



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$10

VOL. 43 | MARCH | APRIL 2023

CAR CLUB TRIAL

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FROM THE EDITOR'S DESK

Welcome to another edition of your club magazine. Nice to see after a few months progress is being made to repair the damage caused by the January and February weather events. Some things will require a much longer period of time to piece back together although we all wish we had the magic wand to restore everything back the way it was.



Speaking about changes, we are always looking at getting better bang for our buck. Historically, Peter McElroy, Bill Bate, Robin O'Connor and Bill Crook had an idea to produce a Club magazine that was appropriate for the marque. The magazine needed to be as cost efficient as possible paid by our sponsors, donors, and advertisers, with very little added by our membership fees. With the expertise of our Graphic Designer, Bryan Hefer, this wonderful new concept was born, and has proven very popular with the membership and associated friends. After nearly ten years, the world has changed, and the Club finds itself in a position where it struggles to attract advertisers. The advertising world has evolved with other platforms such as social media and the internet becoming the main avenues used for advertising. Recently, we have lost our biggest advertising contributors, Jaguar Land Rover [JLR] and Archibald & Shorter. With production costs increasing, particularly after the Covid period, more pressure is placed on the Club's membership fees to cover the shortfall. Unfortunately, it is now time to look at the future of our Club magazine and find a balance of printed and electronic versions of the magazine to continue to keep the membership informed and engaged in the marque. As mentioned at the SGM, a sub-committee has been set-up to look at ways of providing possible solutions to reduce the overall annual cost without the compromise of reducing the quality of the information disseminated to our membership. The sub-committee have begun to trial a few methods to reduce these costs in the next two issues and would appreciate any feedback. If you have any ideas that could be considered, please pass them on as your opinions and ideas are valued.

On another note, the Committee needs your help. With recent retirements and impending further roles requiring replacements, the committee needs more volunteers. With many tasks on the table, more hands and minds on the committee, means the committee can continue to serve the membership with a wide range of events. As many wise people have said, 'many hands make light work', is very true in this team environment. 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 coming up - 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.

These last two months have been rather busy ones with a variety of club and associated organised events. The British and European Classic Show held at Lloyd Elsmore was another fantastic display of members cars. We may not have achieved our goal of 100 club cars, but the variety of different models on display was a highlight to the crowd. See the report for our club concourse winners. A big thanks must go to Richard Waugh. As Richard returns to his roots of Christchurch shortly, he will step away from the organising committee of this truly wonderful free event. No doubt he has left this event in capable hands and the future of the events is locked in for many more years. Next event on the list was the club picnic at the East Auckland Regional Park - Mataitai. A great day, a pleasant drive, and an even better venue. A small change to the agenda of events was the club trial. Thanks to Robin and Maureen O'Connor for their skills and patience to put this event together. A small number of members participated but the stories of the day will last a long time. A fun event driving and searching for things in south Auckland. The food at the end topped off the event. All these events are covered in more detail in this issue.

Keep an eye on our Events page of this edition and particularly, the website. An event that is ready to go is the Go Kart Challenge - 7th Interclub Challenge between Jaguar Drivers Club Auckland and the Daimler SP250/Dart Club. Check the website for registrations.

I wish to thank all those people that helped produce this issue in a slightly different but lower cost format. I hope you enjoy the interesting reads and hope to see you at some events coming up later this year.

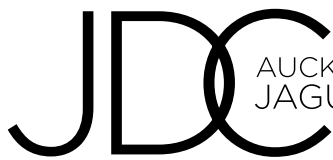
Kind regards

Gerard Leeuw Editor



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JAGUAR DRIVERS' CLUB



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facebook

A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

REGISTERS

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

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

Cover image: Geoff & Wendy Axtens' E-Type S1 Roadster



PRESIDENT'S REPORT

This magazine.

Most members should now be aware that due to cost pressures, we are reviewing how we will publish this magazine in the future. To recap briefly, during the 2021 and 2022 financial years, the magazine reduced the Club's reserves at a rate of approximately \$13,000 per annum. For the 2023 financial year, that annual rate is projected to be over \$20,000.

