufficiently for me to access the wiring within the boot lid.



ix) mushroom clip fixings for rear centre trim panel



x) rear centre clips removed

I fully expected to find a readily visible "plug and play" set up to release the LED from inside the boot panel, but this was not to be. Instead, I found an intermediate cable connection that links the two cables from the LED unit to the rest of the main boot loom. This intermediate cable was attached to the inner alloy panel of the boot lid with another mushroom clip and zip tie. (See photo xi). The only way I could release the intermediate loom was to gently press the end of the mushroom clip back through the inner boot lid panel using a small stubby screw driver. (See photos xi) and xii)

(continued on page 35)



CLASSIFIEDS

More photographs & details on JDC website

Jaguar XF 2016 Auto

Aluminium, Burgundy red with Bone leather upholstery. Low kilometers (57,800) and a very economical 2 litre turbo charged diesel engine with DEF system (diesel exhaust fluid AD Blue). Rear seats fold down; tow bar, cruise control, heated front seats, electric front seats, parking sensors front and rear, excellent reversing camera and owner's handbook. Service history available.

One owner. UK import in 2020. Asking price \$31,000 ono Peter & Paula Daye. Mobile 0272087973



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.

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 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

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

(continued from page 33)



x*i*) end of mushroom clip holding intermediate loom



x*ii*) Pressing end of end of mushroom clip holding intermediate loom, back through boot lid inner panel



x*iii*) released mushroom clip and intermediate loom (foam wrapped). Note cable connector clip at top right of frame.

With the intermediate cable released from the bootlid, I could now access the cable connector and release this from the main loom. I also detached the earth cable fixed to the bootlid via an 8mm set screw. See Photos x*iii*), x*iv*), x*v*).

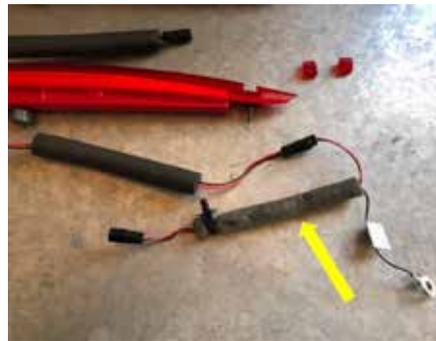


x*iv*) cable connector releasing intermediate loom



x*v*) releasing earth cable of intermediate loom

With all cables released the LED could finally be removed by pulling the loose cabling up through the composite spoiler on the outside of the boot lid.



x*vi*) old LED removed with intermediate cable (arrowed)

The next step was to remove the intermediate cable from the old LED unit and reconnect it to the new one. See Photo x*vii*).



x*vii*) new LED unit connected to intermediate & earth cables.

I then fed the intermediate cable connected to the new LED back through the boot lid spoiler into the boot lid cavity below. (See Photo x*viii*)



x*viii*) new LED cables fed back through boot spoiler

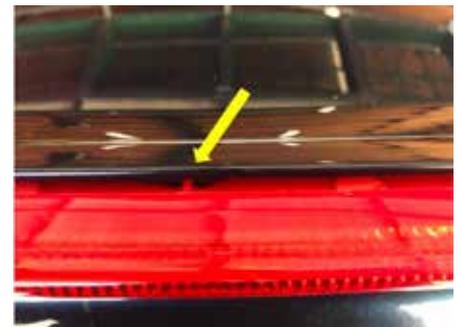
I reconnected the intermediate cable to the main boot lid loom and refitted the mushroom



x*ix*) intermediate loom reconnected to main boot loom

loom retaining clip into the inner boot lid panel. This was quite finger punishing to get my hand in between the inner and outer alloy panels of the boot lid so as to press the head of the mushroom clip back in. Then followed the reconnection of the earth cable and 8mm set screw.

I semi-closed the boot lid without latching it so as to refit the LED unit to the spoiler lip. This was not quite as straightforward either! There is a tiny acrylic alignment peg on the inside of the LED unit (see arrowed photo x*x*) that aligns with a small slot in the composite spoiler moulding. These two alignment points need to be positioned correctly as the two star head screws are re-tightened to bring the LED up tight onto the spoiler. This needs to be done with real care to avoid damaging paintwork or the plastic parts. I used some masking tape on the paint around where the fixing screws are located to ensure any slips did not cause damage.



x*x*) alignment peg on new LED

With the LED and cabling back in place, I tested it before reinstalling the boot lid inner trim. All worked as it should and I replaced the boot trim clips in the reverse order of removing them.

