



AUCKLAND
JAGUAR DRIVERS'
CLUB



VOL. 44 | MAY | JUNE 2023

ELLERSLIE

A DAY AT THE RACES

JLR INVESTMENT



PRESIDENT'S REPORT

The magazine.

Welcome to the first online edition of the club magazine. In April's hard copy, I outlined the process we were undertaking to reduce magazine costs to a level where continued subsidy from our financial reserves is not required. The special subcommittee we set up, ably led by Pat Kerr, has finished its review and presented its recommendations to the full committee.

As part of their deliberations, they established a base line of costs for the printed edition and compared it with doing an online version. April's edition, which included some \$400 of savings compared with past editions, came in at \$4,250. By comparison, an online edition will cost around \$1,400, one third of the hard copy version. This is largely due to eliminating printing, binding, labels, plastic wrapping, and postage costs. While not included in these calculations, we now know that bulk mail costs are due to rise by a further 30% in the near future.

Using this analysis and making a series of conservative assumptions on Club expenditure and revenue, the subcommittee recommended that we proceed with a combination of 3 online and 3 printed magazine issues for the 2023/24 financial year. This will allow us to reduce the magazine cost as a proportion of overall JDCA operational costs. This online/printed combination will allow the magazine to be funded from annual income and should not require us to contribute anything from our financial reserves.

The Committee has unanimously accepted this recommendation. The publication schedule will be finalised shortly. While this meets our short-term objective of protecting club reserves, we will keep assessing the impact on members and incorporate their views into our future plans for the magazine.

It became apparent during the review that there are significant opportunities to expand our online presence, and income through greater integration between the magazine, our website, and social media. We received excellent input from several club members with expertise in this area. It's clear we can generate greater advertising revenue through this type of integration. The subcommittee will continue to work on this over the coming months led by Simon Crispe (Pat Kerr is not available for a couple of months) so expect to hear from them seeking your input.

Finally, I'd like to thank Pat, Gerard, Simon, and Robin for taking on the challenge of getting the magazine into financial shape. They've done an excellent job, well within the required time frame, of arriving at a solution before this year's AGM. Well done team.

Jaguar

As we edge closer to 2025, the year that Jaguar has promised to relaunch itself as an all-electric brand, the PR campaign to keep the brand prominent in consumers' minds is picking up. In an interview with Top gear magazine in late April, the head of design, Gerry McGovern, gave some insights into the design thinking behind the 'Reimagine' strategy.

He says he wants customers to forget about the great Jaguar designs of the past but remember the impact they had. "Think about the E-Type - can you imagine when that was seen for the first time? It was like it had dropped from space compared to the rest. Equally compelling was the XJS. It didn't try to emulate the E-Type, it started again."

McGovern has latched onto the 'a copy of nothing' mantra that Sir William Lyons used to brief his design teams. He says he wants Jaguar designs to 'provoke reactions' and that they will select the final designs for the 3 new vehicles on



their ability to 'shock'.

It seems there'll certainly be some 'sticker' shock. The price of the first new model off the rank, a four-door GT, is expected to be over NZ\$200,000. It's due to be 'unveiled' in 2024 which means it's unlikely to be seen here until 2025 so with only aging SUV's and the I-Pace likely to be available locally between now and 2025, it'll be a shock when a new Jaguar model actually appears in a showroom!

Best wishes,

Tony Wright

Club President

FROM THE EDITOR'S DESK

Welcome to another edition of your club magazine but in an electronic form. This edition will look very different to our usual printed version but hopefully provide the membership with as much info, interesting articles, review of events, and be packed with many extra surprises and clickable links. This is very much a trial and may play a small part in reducing the overall running costs of the Club Magazine in the future.



The March/April printed edition showed we could still produce a quality product while reducing the overall costs. Most of the feedback was very positive with several members only noticing the changes when they were pointed out to them. More background work is being done by the MAGOPS committee and things are on track to present at the upcoming AGM.

The Committee continues to request for your help. A few extra members added to the committee will help provide and maintain the variety of events on offer. A couple of key roles within the Committee are needed to be filled - Secretary/ Membership and Treasurer roles. These two roles are vital in keeping the club moving forward. If you think you can help, please contact Tony [Club President] for further information.

I wish to thank all those people that have helped produce and provide pieces for this issue. I hope you enjoy the interesting reads, the clickable links, and hope to see you at some events coming up later this year. One particular event that is worth the consideration is the Weekend Away to Russell.

Kind regards

Gerard Leeuw

Editor



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A DAY AT THE RACES without the races





It was my wife Mary Alice's and my first ever outing as an exhibitor and representative for the Jaguar Driver's Club Auckland at the recent Ellerslie Classic Car Show. So, it's an honour to be asked to write a brief story of the day.

The day started with our arrival around 7.30 a.m. Having never done this before we were unsure of how it all would work. After a quick last-minute polish of our '64 3.8 S-type and the '66 OTS E-type, we set off for the show, my brother Stephen driving the S-type and Mary Alice and I in the E-type with the top down, nervously scouting for the possible rain but ultimately arriving at Ellerslie dry.

We waited around in the carpark outside the Main Gate for orders, which gave us an opportunity to meet other club members and in particular Committee member Pat Kerr and her wonderful 1968 opalescent dark grey Series 1.5 E-Type. Originally purchased new in the US by her mother; 55 years later it has less than 25,000 miles on the clock! A brief attempt to free her stuck seatbelt failed but this was fixed later by a visiting expert. It was such a pleasure to meet Pat and throughout the day we were entertained with her wonderful stories of racing days in the UK and USA with her late husband Phil Kerr and his partner Bruce McLaren.

Eventually the more than twenty shiny Jaguar and early SS cars moved into the famous Ellerslie Birdcage Concours Circle in roughly 'age-of-vehicle' order, to position ourselves as the featured "centenary" marque under the enormous canopy of trees around the circle. A concours on the concourse!! A beautiful setting made even more attractive by the stunning parade of shiny Jaguars.

Notable Club vehicles included John Endean's '22 SS sidecar and '37 SS 1.5 Litre, Roger Munns' immaculate '66 FHC E-type, Richard Waugh's '54 Mark V11, Simon Crispe's famous '61 "outside bonnet lock" 3.8 E-Type OTS, Laurie Haywards' '65 3.8 S-Type, Eddie York's '66 420G, Don Bowater's '72 V12 E-Type, Paul Marchant's '94 X300 XJR, Jack Chapman's '96 XJS Convertible, Ron Richards' '97 XK8, Dean Wright's '06 XK and Larry Raynor Olive's '14 XJR Supercharged 5.0

We were able to set up a small picnic table and chairs under a large tree with a suitable British flag tablecloth. (Now featured on the Ellerslie car show web site!). Tea and biscuits

were served as we watched the sap from the trees gently drift down to settle on the paintwork. Thankfully, I later discovered Mothers bug and tar remover.

We enjoyed many conversations with interested car enthusiasts and fellow Jaguar Club members enjoying the show.

Greg Murphy, kiwi racer and roving petrolhead reporter for Sky Speed, interviewed John Endean about his collection of early cars. Greg was particularly impressed with John's passion for preserving the heritage and roots of the Jaguar Marque from its origins in Blackpool. Greg also interviewed Pat Kerr. They already knew each other from their shared interest in racing and Greg was fascinated to hear the amazing story of her survivor E Type.

We did venture out to the rest of the Ellerslie Classic Car Show, to discover there were other superb early and modern classic cars besides Jaguars. Yes really! The standouts for me were the classic Porsches and Ferraris, Lancia's and Volvo's, 2 beautiful old Auto Unions and the superb Citroen DS Décapotable (convertible). There were many other beautiful vehicles as well, but it was the people and their passion around whatever cars they were involved with, that we really enjoyed.

Of course, the highlight as always, was the superb collection of "Jaguars through the decades" and the fellowship of our many Club members who attended whether or not they had a Jaguar on display.

A really enjoyable day out and we look forward to the next one. A big thank you to the last minute organisers of the Club's display, Larry Price and his helper, Alex Postma, to the helpers involved in the background with dressing up and presenting these beautiful cars, to the club member helpers that were tasked with various jobs in making the overall event run so smoothly, i.e. Gate, Traffic and Parking duties, and finally to the organising committee of this BIG event - Wonderful World of Wheels.

Editor's Piece - Not only talking about historical cars, but the need to share stories about the history behind the owner's car. One such piece of history is to ask Pat Kerr to tell the story about the ashes in the ash tray of her E-type.



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

Dear members.

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or Sue Jenness -
jagclubak@gmail.com



Fish & Chip Run

Coordinator: events.jagclubak@gmail.com

Date and venue are confirmed.

Check the Events page of the Website for more details.

#20230716



Hallertau Brewery & Restaurant

Enjoy a Sunday drive along a prescribed route via the Eastern Beaches and Hunua Ranges, finishing at the wonderful establishment - Brewery - Hallertau.

Date - confirmed.

See the website for details

#20230806



Weekend away

Coordinator: events.jagclubak@gmail.com

Meet in Whangarei for lunch. Take a mystery tour up to Russell staying at the wonderful Duke of Marlborough. The plan is to visit the Hundertwasser Art Centre, Whangarei enroute.

Date, costs, and venue are yet to be confirmed.

Check the Events page of the Website for more details as the come in.

#20230902



THE ELLERSLIE CAR SHOW

AT THE HOME OF THOROUGHBREDS IS HORSEPOWER



I felt privileged to have been invited to display my XJR alongside a lineage of Classic Thoroughbreds gathered in the Parade Ring at a venue renowned for racing and its Hall of Fame. The overcast day was perfect for making images of people, and cars, and provided this shutter bug with the ideal opportunity to capture the vibe.