It is increasingly obvious that in today's media environment, high quality printed magazines like ours are difficult to sustain. Digital, social, and online media now dominate the market and print advertising is seen by most businesses as far less targeted and cost effective than advertising online.

This has meant our advertising base has shrunk significantly over the last 2 - 3 years. I'm sure you will have noticed that both Jaguar NZ and Archibald and Shorter have recently withdrawn from advertising in this magazine. For our advertisers, the Club magazine's circulation base of around 300 copies is insignificant compared to the reach of online media.

At a Special General Meeting (SGM) on 30 March, we passed a resolution that authorised the club's Committee to come up with a publication format that will not require any contributions from the club's financial reserves. This means that whatever format is chosen for the future magazine, it must be funded from regular ongoing club income such as subscriptions and advertising.

A special subcommittee of Pat Kerr (Chair), Gerard Leeuw, Simon Crispe, Robin O'Connor has been established and work is well underway looking at options for a decision by the full Committee as soon as practical. This must happen no later than our AGM in November this year.

Pat and the team have already been

canvassing the views and ideas of members and outside experts over recent weeks and will continue to do so. All members are welcome to channel any input or suggestions they have directly to the subcommittee or to other committee members. Their contact details are on page 4 of this magazine. This is an important project for the club so it is essential that we hear from those whose ideas can help us establish a sustainable publication option.

Your Club needs You!

As I've highlighted previously, we are still seeking replacements for Secretary Sue Jenness and Treasurer Dawn Judge. Both have made excellent contributions to the Club over the last three to four years but will not continue in the roles beyond this financial year and the AGM.

The club has been very successful in recent years at delivering a wide range activities and services. To keep enthusiasm and energy levels high, the structure of the constitution encourages the regular turnover of club officers and committee so the club doesn't rely on the same people doing the work year in and year out. That means we need some members to step up and 'do their bit' for 2-3 years.

Descriptions for the roles are on page 26. We need to fill them quick smart or the smooth running of the club will be seriously compromised. If you're willing to get involved call me on 021 295 1542.

Retirement

In closing, I'd like to acknowledge a valued club member who will soon be leaving us, Richard Waugh. Richard recently retired and after 38 years in Auckland will be moving back to his native Canterbury region to be closer to the majority of his family. He's already joined the Christchurch Jaguar Driver's club so we will no doubt run into him at



various events in the future. On behalf of the club, thanks Richard for your efforts and contributions to the club over the years and best wishes for a long and healthy retirement.

Best wishes,

Tony Wright

Club President



BRIT & EURO CLASSIC CAR



The 2023 version of the Brit and Euro (B&E) show kicked off under warm but cloudy skies early on Sunday morning 5 March at Lloyd Elsmore Park Howick. Despite it being a relatively recent addition to the classic car calendar, this very well-run free show is rapidly becoming the classic car show for the general public in Auckland. Lloyd Elsmore is a great venue with easy access from multiple directions and the wide range of brands on display means there's always something of interest for everyone.

Two stalwarts of our club, Richard Waugh and Laurie Hayward, have been instrumental members of the B&E organising committee since its inception in 2016. On behalf of the club, I'd like to thank them for the energy and expertise they've contributed to this excellent event and the credit they've brought to the club among the wider classic car community. Without their efforts, the event would not be enjoying the tremendous success it has had over the years. It

is sad to note that this will be Richard Waugh's last year helping lead his team of volunteers organising this wonderful free event. It was back in 2015 that Richard and a few other classic car enthusiasts got together and decided to provide a classic car event free to the public. Laurie Hayward was given the honour as the Patron of the event. They had great support initially from Auckland Jaguar Drivers' Club, the local Howick Local Board and other organisations who provided the incentives, and so, the event was born. The humble beginnings of 480 cars on display in 2016 with an estimated crowd of three to four thousand, has certainly grown to an iconic event of classic cars. In 2023, the estimated crowd passing through the venue throughout the day was estimated to be more than 10,000. So, each year the pressure is on to maintain the growth and passion for our British and European automotive history.