Job done, but not in the 10 minutes I originally allocated myself. It was 4 hours by the time all was back together, so unsurprising that A&S wanted such a good chunk of change to do the job. However, with a \$400+GST saving, a cleaning ale was justified...





CLASSIC COVER

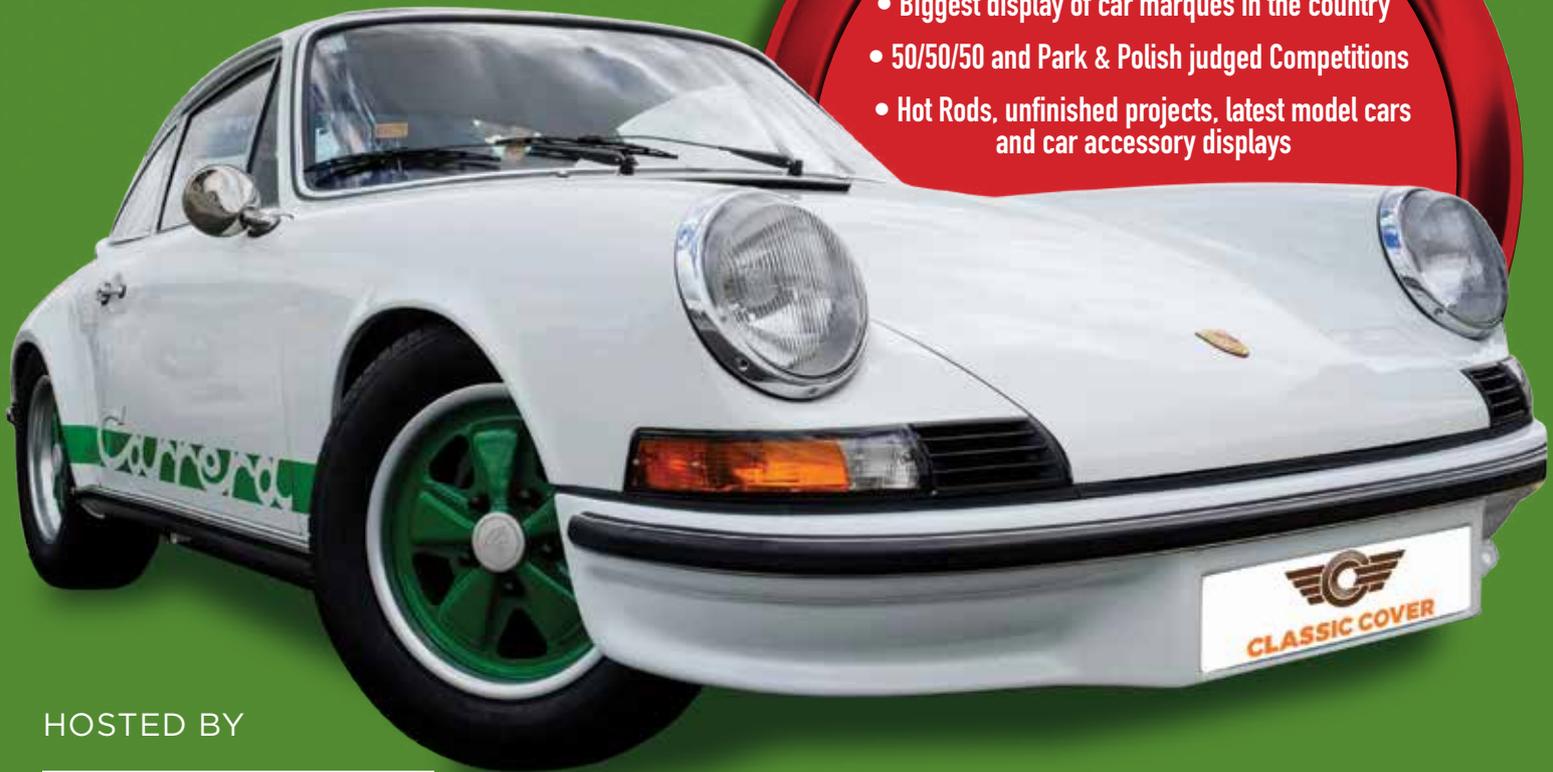
ELLERSLIE CAR SHOW



WORLD OF WHEELS

Sunday 12 Feb 2023 | 10am to 4pm
Ellerslie Race Course
concours.org.nz

- New Zealand's only independently judged Concours d'Elegance
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- 50/50/50 and Park & Polish judged Competitions
- Hot Rods, unfinished projects, latest model cars and car accessory displays



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