I will always remember this day, because for me to return to Ellerslie Racecourse after 35 years out to pasture, I recalled when I was the Official Photo Finish Operator for over 25 years. It was a glorious day when Queen Elizabeth II graced us with her presence and HRH's own black thoroughbred stallion, Balihai, raced home as favourite. Well as luck would have it, we were amongst royalty of another kind when the Honourable Mark Shorter esquire set up shop in the centre podium of the parade ring. I sought permission to approach the throne and seek audience with the Maestro who orchestrated the Inaugural Ellerslie Car Show some 40 years ago. I wish to acknowledge the reign of The House of Shorter like a winner salutes to the Judge, their contribution to Jaguar Cars. Mark was an apprentice mechanic before taking the reins fully qualified to ride high on the World of Sales. I think

that he has owned more E types than anyone else which goes to show a truly dedicated salesman who stood behind every Jaguar he ever sold.

Anyway, I reckon that the AJDC display of pedigree bloodstock was a magic moment in time, seizing a picture-perfect collection of absolutely stunning Jaguar Cars from the very first motoring concept as a motorcycle sidecar. Such were the glorious days of future past that inspired owner Larry Price to hand build a Jaguar D type racing car, and, judging by the interest by the paying subjects goes to demonstrate it's one of the most popular recreations of a curvaceous mechanical masterpiece. There was a refined stable of Jaguar E-Types, frisky XKs, Vintage and Classic stayers, that are worth a Sultan of Brunei ransom. Hearing fascinating stories from the owners reliving their past loving achievements with passion and being in the moment.

I have now reached the home straight and like the feeling of riding a favourite with hands and heels in the Auckland Cup, I get a thrill with the response of pace and grace as I lead the charge with my colleagues knowing we all backed a winner.





THE ROAD TO ELLERSLIE

Our road to Ellerslie 2023 started back on the 24th February 1988. This was when my father took delivery of his first new Jaguar, a XJ6 (XJ40). In the mid-80's my father (Owen) always aspired to own a new Jaguar, and finally decided to order a new Series 3, 4.2 litre in 1986, finished in Solent Blue with Saville Grey interior. The family had owned many Jaguars in the past but none of them were anything like 'factory fresh'. However, whilst this car was being shipped over from the UK, the car sustained damage in transit and was rejected by my dad, and the deal was cancelled.

Twelve months later the new XJ40 model was released. Completely re-styled, with a new engine, new suspension, and other refinements. This model was the first to introduce the 'J' gate to the automatic line up. This was the brainchild of Jim Randle which allowed the easy and rapid selection of gears for more lively motoring. This model marked the beginning of a completely new era for Jaguar. With Jaguar going through a major financial crisis at the time, this was the car that saved Jaguar, under the leadership of the newly appointed managing Director Sir John Egan.

In October 1987, Dad, never thinking he would be able to purchase a new Jaguar, took the plunge and ordered his personalised Jaguar XJ6 from Motor Corp Jaguar, Hauraki Corner, Takapuna. The colour was Jaguar racing green, with Doeskin leather, powered by the 2.9 litre SOHC version of the AJ6. The purchase price was \$111,475.00.

Safely delivered on the 24th February 1988, Dad drove the vehicle out of the showroom accompanied by me. The car was used sparingly over the years such as family outings and as our wedding car when Christy and I got married. Now as we enter 2023, our Jaguar has reached its 35th birthday, with only 79,000km. Something that we recently did find out, confirmed by the XJ40 registry, that this is a very rare car. One of only three left in the world in this specification.

The ownership of the vehicle passed to me in 2010 when my dad (and mum) moved into a retirement village. The car has featured in Ellerslie Concours de elegance three times. The first was in 1997, where it was placed second in Team's Event. Dad unfortunately passed away in 2017 at the age of 91 and was unable to see it displayed in 2018. Placed sixth in the Team's Event. As 2018's event was the worst weather event the Ellerslie Show has ever seen, I decided not to place the car back in the arena again.

However, as time goes on, things do change. With the support and encouragement of Simon Crispe, and the cancellation of the 2022 Event, I reconsidered and entered the 2023 event in the Survivor's Class. This gave me a year to work on the car and present it looking its best. I started first with the mechanical side and sent the vehicle away for a full service. The Interior was next with the Hood Lining was starting to drop. A very common issue with cars of this age. I had this replaced by Torbay Car upholstery. Mike Broadfoot did a fantastic job and I thank him for his very professional finish.



The final piece to the grand presentation was the exterior. I was lucky to have two great people who assisted in this final preparation. The first person was Grant Hawtree from Final Touch, specialist paint detailers. With the original 35-year-old paint, you need a specialist like Grant to keep it looking like a showroom car. The other person that helped me immensely was Paul Marchant. Very grateful to use his hoist to prepare the underneath of the car. The underbelly of the car was fully painted and prepared from previous events, so with very little use, it only required a light clean.

The event day was upon us. Troy from Central Towing was booked to transport the XJ40 to the event, as I didn't want to drive it. Once parked, a quick dust and a thorough look-over was required before the Judging commenced at 9.00am. 12 Judges in all with clean white gloves descended on the car. Each one covering a specific part of the vehicle. As they looked, peered, poked, prodded, lifted and recorded, they gave nothing away. I was up against many well-prepared cars in the Class so while they hovered over my Jag, I was thinking, 'Have I done enough to win!!'

After a few anxious hours, the Prize Giving presentation had started and the winners of the various categories were announced. To my surprise, I walked away as the survivor's class winner. 1st Place with the highest points ever - 910 points out of a possible 930 points. A great achievement with lots of people to thank. Upon taking the podium to accept the Trophies, I did have a little tear in my eye thinking of dad, knowing he would be looking down on me so proudly.



JAGUAR GENERATIONS



JLR TO INVEST £15 BILLION OVER NEXT FIVE YEARS AS ITS MODERN LUXURY ELECTRIC-FIRST FUTURE ACCELERATES

JLR today announced exciting plans to accelerate its transition to become the world's leading modern luxury car manufacturer revealing its Halewood plant, in the UK, will become an all-electric production facility and its next generation medium-size SUV architecture, electrified modular architecture (EMA), will now be pure-electric.

In an update to global media at JLR's centre in Gaydon, Chief Executive Officer Adrian Mardell reaffirmed the business's commitment to its Reimagine strategy, which will reposition the company as an electric-first, modern luxury carmaker by 2030, as JLR makes strides towards its financial goals of achieving a net cash positive position by FY25 and double-digit EBIT by 2026.

Two years ago, we launched our Reimagine strategy and since then we have made great progress, including launching two new critically acclaimed modern luxury Range Rover and Range Rover Sport models, joining the Defender family, for which there is record demand. We achieved this while navigating the headwinds of the pandemic and chip shortages, and successfully ramping up production of our most profitable models to deliver profit in Q3.

Today I am proud to announce we are accelerating our electrification path, making one of our UK plants and our next-generation medium-size luxury SUV architecture fully electric. This investment enables us to deliver to our modern luxury electric future, developing new skills, and reaffirming our commitment to be carbon net zero by 2039.

INVESTING IN NEXT GENERATION ELECTRIC MODELS

Announcing news of its next generation electrification roadmap, JLR confirmed it will start to invite applications for client orders for the modern luxury all-electric Range Rover from later this year. The first of its next generation medium-size modern luxury SUVs will be an all-electric model from the Range Rover family, launching in 2025 and built at Halewood in Merseyside, in a move that further affirms JLR's commitment to the future of the UK car industry.

And while EMA will now be electric only, as the trend to electrification in certain markets increases, JLR will retain the flexible modular longitudinal architecture (MLA) on which Range Rover and Range Rover Sport are built offering internal combustion engine (ICE), HYBRID and battery electric vehicle (BEV) options. This gives JLR uncompromised flexibility to adapt its vehicle line up to meet the needs of different markets around the world, that are moving at different speeds towards carbon net zero targets.

HOUSE OF BRANDS

As a next step within the Reimagine strategy, It was revealed JLR will move to a House of Brands approach, to amplify the

unique character of each of its brands - Range Rover, Defender, Discovery and Jaguar - and accelerate the delivery of the company's vision, to become proud creators of the world's most desirable modern luxury automotive brands for the most discerning clients.

Commenting on the House of Brands approach, JLR's Chief Creative Officer, Professor Gerry McGovern OBE said:

Pivotal to our Reimagine strategy is the formation of the House of Brands, which is a natural evolution, with a purpose of elevating and amplifying the uniqueness of our characterful British marques. Our ultimate ambition is to build truly emotionally engaging experiences for our clients that, overtime, will build long-term high equity for our brands and long-term sustainability for JLR.

JLR also announced that the first of three reimagined modern luxury Jaguars will be a 4-door GT built in Solihull in the West Midlands, UK. With power output more than any previous Jaguar, a range up to 700 kms (430 miles), and with indicative pricing from £100,000, new Jaguar will be built on its own unique architecture, named JEA. More details of the new 4-door GT Jaguar will be released later this year, before going on sale in selected markets in 2024, for client deliveries in 2025.

"We have radically reimagined Jaguar as a modern luxury brand. The key to Jaguar's transformation is that the designs convey that they are a copy of nothing,"

With Range Rover, the original luxury SUV, available for pre-order in pure electric form later this year, and the first of three breath-taking electric reimagined Jaguar models to be launched in 2025, we are stepping into an incredibly exciting new electric era for JLR as a modern luxury business.

INVESTING IN JLR'S UK INDUSTRIAL FOOTPRINT

In addition to the news that its Halewood plant in Merseyside, UK, will become an all-electric production facility and its next generation medium-size SUV architecture, electrified modular architecture (EMA), will now be pure-electric. JLR also revealed its Engine Manufacturing Centre in Wolverhampton, UK, currently producing Ingenium internal combustion engines for its vehicles, will have an electric future producing electric drive units and battery packs for JLR's next generation vehicles. It will be renamed the Electric Propulsion Manufacturing Centre to reflect the move.

In positive news for the future of the historic Castle Bromwich site, JLR confirmed that its stamping facilities that prepare pressed body metalwork for JLR's vehicles will be expanded to play a key role in the company's electric future, by providing body work for next generation electric vehicles. JLR continues to explore options for other parts of the Castle Bromwich site.