With the cancellation of the 2022 event due to covid restrictions, the celebration of Jaguar's 100 years was carried over

SHOW



to this year. We were again the largest marque on display with over 70 of the club's finest cats gracing the park. The vehicle eras ranged from John Endean's 1920's Swallow Side car through to the ever more popular Ian Callum designed XK's and pretty much a little of everything in between. A steady flow of patrons throughout the day admiring the uniquely beautiful attributes of our marque was a testament to the legendary appeal of the Jaguar brand.

The Jaguar Concours attracted 10 entries and was judged by a team led by John Munroe. The overall winner was Richard Waugh's 1954 Mark VII M, followed by Paul Marchant's XJ Super V8, Nigel Smith's 2011 XKR and Gary Smith's 2008 XKR. Congratulations to Richard. It's much deserved and very fitting given his contribution to the overall event.

Thanks also to all the club members who turned up to show their cars and made our display highly successful. See you all there again next March.



Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

Problems with event bookings?

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



Hamilton Classic Museum

Coordinator: Jesh Jaskiewicz

Take a leisurely drive to the Tron to visit the cities 'number one on the list of things to do' the Hamilton Classics Museum. Over 100 classic cars and a collection of memorabilia.

Cost of entry is \$15 plus relaxing in the Café for Lunch.

Bookings are essential.

Check the Events page of the Website for more details.

#20230514



Go-Karts @ Hampton Downs

Coordinator: Simon Crispe

An annual inter-club challenge. Enjoy a drive, a race and then nice Café Lunch. Sounds thrilling so bookings are essential.

Check the Events page of the Website for more details.

#20230528



Westbrook Winery Tour/lunch

Coordinator: Sue Jenness

This popular destination that never disappoints. Come enjoy a taste, a laugh, a chat with fellow members and a lunch of wood fired pizzas. Date is locked in.

Check the Events page of the Website for more details and bookings.

#20230611

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



Ngatea Water Gardens

Coordinator: Jesh Jaskiewicz

Take a leisurely drive around the coast via Kaiaua to Ngatea in the heart of the Hauraki Plains. Visit the wonderful Ngatea Water Gardens.

Check the Events page of the Website for more details.

#20230625



Fish & Chip Run

Coordinator: Jesh Jaskiewicz

Date and venue are confirmed.

Check the Events page of the Website for more details.

#20230716



Weekend away

Coordinator: Jesh Jaskiewicz

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.

#20230729

BRIT & EURO RETURNS WITH RECORD NUMBERS

It was with some relief to organisers, that the weather stayed sunny and warm for the 2023 Auckland Brit & Euro Classic Car Show, held at East Auckland's Lloyd Elsmore Park, on Sunday 5th March. With the 2022 event cancelled due to the pandemic, there was a record public attendance this year of more than 10,000 people.

It was about 10 years ago that Laurie Hayward at the club committee meeting proposed the idea of a British-only classic car show. When I organised a small Jaguar display at Lloyd Elsmore Park in December 2014, we both decided the venue (originally suggested by my wife Jane) was a very suitable place for a much bigger event. First committee meetings were held in May 2015 when I was appointed chairman and the decision was made at that time to include European cars. A fortuitous decision as while the majority of cars on display are British the inclusion of the European marques adds a further colourful flavour and has been one of the key success factors in the growth of the event. The inaugural event in 2016 had 480 cars registered; for 2023 there were almost 1,200 car registrations, including a good number of cars from outside Auckland.

A myriad of East Auckland community organisations continue to be involved and a special acknowledgement to EAST FM volunteers who did a live broadcast, interviews with drivers, and playing popular British, German, Italian and French music throughout the day. Bill Hohepa, fishing guru and 'Dad's Old Car' fame, was also present interviewing people for his TV show.

This year a racing grid had many unusual and rare cars, and alongside some microcars from the Classics Museum in Hamilton. The Howick Historical Village had their historic 1890s wagon, the oldest vehicle on display. One of the highlights this year was the continuing partnership with NZ Warbirds. They provided vintage Chipmunk, Tiger Moth and Messenger aircraft for an aerial display, followed an hour later by a Spitfire doing a fine display over the show. Maybe a first at a New Zealand classic car show? Certainly, to have such distinguished British WWII vintage aircraft as part of the Brit & Euro event made for a very memorable time. A big 'shout out' to NZ Warbirds for their support. Do plan to visit their amazing active hangar displays and shop at Ardmore.

About 70 Jaguars were on display (the largest of any marque), including Brian Devlin visiting from Whan-

gamata. Brian is the expert on the Nelson-assembled XJ6s. Dave Ingram was present and two others from the Waikato club and about eight cars came from the Bay of Plenty club with President Dennis Shepherd, thanks to Don Bowater's good work. John Eales from Nelson was also present. As usual John Endean displayed his 1920s Swallow sidecar and 1932 Austin-Swallow. They are always crowd pleasers and a unique combination in New Zealand and always beneficial to our Auckland club displays. Thank you John.

There was a good concours line-up with the judges putting in a good effort. But all the other Jaguars were beautifully presented too, including Geof and Jeanette Roberts of Bucklands Beach displaying their immaculate 1966 420G for the final time, before its sale to another enthusiast.

The Auckland Brit & Euro Classic Car Show is now one of New Zealand's largest classic car shows, uniquely British & European themed and free to the public. Howick Local Board, through Auckland Council are the main sponsors providing an annual grant to cover infrastructure costs and associated expenses. Additional valuable sponsorship comes from Protecta Insurance, Times Newspapers (East Auckland) and NZ Classic Driver/Allied Press Magazines.

This year was my final as founding chairman of the organising committee. It has been a truly memorable experience. I have made so many new friends and very satisfying to see the event grow to be such a successful classic car show on the national calendar. My wife Jane and I will soon be relocating to Canterbury where I am already a member of the Christchurch Jaguars Drivers Club. I was born in Canterbury and lived in the South Island for the first 23-years of my life, so the return will be something of a home-coming. I will miss my 10-year association with the Auckland Jaguar Drivers' Club and I would like to thank the committee for its continual support of the Brit & Euro Classic Car Show and the 2021/2022 'Classic Jaguars of New Zealand' book project in which I put so much voluntary effort. Thank you to all club members who assisted, especially those who made donations to the publishing charitable trust. The book is a permanent legacy of the 100 years of Jaguar origins. Long may Jaguar be the largest displaying marque at the Auckland Brit & Euro Classic Show.

2023 show at East Auckland's Lloyd Elsmore Park another success for Jaguar



BRIT & EURO WINNERS



2023 Results

The concours placegetters were:

Best Jaguar Overall

1954 Mark VII M - Richard Waugh

Runner Up Best Jaguar Overall

2005 XJR X350 - Paul Marchant

Best Jaguar Sportscar

2011 XKR - Nigel Smith

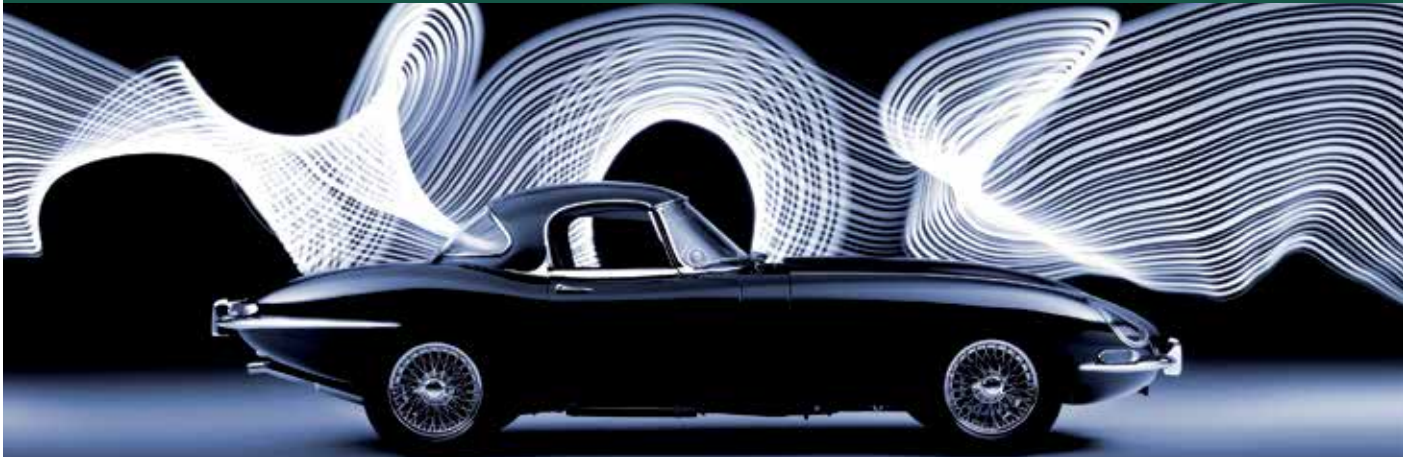
Runner Up Jaguar Sportscar

2008 XKR - Gary Smith



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CLUB PICNIC TO MATAITAI BEACH TURNS INTO AMAZING HISTORY LESSON

Sunday 19th March dawned bright and clear and almost 30 spritely felines assembled at the Z Service Station in Ormiston Rd, Otara for Jesh Jaskiewicz's planned run to Mataitai Bay.

The weather was perfect and, on the run out through Whitford, Maraetai, and Clevedon, half of Auckland seemed to be enjoying the late summer conditions. Families had set up picnic tables at all available spots and wind surfers, SUP riders, sailing dinghies and kayakers spread out on the harbour everywhere we drove.

The hour-long drive eventually wound its way to the regional park with Mataitai beach at the bottom of a steep winding road that showcased fabulous views of the outer Waitemata from all sides. On our way through Clevedon we, by good fortune, ran into Eric and Helen Piddick at the central roundabout after they drove up from Hamilton to join our procession.

Arrival at the beach and the setting up of picnic tables, umbrellas and chilly bins was followed by many catch ups with fellow club members who we hadn't seen since 2022. Most of our group had never been to this regional park before and were fascinated by the stories that were told on the area's history.

It originally housed the ICI business from 1957 when "Wharfies" at Auckland port refused to handle the combustible cargo ICI imported from Australia including explosives and blasting supplies. They developed the property, built sheds and roads, blasted a cutting through Koherurahi Pa and then built a wharf at the deeper anchorage. This sort of commercial behaviour would never be condoned nowadays.

McCallum Bros was also based in this area and mined red chip rock from Karaurama Island Quarry since the early 1900's. The red chip rock is exceptionally strong and is an integral part of many Auckland landmarks, from central city buildings to walkways in the region's parks.

The walk from the beach through the cutting was fascinating as we noticed the bright red stone Chert and Jasper on the walls each side of the cutting. Through the cutting was the large wharf which accommodated many fishermen and families trying their luck. We only saw one under sized snapper caught which was thrown back, however, everyone was clearly enjoying the sunny day.

The afternoon departure of our group to all parts of Auckland and beyond was upon us and I needed to return Bill Crook to his home in Titirangi before his bedtime.

A wonderful day and thanks to Jesh for planning such an interesting route to the venue, and the Committee for organizing another successful picnic event at this delightful destination.







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AUTOHUBTM



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



THE FUTURE OF THE CLUB MAGAZINE



After nearly ten years of publication, the Club magazine is struggling to attract advertisers. We've recently lost two of our biggest contributors reflecting what is happening to printed magazines generally. The advertising world is rapidly evolving with other platforms such as social media and the internet appealing far more to advertisers.

With production costs increasing, unacceptable pressure is being placed on the membership fees to cover the shortfall in producing the present hard copy club magazine.

It's now time to examine options and find a balance of 'printed/hard' and 'digital/soft' versions of the magazine that keep the membership informed and engaged in our beloved marque.

As mentioned at the Special General Meeting, a sub-committee has been set-up to look at possible solutions to reduce the overall annual cost without compromising the quality of the information disseminated to our membership.

In the next two issues, it is our intention to,

- reduce the amount of bespoke formatting and therefore design time for each issue whether in printed or digital form,
- reduce the cost of printing and binding of the printed copy,
- trial a digital edition and
- develop a plan to attract more advertising using both our magazine and website channels.

We have welcomed and are considering suggestions received to date from Members. A special club e-mail magops@gmail.com has been set-up for the "MAGOPS" (magazine options) sub-committee, and we encourage you to pass on your ideas via this email. We look forward to hearing from you and will keep you posted on progress.

Kind regards

JDC Auckland Magazine Options Sub-Committee



Sunday April 2 dawned bright and sunny, and we headed off to our normal starting point on the Southern Motorway Autobahn/BP Service Stop to compete in the organised Club Car Trial. The event had been brilliantly organised by Robin and Maureen O’Conner. Running sheets were handed out to navigators along with matrimonial advice assuming that there would be some navigating differences between driver and crew. Following a detailed briefing we headed off at one-minute intervals.

First off was the challenge to collect a bit of wood, a 50-gram rock, a 5 cm long leaf and a feather. The cooks amongst us fared by far the best in determining how big a rock was needed and the engineers converted the leaf size to imperial and searched earnestly.

Detailed and accurate driving instructions were provided along with a list of observation-based questions. Some were easy, some were cryptic, and some were downright extremely difficult.

As we proceeded it was very interesting to see a plethora of Jaguars, some heading steadfastly forward, some hesitantly proceeding, and some obviously going the wrong way. We counted letter boxes, figured out who supplied the water, determined when zincalume was first produced, noted Smithies phone number, and plenty more little challenges.

We finally arrived at the Kentish Hotel in Waiuku and proceeded to the Portside Bar where Robin and Maureen collected our result sheets and the other collected paraphernalia. We now know why we were told the average speed was 40km/h. Mileage was noted, time was measured and Robin and Maureen, armed with scales and tape measure, measured, and counted [or in some cases, deducted] the points to determine the overall winners.

Actually, we were all winners as we enjoyed the trial and the meal at the end. However, it was congratulations to Logan and Lynette Leeuw who took home the winner’s trophies and the runners up were David and Sue Jury.

It was good fun, delightfully challenging, totally entertaining, and very social. A huge thanks to the Committee for putting this event on and to Robin and Maureen for their time to put the instructions together and make everything run so smoothly.





Victory and a podium clean sweep in São Paulo's Sambadrome



In front of 23,000 passionate fans, Jaguar TCS Racing have had an almighty comeback in Brazil after a frustrating start to Season 9. Both Jaguar drivers demonstrated skill and speed in the Jaguar I-TYPE 6, combined with a perfectly executed team strategy.

Kiwi Mitch Evans lined up third on the grid after a strong qualifying performance. Mitch made a positive start, holding his position and later overtaking Porsche's Da Costa on Lap 7 taking him to second place. Despite dropping back to P4 during the nail-biting 35-lap race, Mitch maintained a strong energy strategy and seized his moment to take the lead.

Brit Sam delivered one of his best drives of the season, climbing an incredible seven positions after starting in tenth position. He had a favourable energy strategy which allowed him to make his way up the order to battle with Envision Racing's Nick Cassidy at the chequered flag. Sam rounded off the podium and also took home the TAG Heuer Fastest Lap



Mitch Evans powered to his first victory of the season at the inaugural São Paulo E-Prix. The Kiwi was joined on the podium in third by teammate Sam Bird after dominating on the fast Sambadrome track. The double podium has catapulted Jaguar TCS Racing into third in the teams' standings in the ABB FIA Formula E World Championship.



accolade, providing him with an additional point.

Jaguar-powered Envision took the runners-up spot following a last lap fight with Mitch. Kiwi Nick Cassidy took a worthy second place, making Formula E history for Jaguar.

The dominant result puts Sam Bird sixth in the 2023 ABB FIA Formula E World Championship drivers' standings, while Mitch has climbed to ninth.



What an incredible day! A historic first with three Jaguars dominating the podium. Today's result and the team's performance after a few challenging weekends was all the more sweet. With a strong car and a proven team, we knew it was about executing a clean weekend with a great strategy and that's what we did today. Mitch and Sam drove exceptionally, showing patience in a strategic race and raw speed when it was needed. I would like to thank our technical partner WAE who have worked tirelessly for this result and to our amazing commercial partners. We wanted to put on a great show for

the Brazilian fans and we delivered just that, it's a special day and one which we will enjoy celebrating.

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL

This win has come at the perfect time, because we've had a tough start and the Jaguar has been quick. To finally get a victory is incredible - Nick pushed me all the way. This is all down to the hard work of the team, there's a lot of graft that goes in, so much work into the strategy, to try and put it together is not easy so I'm super happy to get some big points on the board.

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

Amazing for Jaguar TCS Racing to get the podium locked out. Massive hats off to the team here and back at base, it's a brilliant result. I got fastest lap too, it's good points for the team and now we can look forward to Berlin.

SAM BIRD

JAGUAR TCS RACING DRIVER, #10

Jaguar TCS Racing will compete in the seventh and eighth rounds of the 2023 ABB FIA Formula E World Championship in Berlin, Germany on 22 and 23 April.



COLLECTIBLE

BUILD YOUR OWN ADVENTURE: LEGO® ICONS LAUNCHES CLASSIC DEFENDER 90 SET

The LEGO® Group and Defender are celebrating 75 years of Land Rover with a build-your-own-adventure: the new LEGO® Icons Classic Land Rover Defender 90. The 2,336-piece set is complete with all the accessories for an off-road expedition.

The set has a two-in-one format, allowing builders to create an everyday road-ready model or customise it for adventures.

Defender has racked up 75 years of all-terrain expeditions. Instantly recognisable around the world, it has a unique record of adventure, humanitarian aid and hard work.

The 32cm-long LEGO® model reflects this with accessories including a roof rack, raised air intake, front bumper with working winch, side rails and toolbox, plus traction plates for crossing mud and sand. It also has working steering and suspension, opening doors and bonnet and an interior with details based on the full-size Classic Defender.

Defender is synonymous with adventure and this new LEGO® set is a perfect way to capture the spirit of an incomparable,

unstoppable automotive icon, whilst also sharing the playful side of the vehicle.

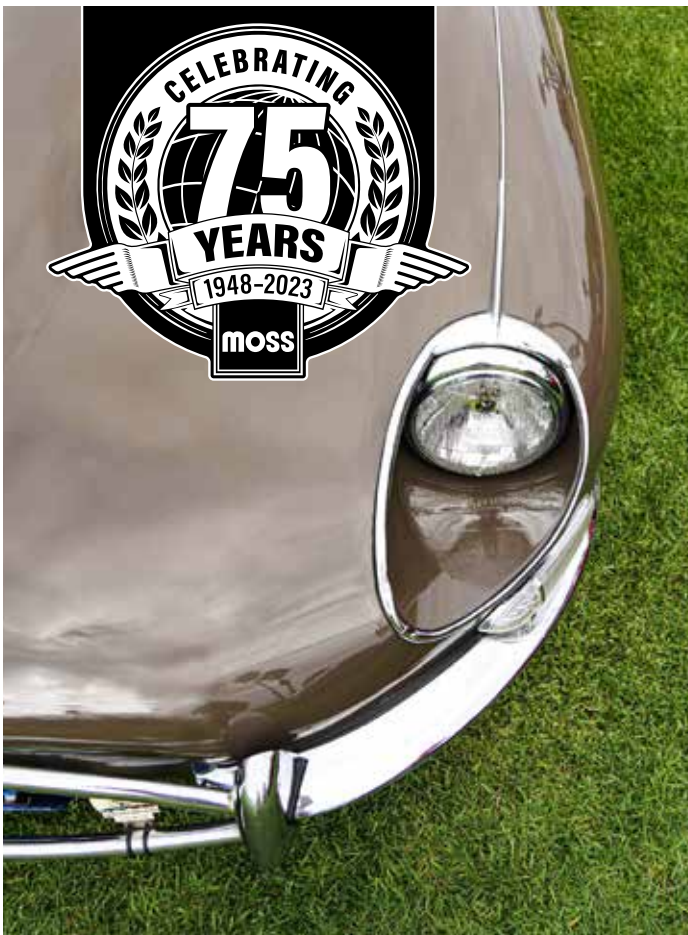
PAUL BARRITT, DIRECTOR OF LAND ROVER CLASSIC

Bringing the Classic Defender to life in bricks was no easy challenge. Defender can take you anywhere, so during the design process we wanted to infuse the set with that sense of adventure. We can't wait to see fans' reactions.

KURT KRISTIANSEN, LEGO® DESIGN MASTER

To launch the set, the LEGO® Group placed a real Classic Defender in the Scottish Highlands and used it to house the hardest-to-reach LEGO® Store in the world. That was the scene for a challenge, with adventurers Raha Moharrak and Aldo Kane racing to be the first to find and build the new set. Watch the film at www.lego.com/Defender

The LEGO® Icons Classic Land Rover Defender 90 set is available from 1 April in LEGO® stores and online at www.lego.com/Defender, priced at £209.99 in the UK (€239.99/\$239.99).



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LOOK BACK TO THE FUTURE -

It was in June of 2011 that the high-performance Jaguar C-X75 received top honours at the 10th annual North American Concept Vehicle of the Year Awards in Detroit, MI, where the stunning range extended supercar was named the Most Significant Concept Vehicle of 2011 in addition to receiving the Concept Car of the Year award.

The C-X75 received the highest overall score among the segment winners in the Car, Truck and Production Preview categories, to earn the night's coveted award. This marks the first Most Significant Concept Vehicle honour for the brand and the third Concept Vehicle award. The Jaguar ALC concept won in 2005 and the C-XF in 2007.

North American Concept Vehicle of the Year Awards recognize those vehicles most likely to shape the future of the automobile industry.

"The Jaguar C-X75 is one of the most visually arresting cars ever. Call it aggressive elegance. The novel turbine-based range-extender hybrid powertrain recalls the Chrysler Turbine Car but looks ahead to what could be a practical alternative to conventional power sources," said juror Chris Poole.

"We are extremely proud to have been named the Most Significant Concept Car of the Year," said Ian Callum, Design Director for Jaguar. "We're at our best when we're breaking

it the British marque's most advanced model to date. The Jaguar C-X75 will offer performance on a par with the fastest production cars on the market, while adopting cutting-edge technology that offers remarkably economical running.

2 Years Later.....

Following the highly successful introduction of the C-X75 supercar to the media for test evaluation in June 2013, Jaguar is releasing a behind-the-scenes film of the car's development: C-X75 - A HYBRID SUPERCAR PROTOTYPE WITHOUT EQUAL.

"The C-X75 programme represents the pinnacle of Jaguar's engineering and design expertise. It is arguably the world's fastest testbed for the world's most advanced technologies, combining as it does a remarkable hybrid powertrain with awe-inspiring performance. Jaguar is always looking to shape the cars of tomorrow and with projects like C-X75 we are laying the foundations for the next generation of Jaguar innovations."

- Adrian Hallmark, Global Brand Director, Jaguar

Introduction

Following the highly successful introduction of the C-X75 su-



percar to the media for test evaluation in June 2013, Jaguar is releasing a behind-the-scenes film of the car's development: C-X75 - A hybrid supercar prototype without equal.

The film features contributions from the car's lead programme engineers and reveals the challenges overcome in developing a vehicle with a 220mph top speed but that is also capable of producing less than 89g of CO2 per kilometre and can even run with zero emissions for up to 60km.

When Jaguar unveiled the C-X75 concept in 2010, it was the beginning of a new chapter in innovation and technological advancement that would see the car evolve from a design study to a fully working prototype in just two years.

2011 C-X75 hybrid supercar named most significant concept vehicle



In that incredibly short time span, Jaguar and development partner Williams Advanced Engineering have created an all-wheel drive, plug-in parallel hybrid electric vehicle (PHEV) with the world's highest specific power engine and Jaguar's first carbon composite monocoque chassis.

Although the decision was taken in 2012 that as a result of the global economic climate the C-X75 would not enter full production, it was clear that it was a powerful showcase for Jaguar's world-leading expertise in lightweight vehicle construction and the ideal testbed for the company's innovative research into high-performance, low-emission powertrains.

The great achievements in the development of C-X75 prototypes - including cutting-edge hybrid technologies, carbon composite materials and advanced design solutions pioneered in association with Williams Advanced Engineering - will be utilised in other areas of research and development, innovative future products and next-generation engineering for the Jaguar and Land Rover brands.

Highest power and torque density

The C-X75 has a combined power output in excess of 850bhp and 1000Nm of torque, thanks to its state-of-the-art, