



CA *Talogue*

EXPRESS December 2023

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS CLUB INC.

Lakeland Prowl 2023



The 2023 Lakeland Prowl was held recently, organised by Janine and Alan Race. Our happy band of 12 cars met in Balclutha, then toured south through the Catlins, stopping at the Nugget Point lighthouse, Catlins Cafe for morning tea, Purakanui Falls, Papatowai picnic point for lunch, Lake Wilkie, Curio Bay, then through to the Ascot Park Hotel in Invercargill.

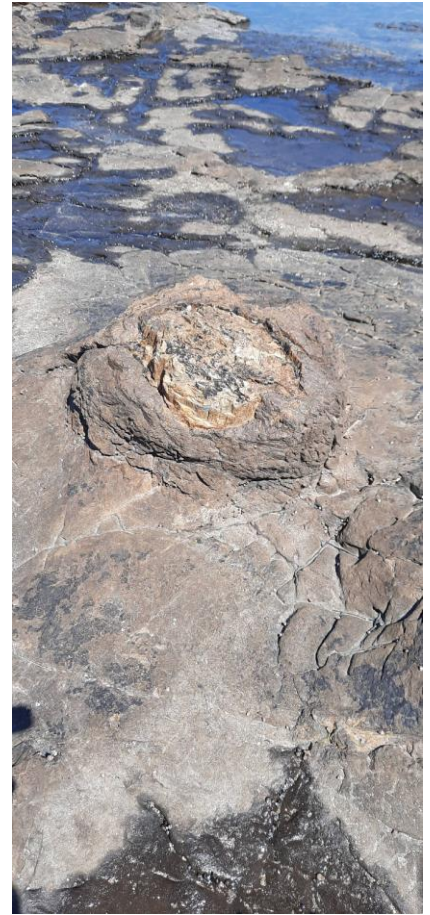
In the following photo montage you will see points of interest on the way, followed by the Saturday night dinner with the announcement of the winners of the Prowl. More information over the page.....





New members John & Wendy Gray drove their 1968 340.





Oh darn, David & Barbara have won again?!





On the Sunday morning, we drove out to Tudor Park Country Stay and Garden, where owner Joyce Robins made us very welcome. We wandered around her expansive and lovely garden, and were treated to morning tea, including her famous muffins. Southland members Alan & Sally Bryce joined us for the tour. We completed the formal Prowl activities with lunch at the Grille Cafe at Bill Richardson Transport Museum.



Joyce speaks to the gathered prowlers.



Many thanks to Janine & Alan for a wonderful tour and the great weather! How did they manage that? Many more photos can be found on our Facebook page.

President's Column

Kia ora.

Meri Kirihimete everyone. It is hard to believe that this is the last edition of CATalogue for 2023. No doubt some of you will have been on the Lakeland Prowl over the last weekend of November which is a bit of a signature event for the club and last run for the year with just the Christmas lunch to finish 2023. Don't forget to let me know if you'd like to come to the lunch as I need the number of attendees.

We were unable to join in the Prowl but I have no doubt Alan and Janine Race will have produced a Prowl full of surprises.

But rest assured there are plenty of events to look forward to next year with a visit to Momona Airport in late January to see the Rescue Fire crew, the Dunedin Brit and Euro Car Show in February and the National Rally in March, with others yet to be planned throughout the year.

With the coming of Christmas it is timely to think what the wish list would be for the discerning Jaguar owner. I have chosen a few that you may be interested in. Probably top of my list would be the original factory C-type XKC 044 that is on the market for what is expected to sell for US\$4.5 million. Considering there were only 53 built and it has a known history I suppose someone will be prepared to pay that amount. It won't be me. For a little less you could pick up a replica by contacting committee member Mark Paterson who creates these to an exacting standard. It would be hard to tell the difference.

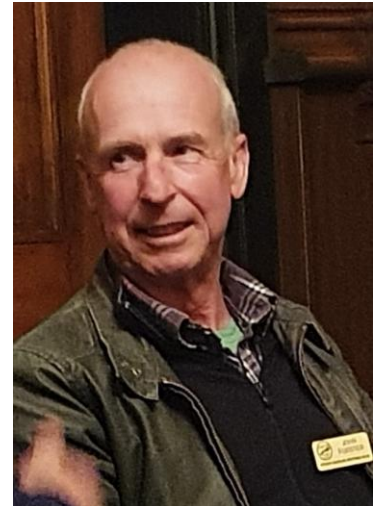
The other Jaguar that would appeal would be a 1992 XJR-15. There were 50 of these built to race in a single make series that followed the Formula 1 circuit for 3 races. With a 6 litre V12 engine and 335Kw of power it would be exhilarating to drive to say the least. I would need to check if you could fit a towball for towing the club caravan before purchase of course. However the downside to this is to find one for sale and then be able to afford the purchase price. They sold for £500,000 when new. However there is more than cars to fill the Christmas stocking and if you would rather spend a little less then go no further than our own CATalogue to see a range of merchandise that the club has organised through PromoX Ltd in Hillside Rd. Their merchandise is extremely well priced and of excellent quality. You can also purchase grill badges and name tags from the club Secretary. In fact every member should have these.

No doubt over the holiday period there will be times when the weather keeps one indoors. So if your car doesn't need fettling and you are stuck in front of the computer I can recommend a YouTube site. Use the search function and type in SS100 barn find. There will be a few that pop up but one of them compares the barn find with a fully restored vehicle for an interesting wee story. And last but not least as a final gift for the tree through Trademe, you can purchase a Lego compatible XK 120. That would fit my budget.

That's about it from me for 2023. I hope all our members have a great Christmas with family and friends and I look forward to seeing you in 2024.

Cheers,
John

**John Forster,
President OJDC**



Jaguar National Rally 2024 Club Participants are listed here as confirmed by the organisers.

If you have registered but your name doesn't appear here, please get in touch with kmwinsloe@xtra.co.nz

Number	Entrant	Partner
8015	Race Alan	Janine Race
8024	Kiddey David	Barbara MacDonald
8050	McNulty Steven	Partner
8071	Paterson Mark	Janet Gafford
8072	Wilson Miles	Rosie Mackay
8073	Parlane Stephen	
8092	Haydon Bill	Jan Taylor
8104	Cockburn Murray	
8105	Pratt Lindsay	Liz Pratt
8106	Purvis Lindsay	Bev Purvis
8109	White Peter	Madalon White
8111	Russell Murray	Helen Russell
8147	Forster John	Gillian Robertson
8194	Hollebon Dean	
8203	Clouston Bob	Dawn Clouston



Aburns Glass

Serving Otago Since 1898



- Residential & Commercial Glazing
- Showers
- Showerdomes
- Wardrobes
- Balustrades
- Security Doors
- Insect Screens

PH: (03) 455 6134 | 45 Otaki St, Dunedin | www.aburnsglass.co.nz

AUTOMOTIVE EXPERTS

For all your automotive needs see the team at Roy's

We specialise in:

- Full A Grade Mechanical Servicing
- Oil Changes
- Tune - ups
- Warrants of Fitness

Plus:

General Vehicle Servicing of Cars, Light Commercials, 4 wheel Drives, Trailers and Boat Trailers



Trust your car to Roy's A-Grade personal service



Roy Turner
Automotive Ltd

22 Waverley St, Dunedin
Phone: 03 455 2012

Next Club Events

Wednesday
6th
December



Nog'n'Natter – monthly catch up over a drink

7.30pm on the first Wednesday of the month
THE DUKE OF WELLINGTON PUB
Queens Gardens, Dunedin.

All OJDC members & partners are invited to attend

Sunday
10th
December

End of Year Lunch

The Village Green Café & Bar
326 Main South Road, Green Island, Dunedin

12.00 noon

Numbers required – please book with
John: 021 026 73734 forsrob@xtra.co.nz



Sunday
28th
January

Run to Momona Airport

Depart Unity Park - 1.30pm
Display of new firefighting vehicles
Afternoon tea at Chamber of Coffee Cafe



Sunday
25th
February
2024

Hosted by Otago Jaguar Drivers' Club & local enthusiasts



**Brighton
Domain**

**SUNDAY
25 February
2024
11am - 3pm**

Cars set up from
8.30am

**ALL BRITISH & EUROPEAN
VEHICLES WELCOME**

Registration \$20
Pre-register online \$10

ALL FUNDS TO CHARITY

Hot food & coffee
available

See our Facebook
page for updates and
pre-registration

<https://www.facebook.com/dnbriteurocarshow>

Duncan Hamilton Exhibit at Jaguar Daimler Heritage Trust

This exhibition has been curated by Lavinia Bentley as part of her End Point Assessment to complete the Library, Information and Archive Services Assistant Apprenticeship (Level 3). The aim of the project is to make the archive material we hold accessible to as wide an audience as possible.

The inspiration behind this exhibition is the loan from the Hamilton family of archive material belonging to the late Duncan Hamilton.

Duncan Hamilton is still remembered as one of motor racing's most colourful characters and one of Jaguar's ablest works drivers. His enthusiastic style of racing endeared him to the public. The worse the conditions, the better his performance.

This exhibition highlights Hamilton's irrepressible enthusiasm, legendary sense of humour, his bravery and skill both as a racing driver and during his service with the Royal Navy Fleet Air Arm. It shows how this translated into success along with the engineering and design developments that took place at Jaguar during his racing career.

This year marks the 70th Anniversary of his 1953 Le Mans win for Jaguar in a Works prepared C- type, "Britain's greatest motor-racing triumph of all time" Daily Telegraph.

In 1953, Hamilton and co-driver Tony Rolt raced home to victory at Le Mans in a Jaguar C-type at an average speed of 105.78 mph: the first time the race had been won with average speed of over 100 mph. Jaguar's victory using the newly developed Disc Brake was overwhelming taking 1st, 2nd, 4th and 9th places.



Information and artifacts that comprise the display can be viewed online at:
<https://www.jaguarheritage.com/duncan-hamilton-exhibition/>

Leather Travelling Box lined with the "Evening Standard" newspaper, dated 22nd July 1958. Hamilton kept a Nylon stocking in the lid of the helmet box to clean his visor lens

Airport Transfers – OJDC Special Rate

Late Model Jaguar \$95 (1-4 people)

Mercedes Benz MPV \$135 (up to 7 people)



Email: jaguars@xtra.co.nz

Freephone: 0800 346 370

Prices include GST, EFTPOS in all vehicles

Name That Movie.....

*In this series we will publish a still photo featuring a Jaguar car from a film.
The correct identity of the car and film will appear later in the issue.*

Car No5:



Member Benefit – NPD Fuel Offer to Club Members



NPD offer our club members an opportunity to minimize the rising fuel costs by using an NPD Fuel Card. This offer applies to 91,95,100+ and diesel.

All petrol grades will be subject to a discount of 12c per litre off the area price covering NPD's manned and unmanned stations. Although this is not the pump price, it is still a significant saving, currently 8c per litre off the unmanned pump price. The area price is reset each Saturday. Members can receive a weekly diesel price based on the NPD buy price which is more competitive than the 12c discount.

If NPD are having a special promotion which is cheaper than the discount price, then the promotional price will apply'.

NPD are expanding their network which already covers most areas in the south, so the use of a fuel card with a monthly account also removes credit card charges as there is no fee other than an initial \$5.00 card cost. At manned stations, the Gold Card can also be used in conjunction with the NPD card to provide an even further discount. Remember, self-serve sites operate 24/7.

To apply for your NPD card application form, email:
The OJDC Secretary – Alan Race: a.i.race@xtra.co.nz Cell 027 4584062

This article, originally published in The Automobile Magazine, outlines the incredible Amilcar project undertaken by OJDC member Peter White.

Amilcar only ever constructed 50 C6s, which were promoted as road-going versions of its supercharged six-cylinder C0 racer. Around 20 survivors are accounted for, so the chances of another suddenly showing up must sit somewhere on the scale between extremely slim and impossible. It is not quite impossible, though, because the car on these pages was not known to exist as anything other than a few spare parts when its owner, New Zealand's Peter White, bought it in 2015 and commenced turning it into a recognisable car.

Readers who can cast their minds back to the February, 2015, issue, might have clocked how very similar Peter's C6 looks to the car we featured then, Michael Gluckman's chassis 11014. All will become clear regarding that, but for now it will suffice to say that 11014 was photographed wearing a new body which had been made for it during its restoration.

Peter has a long history of restoring cars, from popular postwar sports cars including a Lotus Elan, Austin-Healey and Jaguar XK140 to such rarities as a Vauxhall Hurlingham, but he admits he didn't know anything about Amilcars when he bought his C6 on the recommendation of a late friend who ran a restoration shop in Australia.

He explains how it came about: "In 2015, it came up for sale on PreWarCar. Matthew Blake had it for sale. He and his father both had Amilcar C6s at the time and they'd collected parts over many years with a view to restoring another car. Bear in mind there were only 20 left in the world, they had a C6 each and were chasing a unique one in Switzerland for years. They bought the Swiss one when the owner died and then sold their collection of bits to me."

Once Peter had made plans to travel to England to collect his new purchase, Blake told him it would be worth his while talking to Michael Gluckman. "Michael agreed to sell me the body from his car," says Peter, "because he'd found the remnant of its original coachwork and was determined to reinstate it. He sold me the new body complete with the upholstery, windscreen, and everything.

When I turned up in England, I went to Thornley Kelham, which did the restoration of Gluckman's cars, and it agreed to let me use a patch of its premises where I built a 3.6 by 1.2 by 1.2-metre timber pallet. I'd designed it before I went to England, and I effectively built this packing case to put the car in in Thornley Kelham's workshop. I borrowed my son-in-law's tools then shipped it to New Zealand in its specially-made crate."