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for more pictures



Written: Bryan Airey | Photos: Larry Raynor Olive

HAMILTON CLASSICS MUSEUM



In spite of it being Mother's Day, a good number of us met at Papakura for our coffee fix. It started with one table and ended with four pushed end to end. The Jag Club made their presence felt.

Tony welcomed us and introduced new members Dale and Laura Daniels, proud owners of a beautiful black F-type, supercharged of course. Robin then gave us an introduction to the rally outlining in detail various tricky spots with the assumption that we would remember at the appropriate time.

The trial started right on time at 10.00 am, with the F-type's leaving the car park as if they were at Pukekohe. The rest of us left at a more leisurely pace as befits a classic Jaguar. Some missed the prompt start and meandered down the motorway direct to the museum. Those doing the trial left the motorway at Drury and headed up the old Great South Road. It is hard to believe that this quiet country road was Auckland's main route South prior to 1994. We headed past the infamous old St Stephen's College which was closed about 20 years ago because of the "culture of violence" Education Review Office report and the Anglican Trust's financial difficulties. We understand that there were now plans to re-open it shortly. The route took us under the motorway, East through the Bombay Hills towards Mangatawhiri. We could not help but wonder why this relatively poor farmland was not being used for housing instead of building on the beautiful market garden soil on the other side of the motorway. We were surprised to find that we were now on State Highway 2 heading towards Tauranga rather than Hamilton.

We continued to wind our way Southeast through land that was still flooded in parts from the recent heavy rain. At last, on Orini Road a sign that said Hamilton. Orini was an import-

ant township in the 1950's and 60's when it was law that all goods being transported more than 70 miles had to go by rail. This law was labelled inefficient, expensive, and slow. Most timber for Auckland was coming from the middle of the North Island and so a hub was formed at Orini, about halfway between Rotorua and Auckland. A truck and trailer would take a load of timber or logs from Rotorua to Orini, drop the loaded trailer unit at Orini, where a truck from Auckland would take the loaded trailer North while the Rotorua truck took the empty trailer South.

Heading further South we came to the township of Whiti-kahu. This whole area was originally a deep swamp and eel fishing ground for the local iwi. In the late 1800's, a living could be made digging Kauri gum out of the swamp before it was drained and turned into more productive land to grow flax for the local mill. As the drained land dried out the peat caught fire from time to time. The land use then changed to the general farming that we see today. There were fires on the Hauraki Plains too. We can both remember as children driving across the Hauraki plains with our parents in thick smoke from the peat fires.

We did not take a wrong turn until we reached the outskirts of Hamilton when much to my navigator's protestations, I followed the Jaguar in front down a wrong road. Our group in our naturally asperated Jaguars were a bit late for lunch and noted that the super charged F-types had almost finished theirs. We heard that a convoy of F-types had been seen blasting down the country roads East of Hamilton. Poor old Mr Plod in his Skoda did not have a show of catching them. Time to enjoy the Classic Museum.

Thanks to Tony for organising the day and Robin for an interesting trial.



MYSTERIES AT THE MUSEUM

Written & photographs
by Larry Raynor Olive



Well, I can once again confirm that the distance from Hobsonville to Papakura BP can't be travelled in less than half an hour in accordance with the traffic law. I activated the talking speed warning co-pilot a few times before we arrived at 10:06am, only to discover that the main AJDC convoy of over a dozen modern classic Jaguars waits for no man. Having already slipped mooring and set sail for the Classics Car Museum Hamilton, via the calmer back country waters of the mighty Waikato region and leaving us in their wake. As luck would have it, Paul Marchant was dragging anchor and explained that he was attending to Mother's Day family commitments first and would catch up with everyone later, shouting as he sailed past, "follooooo Jaaaack". While scoping for the notorious Caribbean pirate, I spied a silver 'Grey Wolf Cruiser' XJ8 named IDL JAG with Captain Jack Chapman at the helm. Jack had seen us and was waiting patiently in the channel for this 'Great White' XJLR to get in behind, and with a shower of spray, we were escorted safely all the way.

Arriving at the Classic Museum earlier than others, allowed precious time to exchange observations and destinations of interest. Also allowing us to meet with new members like Nina and Willy who are rebuilding a Jaguar D type and say that they can hardly wait to join in for a "Lap of Honour" or two. By getting to know one another a little more each time we meet up, we discovered the delightfully real people behind the Jaguar Driver's persona and their dreams and passions. The Jukebox Diner was our first port of call, and was well patronised with locals, car enthusiasts and travelling tourists alike.

After our refreshments it was time to satisfy our curiosity and

enter the Holy Cathedral of Classics. Pushing open the large photo mural doorway revealed a portal back in time to when motor vehicles were as big as boats and as small as a torpedo. An era when petrol was dispensed from bouser pumps in gallons for only a few shillings. A bedazzling showroom with a balcony overhead and a spectacular display of dozens of truly exotic and wonderful automobiles. Also, bright and colourful memorabilia just takes your breath away, especially if you had the job to valet them all. Then low and behold I saw an apparition, an Austin A40 in original condition unlike me now. This model was my very first car when I got my license aged 16. A sight for sore eyes as she rekindled fond memories of my darling Devon with twin chrome tail pipes burbling sweet dulcet tones.

I would have needed a futuristic time machine to enable a dream that one day, I would own a car with double twin tail pipes and roars like a wild jungle animal. I would also need the writing skills of Jules Verne to describe the most awesome spectacle of two, three and four wheeled chariots and colourful petrol company signage, is truly a sight to behold and it felt like taking a "Journey to the Centre of the earth". If you need a reason to spend a morning or afternoon in Hamilton, then a visit to this Classic Museum should be your excuse.

Hats off to Robin and Maureen O'Connor for coordinating and scouting the scenic drive beforehand, (making numerous detours from the original plan) ensuring a smooth trip on such a special Mother's Day outing. Thank you both very much, from everyone and hopefully be seeing you again soon, when we will drive to some undetermined place at an undetermined time in the unforeseeable future.





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Paul Walbran Motors Ph 09 817 8194

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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.



GO KARTS & CHOCOLATE

A weekend away was definitely required when we saw the Go Karts Jaguar versus Daimler challenge at Hampton Downs was scheduled for the 28th of June. Gail and I put our hands up and headed south from the Bay of Islands for a spot of Go Karting. When I asked Gail what would she like to see on the way down, there was a clear request to visit all the chocolate shops we could find.

Bennetts Cafe in Mangawhai offer a liquid chocolate shot along with a wide selection of delicious treats. Then on to Matakana for a hot chocolate at Honest Chocolate contained in an edible cup. Arriving on Saturday morning the Matakana market was in full swing, and we came across even more chocolate with a jar of liquid chocolate from Swiss Bliss perfect for DIY hot chocolate at home. Then rolling further south for a warmup lap or two at Hampton Downs, before our final stop of the day at LaLa Land in Raglan for a fantastic hot chocolate and some dinner.

High on chocolate we were ready for the Go Karts the next morning, but not before stopping at the Hampton Downs café for a hot chocolate to start the day and a chat to some of the fellow drivers. At this time, we were informed that Daimler was not represented by any drivers at all.

It has been a long time since a real Daimler existed with production of Daimler V8 engines ending in 1968. This was the last year a true Daimler was produced, even if it did use a Jaguar Mark II body. The Daimler DS420 limousine was produced until 1992 and did not have an equivalent Jaguar car. It was built with a Jaguar XK engine and based on a modified version of the Jaguar 420 platform, so ultimately was a Jaguar dressed up in "drag". This limousine was used by many members of the royal family continuing a long association with the Daimler Motor Company that dated back to 1900 when King Edward VII who at the time was the Prince of Wales, purchased the first Daimler to be used by royalty.

From 1968 the Daimler became an upmarket brand of various models that Jaguar produced. The first Daimler badged Jaguar was the 420, followed by Daimler versions of the Series 1, 2, 3, XJ40, X300, X308 and X350 saloons. The last Daimler was completed in 2007 and no Daimlers have been built since. With no new Daimlers to keep the brand alive it appears that the drivers of these cars have become as scarce as the cars themselves. This meant the outcome of the racing Jaguar vs Daimler was guaranteed from the start which took some of the pressure off the competition.

Team MAS made up of Mark and Mary-Alice Thomas along with Brian, Jeri, Chase and Blake Lomas had 3 generations of their family along for a day at the races.

Team Crispe resplendent in their white overalls, to begin with at least, could only manage 2 generations with Sam and Patrick joining Simon on the track. It is a few years before Tui or Benjamin are expected to drive, both still being under 3 years of age and not tall enough to participate, yet.

Team Leeuw with Gerard and Logan representing the team on the track and Lynette recording the event as the official photographer.

Team Chapman completing the family day out was Jack with his sons James and Will.

Team BOI with Gail and myself racing each other as much as the other contestants.

Team Bowater saw Don taking a break from his E Type restoration and embarking on something equally as challenging; requiring the same commitment, attention to detail and bravery. Lynley also showed some impressive improvement on the day.

We had our cheer leaders at the event as well unable to race for various reasons, Maureen O'Connor (her attendance is another story), Paul and Alison Ingram and past Club events coordinator, Steve Heaney, all made it along to support the Jaguar team.

The track started the day with a lot of moisture on it from the overnight dew, but fortunately the perpetual rain this summer did not arrive until much later in the day. The track slowly dried out, but a cautious start was necessary to navigate the damp track on slick racing tires. Some of the shady corners made for interesting manoeuvres from the karts claiming a couple of victims as they spun off the track. Of note, was Simon Crispe in his pristine white overalls that turned a very muddy shade of brown during his offroad adventure right in front of the spectator stand. Not sure this little cross-country excursion was going to help his lap times. By the state of the Kart plastered in mud, his lap times were taking a big hit.

On the track we were all racing ourselves as it is the fastest lap times that count, not how many people you overtake. I suspect Patrick Smith missed this part of the driver briefing, especially the part about never passing on the hill, as he enjoyed the overtaking part the most and was relieved that the officials turned a blind eye to some of his manoeuvres.

Due to a serious accident since we last raced, the karts have been slowed slightly. With lap times last year approaching 29 seconds per lap there was no way we were coming close to this anymore. The best times are now 31 seconds per lap. This may not seem like much, but there is a noticeable difference when you are flying down the hill (and not passing) onto the main straight.

All karts are equal, but some are more equal than others. It is the luck of the draw on which kart you end up in, which does play a part. Logan and Gerard seemed to draw the short straw this year, with a kart change seeing Logan post some much better times when he finally got a kart that was quick enough to get around the track without his right foot flat to the floor the whole time. A note to new players for 2024, Kart 20 was a very slow cart and one to avoid.

After two goes each, we all headed back to the Aoraki Café for yet another hot chocolate, lunch and prize giving. Simon tallied the scores and announced the results. There was very little difference between the top karts with the fractions of a second separating the top 3.

The fastest driver on the day was Will Chapman with a time





of 31.841 and was awarded the wonderful Cybil Lupp trophy and a Club cap. Gail Pearcy came in second with a time of 31.918 and had bragging rights as I was 3rd with a time of 31.931. It will be a while before I will be allowed to forget this. I am still being reminded of my defeat in the Gymkhana at the National Jaguar Rally in New Plymouth two years ago. So, Gail will add this to her list of achievements.

It was a close race for the biggest improvement from the first laps on the track to the second time on the track. Mary Alice Thomas, Lynley Bowater and Blake Lomas all showing dramatic improvement in their times. Blake, one of the youngest competitors, was beaming when he took home the trophy for the biggest improvement on the track and Mary-Alice won the wooden spoon for the slowest lap times of the day.

A call out to all Jaguar drivers for next year from Gail who is trying to get enough female drivers on the track to have a

race for women only within the Jaguar group. Next year it may be Jaguar vs Jaguar, Boys versus Girls or Jaguar vs MG? Who knows what will unfold in the next 12 months, but I am sure it will be a lot of fun and there will be plenty of chocolate to keep us going.

Editor's Note - With regards to Maureen O'Connor's attendance. As we arrived at Hampton Downs, we noticed Robin O'Connor leaning on a large rock at the entrance dressed in his racing regalia. We all thought that it was very nice of Robin to play his part in greeting us all to today's club event. We stopped and chatted to Robin to find out the real reason for him waiting rather embarrassingly at the gate. He was waiting for Maureen to drop off a spare set of keys for his car. While preparing his XJR for the Historic Racing Club Finale on the main track, he had accidentally locked his set of keys in the boot. Note to Robin - 'Fix internal boot release'.



Jaguar TCS Racing take off from Tempelhof after successful weekend

Mitch Evans finished fourth for Jaguar TCS Racing in the eighth round of the ABB FIA Formula E World Championship



Mitch Evans lined up P5 on the grid after successfully making it through to the qualifying Duels in damp conditions. He was defeated by the eventual pole sitter Robin Frijns, while teammate Sam Bird started in P11.

In another captivating and strategic race, around the 2.355km German circuit, Mitch held his position off-the-line for the first four laps. When the two ABT race cars and DS Penske's ATTACK MODE strategies came into play, Mitch started to move up the order before taking the lead of the Berlin E-Prix on lap six. The team executed another strong energy management strategy which saw Mitch move between fourth and eighth for the majority of the race, making some impressive overtakes along the way. For the third race in a row, Mitch has demonstrated the pace of the Jaguar I-TYPE 6 and scored solid points for the team.

Sam was also in a competitive position, climbing his way through the field, but was unfortunately hit from behind and forced into the car in front, damaging his front wing. The Brit pitted for a new front nose but without a safety car, Sam was unable to catch the back of the field and finished nineteenth, out of the points.

The Jaguar customer team Envision Racing celebrated their first win of the partnership. Nick Cassidy's win marked the

third Jaguar-powered win in a row this season.

Jaguar TCS Racing remain third in the 2023 ABB FIA Formula E World Championship teams' standings.

We had another strong race here in Berlin today. After making history yesterday with our first 1-2 since 1991, this was a race that ultimately could have gone our way, in the end we narrowly missed out on the podium. Mitch drove a fantastic and composed race to secure fourth place and score really strong points for the team. The race was about track position at the right time, and it didn't quite work out today in terms of the podium. Sam was very unlucky to be hit from the rear, which propelled him into the car in front and damaged his wing. It's hugely frustrating when someone else's mistake hinders the result and what was potentially a double points finish. In summary though it's been a very good weekend for the team here in Berlin. We have been fast and efficient on all race tracks this season and this bodes well for the rest of the The 43-lap race provided gripping racing from start to finish. Sam Bird lined up on the front row of the grid after making it through to the qualifying Duels finals. The Brit topped Group B with a time of 1.05.975 before going on to beat the Avalanche Andretti of Jake Dennis and the NIO 333 of Dan Ticktum but was pipped by the Jaguar-powered Envision of Sebastien Buemi in the finals.



Historic first 1-2 finish for Jaguar TCS racing in Berlin

Mitch Evans lined up P9 on the grid after he just missed out on the Duels by six-thousandths of a second and finished fifth in Group A.

With the lead frequently changing in an action-packed E-Prix and in an effort to save energy, Mitch was able to carve his way through the pack, carefully avoiding the carnage along the way. Sam Bird took the lead of the race at the Tempelhof circuit on four different occasions and both drivers worked together to maximise efficiency. In total there were eight different leaders but Mitch took the chequered flag, with Sam Bird just behind him. In an energy critical race where the tow effect is strong, the Jaguar TCS Racing team executed a perfect strategy and the superior pace and efficiency of the Jaguar I-TYPE 6.

Jaguar TCS Racing remain third in the 2023 ABB FIA Formula E World Championship teams' standings, closing the gap to Tag Heuer Porsche to just 26 points.

What a race! Our first 1-2 in the ABB FIA Formula E World Championship. With Sam on the front row and Mitch back in P9 we knew the race today would be all about a clever strategy. We needed to keep calm, work together and progress and that's exactly what we achieved. Everyone put in a fantastic performance and these results don't come without incredible effort from the whole team. It was an incredibly challenging race with the amount of overtakes and it was about making the right decisions at the right time, avoiding any issues and having a car that could achieve the result that we did today. I am so proud of all of the team, our first ever 1-2, some big points towards our championship campaign and we hope to score more solid points tomorrow. A 1-2 finish is something none of us will ever forget.

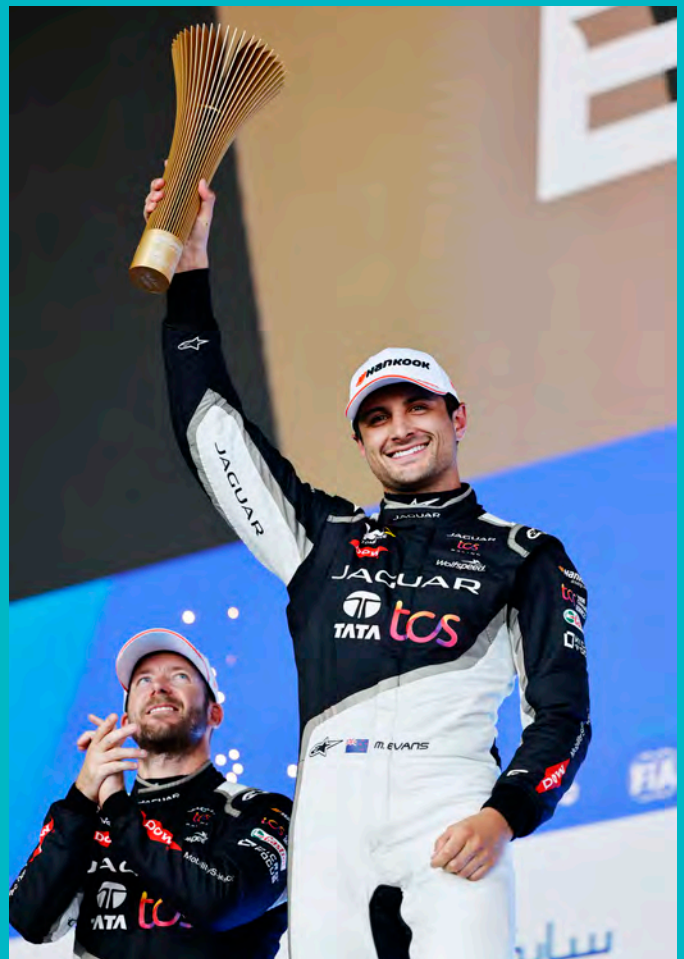
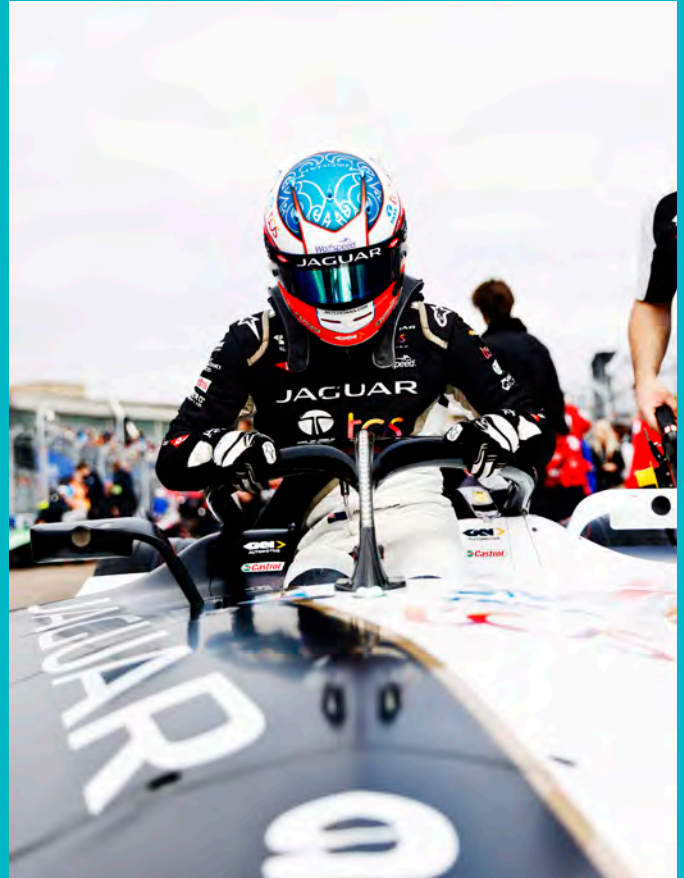
JAMES BARCLAY- JAGUAR TCS RACING TEAM PRINCIPAL

It's an incredible feeling to get back-to-back wins, particularly in Formula E where it's so challenging. I needed a couple of good races and this is exactly what the team delivered today in Berlin. There is still a long way to go this season but the main thing is we're back in the hunt. Both Sam and I are up there in the fight and we need to keep building on what we've achieved so far.

MITCH EVANS - JAGUAR TCS RACING DRIVER, #9

We've made history again today. It's the best result Jaguar TCS Racing have ever achieved and it's huge credit to all of the amazing people that work in this team. I feel like we've been working towards this for a while now but to get back-to-back double podiums feels incredible. We have a competitive package and it was very well executed by the team and we hope to fight for more points and podiums again tomorrow.

SAM BIRD- JAGUAR TCS RACING DRIVER, #10





Whenever a forlorn old car is unearthed these days, the question which immediately gets asked is whether to restore or preserve it? Usually, an element of both is necessary so the question is really where does one draw the line? Of course, when a car is uncommonly rare, original and historic, the correct answer is almost certainly to restore the bare minimum and preserve the rest.

This Swallow-bodied 1931 Standard Big Nine is certainly rare. Only six are known to remain. As found, it was also undeniably original, with enthusiasts agreeing that it had the most complete and correct interior of the six. Unfortunately, it was in a terrible state, with many people writing it off as beyond salvation.

Fortunately, one enthusiast recognised that it was invaluable as a historical reference point and vowed to revive it. Four years later, the Standard Swallow is driving around just as if, scruffiness aside, it had never been off the road. Some further work is going to be necessary - the body will have to be painted if it is to be adequately protected from the elements - but it demonstrates precisely the right balance to strike between restoration and preservation.

It isn't going to be stuffed away in bubble-wrap, either; the owner intends to drive the car as originally intended, to the benefit of all who set eyes on it. Zack Stiling tells how it was put Back on the Road in the May issue of *The Automobile*, available now.

Comments

I had to paint the bonnet and wings, these are steel and had been covered with red oxide paint and had done nothing to protect the metalwork. I stripped back to bare metal and repainted.

The rest of the car is aluminium, the paint is too far gone and I will strip and repaint. I live by the sea, so a salty atmosphere, and the car will need all the protection it can get! I have found samples of the original "primrose yellow" and RAL 1000 is a very close match (as it can be - the passage of 93 years will have taken its toll) and I will repaint in the same way as it was done in the factory, i.e. primrose yellow all over the body with the black applied directly onto the same, no evidence of a black undercoat having been used, direct application onto the gloss paint!

The photos are how it was before I bought it.



RESTORATION



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QUEEN'S PLATINUM JUBILEE DEFENDER 130 TO ENTER ACTIVE SERVICE WITH THE BRITISH RED CROSS



The specially converted Defender 130, donated to the British Red Cross in commemoration of Her Majesty Queen Elizabeth II's Platinum Jubilee, is to enter active service in North Wales. This unique vehicle will be instrumental in helping the charity support those in difficult-to-reach communities such as the Snowdonia mountain range, Llyn Peninsula and Isle of Anglesey.

Working with the British Red Cross, of which Queen Elizabeth II was Patron for 70 years, the Defender 130 has been adapted in line with Jaguar Land Rover's modern luxury principles to include advanced communications features. With Wales ranked the second-worst area in the UK for 4G data coverage in rural areas*, the Defender's ability to stay connected will be essential along the region's coastline, mountainous terrain and remote locations.

The vehicle includes an enhanced 4G-connected antenna to provide a strong signal whatever the location, a built-in phone, a VHF radio for communications and an upgraded telematics system with GPS tracking. A solar power system on the roof will charge an auxiliary battery to power accessories when the engine is not running so that the vehicle can stay connected for longer.

Further valuable storage space has been created by removing the Defender 130's third row of seats. A fitted drawer system will allow teams to transport equipment such as blankets, food and first aid supplies, meaning the vehicle will be well equipped to respond to a range of emergencies such as storms, floods, fires and freezing conditions.

Anti-bacterial wipe-clean seat covers and rechargeable torches with charging points also feature among the adaptations, for added practicality, while the built-in water boiler

will allow the British Red Cross to provide hot drinks in times of crisis.

Laura Wood, Brand Partnerships, Experience and Collections at Jaguar Land Rover, said: "For almost 70 years we have partnered with the British Red Cross, continually seeking ways to grow and support their work through our vehicles and technologies.

"Together, we continue to reach people in isolated and rural communities all over the country. This new Defender 130 is particularly important and will support those most in need in North Wales. It is also a poignant way to celebrate Her Majesty's 70-year patronage and dedication to the work of the British Red Cross."

Chris Davies, Head of Crisis and Emergency Response at British Red Cross, said: "For almost seven decades, British Red Cross volunteers have been responding to emergencies in Land Rovers.

"From fires and floods to storms and power outages, our partnership with Defender has helped us to be there for people in a crisis. This generous donation will have a massive impact on our emergency responders in North Wales, ensuring that we can continue to support people wherever they are and whatever the British weather can throw at us."

Before starting its working life in North Wales, the vehicle will be on display at the Royal Windsor Horse Show (11-14 May), an event that was regularly attended by Queen Elizabeth II. Visitors to the show can see the Defender 130 and learn more about Jaguar Land Rover's long-standing partnership with the British Red Cross.



Purpose-driven: Unique purposeful vehicle will be instrumental in helping the charity to support those in difficult-to-reach communities across North Wales.



BUILT-IN PHONE AND VHF RADIO

Allows emergency response teams to communicate from remote locations



4G-CONNECTED ANTENNA

Provides a strong signal to keep response teams connected, whatever the location

EXTERNAL CHARGING POINT

Provides electrical power for a range of devices in the most remote locations

SOLAR POWER SYSTEM

Charges an auxiliary battery to power accessories when the engine is not running

UPGRADED TELEMATICS SYSTEM

Includes 4G tracking so that the vehicle's location can always be identified

EMERGENCY RESPONSE LIVERY

Identifies the vehicle as one designed to support in emergency situations

WATER BOILER

Allows responders to provide hot drinks to keep people warm during colder conditions



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Secretary: Call Committee and AGM meetings, take minutes, confirm agenda, write minutes. Generate emails to members via MoST system as and when needed in consultation with Committee members.

CLUB TREASURER

Manage the Club's Financial income and expenditure, including monthly financial reporting to the Committee and annually to Membership at the AGM. Monitor the Club bank account. Regular liaison with the Committee Membership/Secretary with regards to new memberships. Working with our MoST invoicing system and balancing all payments to our Events. Pay all invoices. File annual GST return. All accounting and club invoicing is handled via XERO. Working with XERO is therefore a big advantage but not a prerequisite.

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EV'S... ARE YOU READY TO JUMP?

"I love electric vehicles – and was an early adopter. But increasingly I feel duped."



Sadly, keeping your old petrol car may be better than buying an EV. There are sound environmental reasons not to jump just yet.

Electric motoring is, in theory, a subject about which I should know something. My first university degree was in electrical and electronic engineering, with a subsequent master's in control systems. Combine this, perhaps surprising, academic pathway with a lifelong passion for the motor-car, and you can see why I was drawn into an early adoption of electric vehicles. I bought my first electric hybrid 18 years ago and my first pure electric car nine years ago and (notwithstanding our poor electric charging infrastructure) have enjoyed my time with both very much. Electric vehicles may be a bit soulless, but they're wonderful mechanisms: fast, quiet and, until recently, very cheap to run. But increasingly, I feel a little duped. When you start to drill into the facts, electric motoring doesn't seem to be quite the environmental panacea it is claimed to be.

As you may know, the government has proposed a ban on the sale of new petrol and diesel cars from 2030. The problem with the initiative is that it seems to be based on con-

clusions drawn from only one part of a car's operating life: what comes out of the exhaust pipe. Electric cars, of course, have zero exhaust emissions, which is a welcome development, particularly in respect of the air quality in city centres. But if you zoom out a bit and look at a bigger picture that includes the car's manufacture, the situation is very different. In advance of the Cop26 climate conference in Glasgow in 2021, Volvo released figures claiming that greenhouse gas emissions during production of an electric car are 70% higher than when manufacturing a petrol one. How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, many rare earth metals and huge amounts of energy are required to make them, and they only last about 10 years. It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.

Unsurprisingly, a lot of effort is going into finding something better. New, so-called solid-state batteries are being developed that should charge more quickly and could be about a third of the weight of the current ones - but they are years away from being on sale, by which time, of course, we will have made millions of overweight electric cars with rapidly



OPINION



obsolescing batteries. Hydrogen is emerging as an interesting alternative fuel, even though we are slow in developing a truly “green” way of manufacturing it. It can be used in one of two ways. It can power a hydrogen fuel cell (essentially, a kind of battery); the car manufacturer Toyota has poured a lot of money into the development of these. Such a system weighs half of an equivalent lithium-ion battery and a car can be refuelled with hydrogen at a filling station as fast as with petrol.

If the lithium-ion battery is an imperfect device for electric cars, it's a complete non-starter for trucks because of its weight; for such vehicles hydrogen can be injected directly into a new kind of piston engine. JCB, the company that makes yellow diggers, has made huge strides with hydrogen engines and hopes to put them into production in the next couple of years. If hydrogen wins the race to power trucks – and as a result every filling station stocks it – it could be a popular and accessible choice for cars.

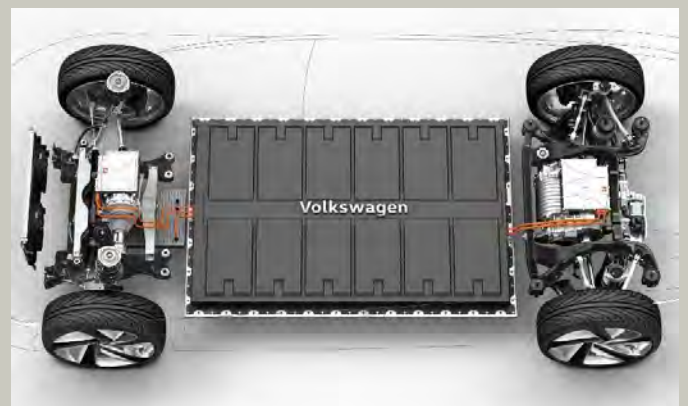


A Volvo hybrid car undergoes emissions tests for the campaign group Transport & Environment in 2021. Photograph: Emissions Analytics/Reuters

But let's zoom out even further and consider the whole life cycle of an automobile. The biggest problem we need to address in society's relationship with the car is the “fast fashion” sales culture that has been the commercial template of the car industry for decades. Currently, on average we keep our new cars for only three years before selling them on, driven mainly by the ubiquitous three-year leasing model. This seems an outrageously profligate use of the world's natural resources when you consider what great condition a three-year-old car is in. When I was a child, any car that was five years old was a bucket of rust and halfway through the gate

of the scrapyard. Not any longer. You can now make a car for £15,000 that, with tender loving care, will last for 30 years. It's sobering to think that if the first owners of new cars just kept them for five years, on average, instead of the current three, then car production and the CO2 emissions associated with it, would be vastly reduced. Yet we'd be enjoying the same mobility, just driving slightly older cars.

We need also to acknowledge what a great asset we have in the cars that currently exist (there are nearly 1.5bn of them worldwide). In terms of manufacture, these cars have paid their environmental dues and, although it is sensible to reduce our reliance on them, it would seem right to look carefully at ways of retaining them while lowering their polluting effect. Fairly obviously, we could use them less. As an environmentalist once said to me, if you really need a car, buy an old one and use it as little as possible. A sensible thing to do would be to speed up the development of synthetic fuel, which is already being used in motor racing; it's a product based on two simple notions: one, the environmental problem with a petrol engine is the petrol, not the engine and, two, there's nothing in a barrel of oil that can't be replicated by other means. Formula One is going to use synthetic fuel from 2026. There are many interpretations of the idea but the German car company Porsche is developing a fuel in Chile using wind to power a process whose main ingredients are water and carbon dioxide. With more development, it should be usable in all petrol-engine cars, rendering their use virtually CO2-neutral.



Increasingly, I'm feeling that our honeymoon with electric cars is coming to an end, and that's no bad thing: we're realising that a wider range of options need to be explored if we're going to properly address the very serious environmental problems that our use of the motor car has created. We should keep developing hydrogen, as well as synthetic fuels to save the scrapping of older cars which still have so much to give, while simultaneously promoting a quite different business model for the car industry, in which we keep our new vehicles for longer, acknowledging their amazing but overlooked longevity.

Friends with an environmental conscience often ask me, as a car person, whether they should buy an electric car. I tend to say that if their car is an old diesel and they do a lot of city centre motoring, they should consider a change. But otherwise, hold fire for now. Electric propulsion will be of real, global environmental benefit one day, but that day has yet to dawn.

Rowan Atkinson is an actor, comedian and writer



WHAT WILL THE NEW JAGUAR LOOK LIKE?

here's what we know... By Tyler Duffey

Jaguar Land Rover announced a new corporate strategy called "Reimagine" back in 2021. The plan does include significant changes for Land Rover, but those changes pale compared to those coming to Jaguar – as JLR will reimagine the storied British luxury-slash-sports car brand from nearly the ground up.

JLR has been tight-lipped about Jaguar developments since that announcement. But here's a rundown of what we know so far.

Jaguar is going all-electric by 2025



Jaguar will become an all-electric car brand by 2025, and they will do so with almost an entirely new vehicle lineup. The current Jaguar internal combustion lineup will be scrapped. Jaguar has also already killed off an XJ sedan successor that was just about ready for production. The I-Pace EV will likely be the only current car that survives into 2025.

Jaguar will relaunch with three new SUVs



According to Autocar, Jaguar will launch with three (or really two) all-new electric SUV models. The smaller one will be sold in both two and four-door versions, positioned as two separate SUVs. It will offer both single-motor and dual-motor AWD versions. It will be joined by a larger four-door SUV only offering a dual-motor AWD powertrain.

The vehicles will likely be sportier and more overtly road-going to distinguish themselves from Land Rover. And per Motor Trend, the larger flagship Jaguar model may retain the XJ nameplate.

Jaguar is now one of four JLR brands



"Jaguar Land Rover" is no more. The company confirmed plans to rebrand itself as JLR. Jaguar will be one of four divisions in a House of Brands strategy that will also include Range Rover, Defender and Discovery lineups.

That repositioning could sort of make sense for Jaguar. Presumably, Range Rover will be the luxury EVs, Defender will be the off-roading EVs and Discovery would be the more affordable EVs. That could leave a niche for Jaguar to offer sportier options.

New Jaguar EVs will run on an in-house-developed platform



Jaguar won't buy a platform for a third party to cut costs as many industry experts predicted. Instead, the new vehicles will run on an in-house EV platform, dubbed "Panthera," which will be co-developed with Magna. Expect 800-volt charging, sophisticated cloud architecture and everything else a high-end EV need to launch with in 2025.

Expect Jaguar to go dramatically upmarket



JAGUAR FUTURE

The days of Jaguar selling sub-\$50,000 cars appear to be numbered. Per Autocar, Jaguar's smaller SUV may start in the £80,000 to £90,000 range, which works out to about \$100-\$110,000 in America. High-end versions may end up around \$150,000. And \$150,000 could be the starting price for the larger SUV, which could stretch up to \$250,000 and challenge the likes of Bentley. That pricing would make the I-Pace the entry-level Jaguar.

Reducing lineup complexity and coming in at a higher price point would presumably – if the project is successful – help Jaguar be more profitable.

When will we see the new Jaguar cars?



Not for a while. Per Autocar, Jaguar wants to show not tell with this transition. As a result, the brand may stay mum until it has a flashy, almost-production-ready prototype to show off. And that may not happen until late 2024 – though we'd expect more details to be announced or leaked before then.



So, all of these Jaguar changes are set in stone? Not exactly. Jaguar Land Rover CEO Thierry Bolore, who was spearheading all these big changes, just resigned after a mere two years at the helm. JLR currently has its CFO serving as interim CEO.

New management almost inevitably leads to altered projects, focuses and timelines. We could see Jaguar broaden its vision; or, we could also see JLR's owners, the Tata Group, opt to shutter Jaguar altogether and focus on three Land Rover brands.



THE NEXT STEP FOR JLR

2025 Jaguar EV to be £100,000 four-door GT with 430-mile range

By Mark Tisshaw

All-new and bespoke JEA platform for most powerful Jaguar yet; prototypes to hit the road this year.

Jaguar's crucial second electric car will be revealed next year.

The first car in the reborn Jaguar line-up will be a four-door electric GT and the most powerful model in the brand's history.

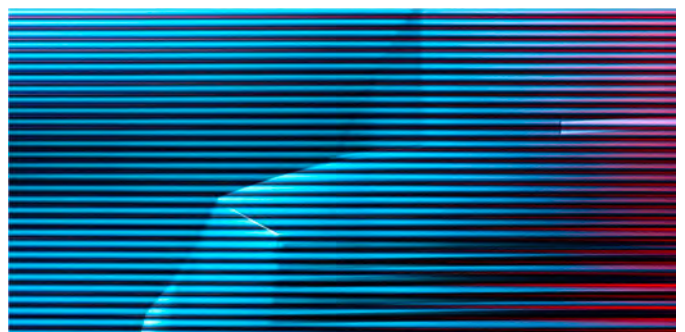
The new GT will be revealed in 2024 and on sale in 2025 as the first of three models in the new Jaguar family. Each will be built on an all-new bespoke EV architecture called Jaguar Electrified Architecture (JEA).

Confirmed today as part of an update to the Jaguar Land Rover (JLR) Reimagine strategy, the new Jaguar will have a range of up to 430 miles and a starting price in excess of £100,000.

It is likely to have two motors for four-wheel drive and a power output in excess of 575bhp. The target time for charging is 200 miles of range in 15 minutes.

Full details on JLR's Reimagine update: Jaguar Land Rover will not build its own EV battery factory

Prototypes of the new GT will hit the road before the end of the year, ahead of its reveal in 2024. Virtual testing of the car is already almost complete ahead of this crucial next phase of its development, where the car will come to life for the first time, having been previewed officially for the first time today.



JAGUAR FUTURE

JLR's chief creative officer Gerry McGovern said the styling of the GT and subsequent future Jaguars would be "the copy of nothing", invoking the mantra and philosophy of Jaguar founder Sir William Lyons.

He said it was an "honour" to be asked to lead the rebirth of "a brand as loved and cherished" as Jaguar and vowed to return it to its past positioning as a 'true British luxury brand'.

He referenced the E-Type and XJS as models that provided a blueprint - but not a retro copy - for how the reborn Jaguar would operate in creating shocking but beautiful designs and how the current Jaguar range was created under a different strategy that the brand would no longer be following.

CAR REVIEW

NEW Jaguar I-Pace Review

It looks the part, promises 0-60mph in 4.5sec, has a near-300 mile range, and is among the first luxury EVs to arrive from an established brand. Can the I-Pace topple Tesla?

He said: "The E-Type in its time looked like it had dropped from space. The XJS was equally compelling and a copy of nothing. It started again and didn't copy the E-Type. The designs of current Jaguars aren't bad. The strategy was more one of universal appeal and chasing more mainstream premium, which made the cars more normal. We want to go back [to the old philosophy]. It's a complete reimaginging."



McGovern said the four pillars of future Jaguar design would be exuberance, fearlessness, uniqueness and progressiveness.

"Being exuberant is a real task, as there's nothing else around like that," he added. "Jaguars need to have a jaw-dropping moment, a sense of wow."

The three new Jaguars are the result of an internal design competition that encompassed everyone in JLR's creative team across all brands. The creative team was split into three teams as part of Project Renaissance, which McGovern believes will go down as a pivotal moment in Jaguar's history, with each given the same brief to create a family of models for Jaguar's future.

A total of 18 cars were created as full-sized models in just three months across the teams, but the winning team ac-

counted for just three of them. McGovern said the verdict on choosing this team's design was "unanimous": "There was no debate. We said 'that's it.'"

"We derived the design direction from there and evolved the designs from those three cars. The designs are at an advanced stage."

Autocar understands that while the first model will shock, the second and third models will reinforce that design and the models will clearly all be part of the same family.

The two cars to follow the GT, likely to be crossovers, will come at a rate of no more than one per year after the launch of the initial car.

Volumes will be around 50,000 cars per year for the range as a whole. The cars will all be built at a new dedicated area within JLR's Solihull production facility.



Nick Collins, JLR's vehicle programmes executive director, said the JEA too "was the copy of nothing" and no other EV architecture would "allow for such exuberant designs, proportions, refinement and performance".

Lennard Hoornik, JLR's chief commercial officer, said the investment in Jaguar stood at around £1 billion. "We're investing in Jaguar not just for its heritage but for its future."

Around 100 suppliers have already committed to the new Jaguar project, which isn't just about creating new cars but also changing every part of the brand and how customers interact with it.

"We're creating an entirely new brand, new business models and new competencies, with every part of the client journey reimaged," said Hoornik. "The way cars are bought [and] are serviced, this is all being done from the ground up, including online and offline journeys."

This ground-up reinvention includes dealers and Hoornik said Jaguars "would not be available everywhere", confirming reports that the firm is going to reduce the number of dealers selling its cars.

"But equally, there will be a range of three other brands [Range Rover, Discovery and Defender], all electric and with dedicated areas," he added, a reference to the fact the Land Rover brand would be taking a back seat, with Range Rover, Discovery and Defender becoming model ranges in their own right alongside Jaguar in a four-strong line-up of JLR brands.

Commenting on the relaunch of Jaguar, new JLR CEO Adrian Mardell said: "Jaguar will not disappoint. It will begin to put right unfinished business."

He said it wasn't a "last chance" for the brand and that "this



JAGUAR FUTURE

cat was going to purr". "There are no such things," he said on whether it was a last chance. "We create chances by what we deliver. I believe this brand will be here in 50 years."

McGovern doesn't believe the new brand positioning for Jaguar will alienate existing customers, although he admitted there will always be those resistant to change.

"Things have to move on, and we're going to create such a compelling proposition that if there's red blood in their body..." said McGovern on whether this new Jaguar would appeal to existing customers.

"EV is a propulsion method, as is ICE. EV can be as compelling as long as you have everything else with it. It's like with watches: when a new one comes out, you still prefer the old one, but over time you see what it's about and you change your mind.



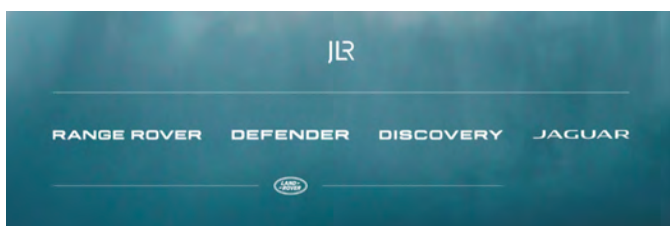
"We respect existing customers, but we're going after new ones as well, ones who think less about the vehicles and are more culturally driven, more artistic. When you go to something new, people look back - but that's fine."

McGovern showed a brief teaser image of the new Jaguar that gave little away, but he said that going electric "opened up more space inside" and allowed for the "exuberant proportions".

Hoornik said the cars had "wowed" people in clinics and the firm had been "pleasantly surprised" as to how they had viewed the value proposition of the cars and the new brand.

2023 JLR RELEASE – 1ST JUNE

Jaguar Land Rover unveils new JLR corporate identity as it accelerates modern luxury vision



Jaguar Land Rover has unveiled its new corporate identity today, as part of its move to a House of Brands organisation.

The new brand identity aspires to remove ambiguity and bring to the fore the unique DNA of each of JLR's brands - Range Rover, Defender, Discovery and Jaguar - as well as accelerate the delivery of the company's vision to be Proud Creators of Modern Luxury.

Commenting on the new identity, JLR CEO Adrian Mardell, said: "Today is an exciting day as we unveil a new identity for our company as part of our House of Brands approach. I'm confident this perfectly illustrates JLR's ambition in the modern luxury space."

JLR's Chief Creative Officer, Professor Gerry McGovern OBE, said: "This is the next chapter of our Reimagine journey to become a truly modern luxury business. The new JLR identity will bring clarity to our clients and act as a unifier for our four distinct British brands."

The creative process behind the new identity focused on elegance, modernity and a forward-thinking essence to exhibit the direction and ambition of the company. The descending j aspires to add elegance, while the lighter weight of the emblem illustrates the step change to refinement and modernity.

JLR reaffirmed today that the Land Rover brand will remain a key part of the company's DNA. Land Rover continues as a world-renowned and important heritage mark, remaining on vehicles, websites, social media and retail sites, underpinning the world-class Range Rover, Defender and Discovery brands.

JAGUAR AROUND THE WORLD – NEWS CLIPS

1. JLR will not build its own EV Battery Factory

Jaguar Land Rover will not build its own electric vehicle battery factory, company CEO Adrian Mardell has confirmed. JLR has been linked with several gigafactory sites across the Midlands and beyond over recent years but has now confirmed it will instead become the "anchor partner" of a planned gigafactory by its parent company, Tata. This factory will be in Europe, but not necessarily in the UK.

"JLR will not be building a gigafactory. That is not in our plans," Mardell said, speaking to the media for the first time since taking over from Thierry Bolloré as JLR CEO in November. An announcement from Tata was "hopefully imminent", Mardell added, but even so he expected it to not be on stream for four to five years.

[Read more:](#)

2. JLR to test autonomous cars at three new sites

By Felix Page

JLR opens three new European R&D centres in Bologna, Madrid and Munich with partner Nvidia



JAGUAR FUTURE



All Jaguar and Land Rover models will be equipped with Nvidia's software from 2025

Jaguar Land Rover has expanded its efforts to develop autonomous driving technologies for future models, opening new research centres in Bologna (Italy), Madrid (Spain) and Munich (Germany).

The three new hubs will work on advanced driver assistance systems and artificial intelligence (AI) for "self-driving cars of the future", according to the British car maker.

Underpinning these future cars will be a suite of hardware and software from American computing giant Nvidia, with which JLR signed a deal a year ago.

[Read More:](#)

3. Mitsuoka

The Mitsuoka Viewt is a series of retro-styled subcompact cars sold by the Japanese automaker Mitsuoka, intended to resemble the 1963 Jaguar Mark 2. It was initially a modification of the Nissan March/Micra until 2023. The Viewt Story which was introduced in February 2023 is based on the Toyota Yaris (XP210) hatchback .

[Read More:](#)

[Company Advert:](#)

[Toyota Yaris double - Read More:](#)

4. 62 E-type

A very special early original 1 owner 1962 E Type FHC for sale in Australia.

[Read More:](#)

5. "Sir William Lyons - The man who made Jaguar" - A digital exhibition.

The Jaguar Daimler Heritage Trust (UK) is excited to announce a major innovation in the world of industrial heritage. Working

with Andrew Nahum, curator and historian, Peter Grimdsdale, author and TV producer and Painting the Cave (a specialist in creative digital technologies) the Jaguar Daimler Heritage Trust has devised a new and original virtual journey through the life and work of one of Britain's greatest carmakers and designers, Sir William Lyons.

Uniquely, in the motor industry, Lyons combined the roles of company boss with that of chief stylist. He was personally responsible for the dramatic shapes of the cars he built, which won worldwide admiration. His contribution to British design stands alongside figures like Terrence Conran, Mary Quant and Alec Issigonis. This is the first exhibition devoted to his work, showing how his unique eye for style evolved from motorcycle sidecars to dramatic racing and road cars. It is also the first vehicle museum experience to be originated online. From the first SS sidecars to the E-Type Jaguar, it gives a vivid 3-D tour in virtual space through Lyon's life and his creations. This ground-breaking online exhibition journey draws on the Jaguar. Daimler Heritage Trust's collection of vehicles and archives, exhibited at the British Motor Museum in Gaydon and the Coventry Transport Museum. This virtual exhibition gives new access to some of its precious treasures.

[The exhibition:](#)

6. Deconstructing the engine that dominated Le Mans

The experts at Classic Jaguar in Austin, Texas, disassembled an example of our subject powerplant so we might better understand what made it tick. There may be no better guides on Earth.

This is Jaguar's XK engine. From 1951 through 1957, the inline-six mill cleaned house at Le Mans. A nearby poster from '57 details that dominance. "The Fifth Jaguar Victory in Seven Years," it proclaims, listing the 24-hour race's finishing order: "1st Jaguar, 2nd Jaguar, 3rd Jaguar, 4th Jaguar, 6th Jaguar."

[See more:](#)

[See more:](#)

7. In the global race to dominate green technology, Britain is still tying its shoelaces.

By Andrew Rawnsley

[Read more:](#)

8. Jaguar I-Pace Recalled - for Battery Thermal Overload

Jaguar Land Rover, which makes the all-electric Jaguar I-Pace SUV, on May 30 issued a Safety Recall Report with the NHTSA for a voluntary recall of 6,367 I-Pace vehicles from model years 2019-2024 built at its Graz Vehicle Assembly Plant in Graz, Austria.

The report said I-Pace vehicles have experienced thermal



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overload of the vehicle's high voltage battery pack assembly made by LG Energy Solution Co. that causes smoke or fire underneath the vehicle. It said the defect could result in an increased risk of injury to occupants or persons outside the vehicle as well as property damage. The report did not list any specific instances of injuries or property damage.

Recalled vehicles will receive an update to the Battery Energy Control Module software that will monitor the battery pack assembly operational status that indicates where the battery contains conditions which may lead to thermal overload condition, the report said.

The software provides an enhanced level of driver warnings in relation to battery condition and where the software determines a risk exists, the high voltage battery charging capacity is limited to 75%, according to the report. The warning message and associated owner guide instruction directs the driver to take their vehicle to a Jaguar retailer for diagnosis and, as required, repair.

The retailer will inspect and, if necessary, replace the affected battery module/pack, and there will be no charge to the owners for this repair. Jaguar Land Rover dealers will be notified June 8, and vehicle owners will be notified July 21, the report said.

9. Epic Cross-Country Adventure in F-Type 75

As Jaguar accelerates towards an exciting electric future, the launch of the final 2024 model year F-TYPE 75 and R75 petrol sports cars feels particularly special. A select group of motoring journalists were flown to Spain to experience a significant milestone for an iconic vehicle. In a thrilling 800km, 48-hour journey they travelled from Sitges on the sparkling Mediterranean to San Sebastian on the Atlantic Ocean.

 [Read More:](#)

10. Jaguar's Jewels - 10 Engines that shaped their history.

Jaguar is one of the most recognizable and highly respected automobile brands the world over, having produced some seriously significant cars over the last century - including prominent sports cars, which many have become iconic and timeless classic cars, like the XK120 and XKE.

The British brands constantly produce handsome cars with sleek lines, sumptuous leather interiors, and perhaps most importantly, some super-slick engines too. That's what we'll be focussing on here, because as you'll soon see, over the last 101 years Jaguar cars have been powered by some genuinely impressive engines.

Constantly pushing the boundaries...

 [Read More:](#)

JAG ON THE NET

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



[London to Bath : MK II Jaguar 1963](#)



['63 MK II CMC Restoration](#)



['63 MK II Robbers Favourite](#)



[Jaguar XJ13 Race Car](#)



TALKING ABOUT THE C-X75 - ALMOST FAMOUS FOR A DAY



Ian Callum certainly deserves to be famous for his stunning designs that many of us enjoy driving on a regular basis. When I heard that Ian was coming to give a presentation for the 100 years of Jaguar celebration it was the so called 'push' I needed to start a project that was at the end of a long list of other projects I had to complete. This project was to build a "buck" for the Jaguar C-X75, one of Ian Callum's designs that never made it into production. A buck is the wooden frame that is used to shape the panels to create the body of a car. With the celebration dinner fast approaching there was some haste required to get this project completed and the approval to display the buck on the evening of the Gala dinner. I could claim my few minutes of fame by association, show casing Ian Callum's design flair in an artistic way.

Well, that was the idea at least. The Jaguar C-X75 never made it into production, but a show car was built featuring twin turbines powering electric motors. The response to this show car was so overwhelming that Jaguar went ahead to develop the prototypes of a car that could be sold.

Five cars were produced and developed to the point where they could be driven by some lucky members of the motoring press. The turbines were replaced with a supercharged and turbocharged 1600cc V4 engine producing a huge 500hp and revving up to 10,000 rpm. Coupled with two electric motors, the C-X75 had a total of 890 hp which gave the acceleration of a Bugatti Veyron, the emissions of a Toyota Prius, and the all-electric range of a Chevy Volt. Not only was the car drop-dead gorgeous, it could also set the standard for performance at the time. Unfortunately, Jaguar management decided not to proceed with the production of a limited run of these stunning vehicles. Even if they had, it is very likely they were well out of my budget all the same at somewhere around 1 million pounds.

Fortunately, this was not the end of the Jaguar C-X75 as by special request it starred in the James Bond movie "Spectre" driven by the bad guy, Mr Hinx. For the movie seven cars were created by Williams Advanced Engineering, who also worked on the prototype cars. The movie cars were purpose built for the movie around a steel spaceframe, with Porsche suspen-



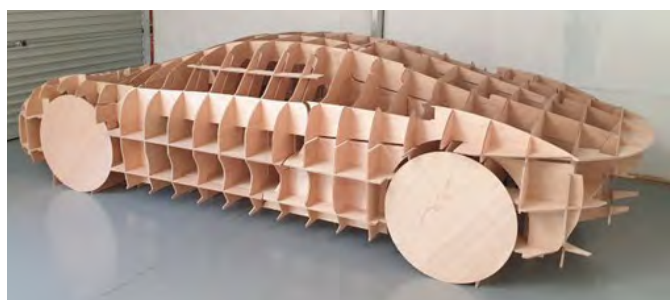
JAGUAR DEVELOPMENT

sion, a detuned Jaguar supercharged V8 and a McLaren gear-box. The standard V8 turned out too much horsepower and kept destroying driveshafts. These cars might have looked like the real thing but were very different underneath the body panels.

Here begins my story with an article in Top Gear talking about a guy in South Africa building his own buck to produce a replica of a Ferrari 250 GTO, which was well out of his price range. He was offering to create a buck for other vehicles, and I asked for the design of the Jaguar C-X75. I had this digital file, but now needed to turn it into reality in time for the big event.

The next step required the pattern to be cut out of 30 sheets of 9mm plywood and for this we used a CNC router to cut the pattern. Unfortunately, the Cut Shop was unable to get a supply of wood in time for the big event and I was left to source a supply of marine ply to be delivered in time. Next

the digital files did not talk well to the CNC machine and there was much back and forth with emails to resolve this issue with our deadline now looming. Finally, the cutting was complete and my 3D jigsaw was ready to be picked up, but it was still not smooth sailing with a road closure due to an accident resulting in a long detour for Gail and Aurora collecting the parts from Auckland.



Assembly began with just a few days until the Jaguar 100-year celebration was set to get underway. There is nothing like a bit of pressure to get things done. Each panel is numbered and slotted together to fit into the other panels. Some of the panels were challenging to assemble as there were many joints to slot together, but it went together very well. Every piece slotted together as expected and the Jaguar C-X75 took shape. In the middle of the assembly, I had a sailing race to complete from Auckland to the Bay of Islands. Setting off at 9.30am on Friday with 170 boats for the 119 nautical mile race. After a difficult night with 20 knots of wind filling in at about 11pm at night, we arrived in the Bay of Islands at 6am on Saturday morning. Time for just one hour's sleep before finishing the assembly of the buck. Unfortunately, I was unable to make the 100-year picnic celebration that many of you enjoyed.

Sunday morning all that was left to do was to load the buck onto the trailer for its trip to Auckland and then a few final challenges arrived. We had hired a car trailer to transport the buck to Auckland, but we discovered the C-X75 is a very wide car. At over 2m wide it would not fit on the trailer. We tried to suspend it above the trailer so it wouldn't bang against the sides and break off the fragile pieces that shape the side skirts of the car. There was no easy way to secure the buck to the trailer to manage the 4-hour trip to Auckland and ensure the buck made it in one piece. There was also no way to get a different trailer in time for the event on a Sunday in the middle of a long weekend.

I was glad to be able to make it to the Jaguar 100-year celebration dinner, even without the C-X75 buck to display. I thoroughly enjoyed the evening and getting the opportunity to meet Ian Callum. Ian Callum certainly deserves the recognition for his incredible design work and has earned the right to be famous with or without the C-X75 buck to recognises his abilities.



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 \$29,850 ono Peter & Paula Daye. Mobile 0272087973



For Sale

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

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



It is free for club members to advertise classifieds in this magazine (\$10 to include a photo)
Please e-mail the text/photo to jagclubak@gmail.com
Non members may also advertise @ \$50 per issue (\$80 to include a photo)

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

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

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



CLASSIFIEDS

Chrome Jaguar hub caps

Set of 4 Jaguar chrome hub caps. all show shallow signs of corrosion however are dent free. Internal diameter is 260mm. The Jaguar label is detachable. Would look great once dechromed

malcolme@xtra.co.nz, ph 021784812

\$60 per set of four.



Workshop manual for Mk 7/ XK120

This is in good condition although shows some sign it has been used in a workshop environment. \$40 plus postage

malcolme@xtra.co.nz

021784812



For Sale, Sills for a Mk2 Rob Andrew

Pair of brand new door sills for Mk2 Jaguar . Ex UK including freight and GST cost NZ\$700, sell for NZ\$475 ONO.

Rob Andrew

at arjay2@xtra.co.nz or 0212417591

1954 Buckler 90

Being offered for sale is beautifully restored 1954 Buckler 90

The car is fitted with a 1172cc Ford 10 motor and a rare Alva overhead conversion

Road registered and a current race logbook.

A very rare car, so don't miss this opportunity to own.

Price on enquiry.

Contact Anthony Munns

021 582738



More photographs & details on JDC website

1953 Jaguar XK120M FHC 3.4l 6-cylinder

Experience automotive perfection with this immaculately restored XK120M

Price on enquiry.

Contact Anthony Munns 021 582738



Free Magazines

I have some mags to give away that collectors may find valuable: All are in pretty good condition and one dates to 1990.

- Jaguar Greatest Hits - Classic and Sports car
- Kiwi Cats Jags in NZ - NZ Classic Car
- NZ Classic featuring an E Type - July 2022
- NZ Classic Driver featuring Spitfires - August 2022
- Jaguar Magazine (Australia) - 4 issues
- Jaguar World (UK) December 2021
- Thoroughbred and Classic Car (UK) January 2020
- Practical Classics (UK) June 2000!
- Classic and Sportscar (UK) Jaguars included. October 1990!

Phone Alan: 021 909 952

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.

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

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