Once back home, Peter just planned to get on with the restoration in his own time. With a virtually complete kit of parts and a body in excellent condition, he didn't have to worry about too much besides just putting it together. The engine is an original unit, number 90042, and the chassis was made by a father and son in France, Jean-Luc and Cyrille Grosselin, who have made chassis for other Amilcars



before. "There have been quite a few Amilcars where the chassis have been unsalvageable," Peter says, "so they make good-quality reproductions."

Besides the engine, the car was complete with its gearbox, axles, radiator, steering box, springs, shock absorbers and petrol tank. The only significant absentee was the oil tank. Apart from that, Peter adds, "There was nothing else I had to acquire except for minor things like the vents for the oil breather pipe."

Peter at first busied himself with acquiring the odd parts which he knew he still needed, such as the vents, the oil and fuel filler caps and some parts for the friction-plate shock absorbers. Given their scarcity, most of these things had to be remanufactured, but new shock absorber parts were supplied by Vintage & Classic Shock Absorbers. Starting with the breather vents, he says, "I drew patterns and had a patternmaker make them up, and they're so accurate I've had other owners use the same patternmaker for theirs. I did the same thing with the oil and fuel caps because they're unobtainable. They're as they were made in the factory – absolutely identical. Everything's as it should be, or probably a little bit better, but that's the nature of restoration."

This work was done by Giltech Precision Castings, a local firm which Peter describes as "old-school and very, very accurate. Some of its petrol caps and oil caps are now on three other C6s around the world. I had spares cast of the vents and sent them to Matt Blake for one of his."

A few other jobs had been undertaken by specialists who had already done first-rate work for Gluckman and Blake. The wheels, for example, were made in England by Motor Wheel Service and, since Blake is the man behind Auto Electrical Supplies, there was of course no difficulty in sourcing electrical equipment. Says Peter, "Michael Gluckman put me in touch with all the people who did work for him, including the guy who did the instruments. He was in Ireland and had retired, but Michael twisted his arm and all the instruments came back from this bloke. Michael introduced me to people to make sure I was well-treated and Matthew Blake was the same. Both went out of their way to make sure I had access to the best of the best, like for my supercharger. It needed new vanes so I had them made by Brineton Engineering."

He continues, "A new crankshaft was machined for me by a guy in Australia. Someone said, 'He's the only guy to rebuild you a crankshaft in Australasia,' and so put me onto Crankshaft Rebuilders in Melbourne." Sadly, the firm closed down in 2021.



That was as far as Peter got when everything suddenly had to be put on hold. In July, 2017, he went to France on a cycling holiday with his son-in-law. After a long ride, they were returning down a hillside when a driver pulled out in front of them and took them out. Peter knew nothing of what had happened until he woke up in hospital five-and-a-half weeks later. While the accident could have been even worse than it was, and Peter is thankful that his life is now more or less back to normal, it was damaging enough, and he had to reconsider his plans for the car.

He recalls, "It took me two years to get as good as I'm going to be, and I'm pretty good now, but I realised it would be a struggle for me to carry on with the car so I had Auto Restorations do everything and it's absolutely beautiful now."

Since it was established in 1973 in Christchurch, New Zealand, Auto Restorations has expanded over time and is now capable of doing full restorations almost entirely in-house, so Peter was confident that the Amilcar was in safe hands. For Auto Restorations, it was a pretty straightforward question of assembling a car from pieces which all seemed to be in good condition, but it was obviously prudent to eliminate any margin for mechanical failure before proceeding.

"All the mechanical things were gone over, with all the bearings renewed," Peter says. "I had the steering box rebuilt, the gearbox rebuilt, the differential rebuilt, just as you would when restoring the car. It's from 1927 so there's nothing you wouldn't pull apart. I put shell bearings in instead of white-metal

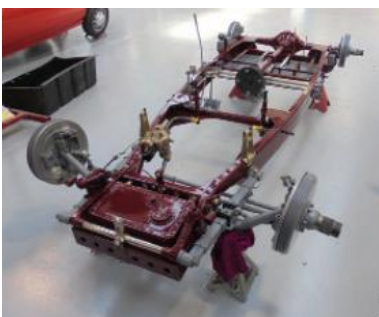
because they're easier to change and tend to live longer – it's a common-sense thing to use what's more durable."

The new crankshaft had been made, the con-rods were copied and made anew, as were the pistons. The camshafts with the engine were able to be reused. Peter comments, "Everything was either restored or was getting near its use-by, in which case we remade it."

The Amilcar was still without its oil tank, and again it was a recreation job, about which Peter says, "I accurately took photographs and measurements from three oil tanks from different C6s, and Auto Restorations made a replica from them. It's a dry sump. Some C6s had tubes going through it to cool it, and I've had it made like that. It's the only major part I've had made."

Having been fortunate enough to purchase the complete ex-11014 body, which had been framed by C G Jarvis & Son and panelled by Pete Southan, there wasn't much painting to be done, except for the chassis. "The only bodywork required was to fill a gap at the bottom of the bonnet, so a 20mm strip of aluminium was welded to close it. All the painting was done in-house at Auto Restorations. The colour was matched. I think it's done with a computer now – you don't need a swatch anymore, the computer just analyses it. It looks identical to me."

Although Peter was no longer involved in the restoration in a hands-on capacity, he was still following it with a keen interest and learning things along the way. One important point which came to his attention concerned the supercharger. "I learnt that some of them fail at



the sealed front bearing, so some of the owners of the 20 which survive run a two-stroke mix of oil and petrol. These are the sort of things I've learnt from the old hands who've been doing it for years. If you don't know, one day your front bearing seizes and your supercharger's wrecked. Because I was worried about the oiling of the bearing, I talked about it with Auto Restorations, which went out of its way to make it as original as it could."

Because Peter lives some 250 miles from Auto Restorations, he arranged to let the firm debut it at Wheels at Wanaka, a huge transport festival, on 7th April, 2023, before he would be able to take delivery of it at the end of the month, but he naturally had very high hopes for it. His extensive research into the C6 had involved seeing survivors and taking some for a drive. He is now quite a firm fixture in the Amilcar world.

He says, "There's only one other Amilcar I know of in New Zealand but there's a strong club in Australia and it's been very supportive. Its members had never seen a C6 run so they said they'd get on a plane to come and see mine, because it makes a unique noise. It roars at a high pitch, a very distinctive sound.

"It's been an interesting journey and a lot of fun, and I've had wonderful support from the guys in the Australian Amilcar Club, particularly Doug Gordon, who were making sure it was done right. Keith Bowley of Ashton Keynes Vintage Restorations in England has been wonderful; I visited him a couple of times and he supplied various parts.

"One of the guys I dealt with in the Amilcar-



Salmson Register in Britain, Mike Tebbett, has been very helpful. They all want to see the car back on the road. If you've got petrol in your blood, they go out of their way to help you."

The completed car has been officially recognised by the Amilcar-Salmson Register as post-production chassis number 99, the original factory run having stopped at 54. Despite his long list of previous restorations, Peter doesn't hesitate to declare: "The Amilcar is the icing on the cake. It's been a joy and I've met wonderful people through it. I didn't want it lost. Even after my accident, I wanted to get it done, and now it's something which is preserved. To my knowledge, it's the only C6 in the southern hemisphere, and certainly the only one in Australasia."

Having taken delivery of it from Auto Restorations at the end of April, Peter hasn't wasted any time in jumping behind the wheel of the Amilcar and trying it out for size. "It's absolutely exhilarating," he enthuses. "It's exactly what I had hoped for. The noise is intoxicating and unique, and must barely be legal. For its age and small capacity, it accelerates with amazing urgency. The brakes are more than adequate and it handles and sticks to the road like a go-kart. Just as importantly, it's a thing of beauty, a work of art.

"I still have to get used to the accelerator pedal being in the centre. I drive it with very narrow driving shoes but still occasionally catch the accelerator pedal with my big toe when braking. The fix, I think, is getting shoe: one size smaller, so there's no overhang at the front – they've already been ordered.

"They're all problems to solve and you have a giggle on the way. My plan is to enjoy it while I still can. One of the benefits of my accident is I tend to laugh more. I've had no negative experiences. It's been a joy, and it was a good thing to help me pick up my game and be the best I can." ■



Article reproduced with the kind permission of The Automobile Magazine and Zack Stiling.

Authenticity Made East: JLR Classic Improved Access To Genuine Parts With New Official EBAY Stores



Finding the right genuine parts for classic Land Rover and Jaguar models is now even easier thanks to a pair of new online stores on one of the UK's biggest marketplaces for car parts and accessories. The new JLR Classic eBay stores supply original and authentic OEM parts for Land Rover and Jaguar models that have been out of production for 10 years or more. Together, the Official Land Rover Classic Parts and Official Jaguar Classic Parts stores already include more than 5,000 listings and that number is set to grow.

Clients will be able to find everything from a genuine period-correct Jaguar E-type toolkit to an entire tail door assembly for a 2007 Land Rover Defender using the online shops. In this way, the initiative gives enthusiasts and owners another way to access the precise parts needed to complete a renovation or restoration, or simply to keep a much-loved model on the road.

JLR Classic provides only genuine parts, which are accurate recreations of original items, engineered to the finest tolerances using original drawings, materials and tooling to ensure 100% authenticity – often produced by the original supplier. The expert engineers and craftsmen and women of JLR Classic are committed to helping clients maintain the unique spirit of classic Jaguar and Land Rover vehicles. Operating from the state-of-the-art JLR Classic Works facility in Coventry, the new online stores provide parts for Land Rover models ranging from early Series models to more recent examples, including the Freelander and Range Rover Sport. The official Jaguar Classic store includes genuine parts for everything from a Daimler Limousine or E-type sports car to an XJS coupe or X-Type saloon, all available to order online for delivery direct to clients.

All enquiries from prospective JLR Classic customers should be directed to:

sales@classic-jaguarlandrover.com / +44 (0) 2476 566 600

For more information on the full range of cars, services, parts, and experiences offered by JLR Classic, visit: www.jaguarlandroverclassic.com

Interested in Jaguar memorabilia ?



Ian Cooling (UK based) organises the most remarkable international auctions of Jaguar memorabilia.

See his earlier 2023 catalogue online:

[2023 Auction Catalogue \(jaguarautomobilia.com\)](http://jaguarautomobilia.com)

Local Cars for Sale



Jaguar 1958 XK 150 SE OTS (Roadster) Special Edition Specification

This car is in excellent, full nut and bolt restored condition. The car has only done a genuine 54,600 original miles and has the original 3.4lt engine, head and close ratio gearbox. This SE car is also fitted with the original straight port, B Type head, which is the same as those fitted to the famous racing C Types of the 1950's.

Full matching numbers car, with original wind-up windows and full weather equipment, including two-piece tonneau cover. New carpets.. Original books and documentation. Many more photos available

Car is in Cromwell, Inspection invited. Ring John Gray on 0274345621, \$200,000 ono



Jaguar – Reflections in Miniature Part 23

XJ-S in Competition



Unli

ke the Broadspeed attempt to race an overweight XJC, US based Bob Tullius and his Group 44 team developed the XJ-S into a successful racer becoming the Trans Am champions in 1977 and 1978. The original Group 44 XJ-S was a highly tuned car with flared guards being the only modifications to the standard production body-shell. Even in this guise the car was capable of speeds of more than 180 mph with no additional body aids. For 1978, the Group 44 built a second Trans Am XJ-S which was further developed, and it was with this new car that Group 44 took out their third SCCA Championship for Jaguar. This second Group 44 XJ-S survives fully restored.

Models of the Group 44 XJ-Ss are very rare. This is a model of the second version from GO Model (GO3) which is a hand built white metal model and sold in an extremely limited number of 10 models in association with the Jaguar Model Club. The detail is astonishing and as accurate as a model could be regardless of price. Apart from the correct interior and roll bars, the decals are all correct. The unique wheels are very accurate, and the model includes superb detail including the wire clips around the bonnet and boot lid. Accuracy to this detail is extremely rare in this 1:43 scale.



For 1981, Group 44 turned their attention to develop a Jaguar XJ-S silhouette Trans Am Race Car (Chassis XJR-4) which was the first purpose-built race car commissioned by Jaguar with the aim of attempting outright victory in the 1981 Trans Am Championship. The new XJ-S was built using a factory roof panel mounted to a tube frame on which light weight XJ-S body panels were attached reducing overall weight considerably compared to the 1978 production based XJR-3. The engine in XJR-4 was mounted several inches further back for better weight

distribution and handling. XJR-4 won three Trans Am races during the 1981 season, more than any other competitor and finished 2nd in the championship overall. The car next raced in January 1982 at the Daytona 24hour event driven by Bob Tullius, Bill Adam and Gordon Smiley. The XJ-S ran on rubber for sponsor Goodyear and was timed at 193 mph on the banking at Daytona on street tyres! As it was deemed too modified for the GT class, it ran in the IMSA GTX Class with prototypes. The car finished 21st after starting from 59th on the



grid having failed to put up a qualifying time. It was also the first Jaguar V12 to complete a 24-hour endurance race and consequently paved the way for Jaguar and Group 44's return to Le Mans. It was intended that Gordon Smiley would race XJR-4 in the 1982 Trans Am Series but he was tragically killed in another car during practice for the Indy 500 and the XJ-S was retired. The car survives in restored condition.

Provence Moulage made an excellent kit of XJR-4 as it appeared at Daytona in 1982. IMSA had already allocated the customary racing number 44 to another competitor, so the car ran with number 444 but retained the customary 44 on the boot lid. The detail in this kit is excellent with a lot of fine detail. No instructions are provided other than a photo of a completed model, so it is necessary to research photos carefully, especially the roll cage detail, when building this kit,





The 1980s saw the re-establishment of Jaguar as a pre-eminent motor racing icon with many victories achieved by a variety of Jaguars worldwide; reminiscent of the huge success the marque enjoyed in its racing heyday during the 1950s. The XJ-S was a car that could be identified with a road car, and it was this series that saw Jaguar Cars successfully re-enter motor racing after an absence of 28 years. The XJ-S was a most unlikely competition car as it was regarded as being too large and heavy to be a sports-car and with flagging sales, was near the point of being discontinued from Jaguar's catalogue altogether. Jaguar was not convinced of any real success and their initial involvement was one of acknowledged support. TWR's success in its first season with the XJ-S in the European Touring Car series was to eventually lead to full factory backing which carried over to their Group C and IMSA programmes.

The black two car TWR Group A XJ-S team with major sponsorship from Motul Oil, achieved four outright wins and in so doing finished the European Touring Car Championship in third place in their 1982 debut.

This very accurate hand-built resin model of the black 1982 car #4 in Motul sponsorship is made by Robustelli (KR8) and depicts the Walkinshaw/Nicholson winner of the Nurburgring round of the championship. This is a superb model, well proportioned, and is amongst the best recreations of the lithe XJ-S.



Jaguar were so delighted with the success of the first Group A season achieved by TWR and the XJ-S that they decided the time was appropriate to put their support behind Walkinshaw to use the sport to improve sales. It was a bold decision but one that was to pay dividends for all parties. For 1983, with a new predominantly white livery and official backing from Jaguar, the same two car team went on to secure five victories and only narrowly beaten to take second place in the championship overall.



1984, however, was to be third time lucky and with a three-car team in now a predominantly green livery, the team achieved the goal by securing the Championship title. The XJ-S achieved some magnificent victories in this season including the Spa 24-hour race.

This is the Minichamps die cast model of the Walkinshaw/Heyer/Percy car #12 which won the 24-hour event at Spa (400 841312). This car also took the 1984 ETCC drivers' and manufacturers' championship titles in what was to be its final year in the European Touring Car Championship. The model is excellent in detail and typical of the quality from this model manufacturer.



In 1985 TWR focused on their Group A Rover program although they entered three XJ-S cars for the gruelling James Hardie 1000 event at Bathurst, Australia. The previous year had seen Walkinshaw, invited to share a drive in an XJ-S entered by John Goss but was stranded on the start line with clutch failure. Although the car was subsequently hit in the rear and unable to be repaired for the restart, Walkinshaw vowed he would return and show what TWR, and Jaguar could achieve on the mountain. This classic race is held on a picturesque circuit originally created from rural roads around Mount Panorama at Bathurst west of Sydney. The XJ-Ss started from the first three positions on the grid with Walkinshaw on pole. Although one car retired early, the remaining XJ-Ss ran first and second for most of the race until an oil cooler problem forced Walkinshaw into the pits for a lengthy stop. This delay handed the lead over to the Goss/Hahne car #10 which they retained until the



finish; the Walkinshaw/Percy entry eventually finishing third. 1985 was to be the last year of homologation for the XJ-S although it was to be granted a dispensation to run again at Macau in 1986 and New Zealand at Wellington and Auckland in January 1987. Most of the TWR Group A XJ-S racers survive in private ownership.

The die cast model shown depicts the 1985 Bathurst winner and is also made by Minichamps (400 851310) The model very accurately depicts this successful car. All decals are correct and the attention to detail overall is extremely good.



Alan Race

The items featured in these articles formed an extensive collection of over 225 models created by Alan Race over a period of 25 years. The collection included many models built by Alan. In 2015, the collection was sold to Archibald's in Christchurch for display in their showroom, but with the recent sale of Archibald's, the collection was retained by one of the former shareholders and is now displayed in Auto Restorations. When in Christchurch, be sure to visit this amazing world class restoration facility and view what must be one of the most extensive Jaguar model collections.

This series continues in the next issue of CATalogue Express, Ed.

Otago Jaguar Drivers Club – Members Merchandise

- Clothing choices can be viewed & tried on at **PromoX Ltd**, Hillside Rd, Dunedin. **Mention OJDC.**
- You can order & pay directly with **PromoX Ltd.**
- Out of town members contact Greg for assistance with ordering – gregjohnsen@xtra.co.nz
- Car grille badges & replacement name badges are ordered from the Membership Secretary.



EMBROIDERY
WHITE

CAT-NJ RAIN JACKET
BLACK / ALUM
ALUM / BLUE
\$127.95

Womens : 8 10 12 14 16
Mens : XXS XS WS S M L XL XXL 3XL 5XL
½ chest: 49 51.5 54 58 60.5 63 65.5 68 70.5 75.5



NEW



NEW

Other sweatshirt colour choices:



CLOKE - SJM/SJW PRO2 SOFTSHELL JACKET
WITH LEFT CHEST LOGO
BLACK
\$90.70 INC

CLOKE - CSI CREW NECK SWEATSHIRT
WITH LEFT CHEST LOGO
BLACK
\$46.75



(MENS STYLE)

AP-YARRA
1302 / 2302
BLACK/WHITE
\$33.10



(LADIES STYLE)

NAVY / GOLD



TEAL / BLACK
RED / WHITE

MENS	XS	S	M	L	XL	XXL	3XL	5XL
1/2 CHEST	50.5	53	55.5	58	60.5	63	68	73
variations +/- 1 cm (guide only)								
LADIES	8-10	12-14	16-18	20-22	24-26			
1/2 CHEST	43	48	53	60	67			
variations +/- 1 cm (guide only)								

GIL-M6001 CAP
 BLACK/WHITE
 NAVY/ WHITE
 BOTTLE/YELLOW
 \$16.35



Grille Badge \$35.00



Rego Holder - Free to members



**Face covering/mask with club logo
 Comfortable with nose bridge shaper
 \$11.50**



**Greg models our two newest items – the crew neck sweatshirt (\$46.75) and the Soft Shell Jacket (\$90.70).
 Very smart and great value.**

If Everyone

If everyone who drives a car could lie a month in bed,
With broken bones and stitched up wounds, or fractures to the head,
And there endure the agonies that many people do,
They'd never need preach safety to people like me and you.

If everyone could stand beside the bed of some close friend,
And hear the doctor say "no hope" before the fatal end,
And see them there unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If everyone could meet the wife and children left behind,
And step into the darkened home where once the sun did shine,
And look upon the vacant chair where daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone who drives a car understood that it could kill,
They surely would want to know that they obtained the needed skill,
And learned the rules contained within the necessary code,
To be a safer driver when they went out on the road.

If everyone would realise pedestrians on the street,
Have just as much the right-of-way as those upon the seat,
And train their eyes on children who run recklessly at play,
The steady toll of human lives would drop from day to day.

If everyone would check their car before they take a trip,
For tyres worn, loose steering wheels and brakes that fail to grip,
And pay attention to their lights while driving roads at night,
Another score for safety could be chalked up in the fight.

If everyone who drives a car would heed the danger signs,
Placed by the highway engineers who also marked the lines,
To keep the traffic in the lane and keep the proper space,
The accidents we read about could not have taken place.

If everyone could check their belts and ensure they fitted tight,
And checked their mirrors regularly for others out of sight,
And understand the need for care when driving in the rain,
The safety of their travel could be certain to maintain.

And last, if they who take the wheel would say a little prayer,
And keep in mind those in the car depending on their care,
And make a vow and pledge themselves to never take a chance,
The great crusade of safety then would suddenly advance.

Original author unknown. Additional verses and updated by Alan Race

Name That Movie: Car No 5 1986 Sovereign XJ12 - "Shaun of the Dead" 2004

OTAGO JAGUAR DRIVERS CLUB



TAKE 10% OFF PARTS & SERVICE



PRESENT THIS VOUCHER & RECIEVE 10% OFF PARTS & SERVICE*

Otago Jaguar Drivers Club exclusive offer. Present this voucher at Armstrong's Jaguar Dunedin and receive 10% off Genuine Jaguar Parts & Service.

Visit Armstrong's Jaguar Dunedin today.

533 Princes Street
Dunedin
03 470 3034

www.armstrongs.co.nz

THE ART OF PERFORMANCE

*Not in conjunction with any other offer. Only applicable on genuine Jaguar Parts & Services.



The OJDC
Committee
wish you



**Merry Christmas,
Happy New Year
and
Safe & Happy Motoring**

Otago Jaguar Drivers Club Inc.
8 Mosgiel St, Mornington, Dunedin 9011, New Zealand
otagojagclub@gmail.com

President:	John Forster	Ph 486 1394 / 021 026 73734	forsrob@xtra.co.nz
Vice President:	Steve McNulty	Ph 484 7521 / 0274 346 370	jaguars@xtra.co.nz
Secretary	Alan Race	Ph 0274 584062	a.j.race@xtra.co.nz
Editor & Membership			
Secretary:	Barbara Macdonald	Ph 021 159 9488	barbiemac@xtra.co.nz
Treasurer:	Greg Johnsen	Ph 488 4486 / 027 318 3213	gregjohnsen@xtra.co.nz
Committee:	Mark Paterson	Ph 464 0684 / 0274 352 517	mark@southair.co.nz
	Peter White	Ph 454 2022 / 027 6119835	peter@chatsford.co.nz
	Mike Lormans	Ph 027 856 4064	mike@oceanviewcaravans.co.nz
	Bob Clouston	Ph 027 316 7455	rclousto@xtra.co.nz
	Steve Parlane	Ph 03 976 69091/ 021 813 057	steve.parlane@gmail.com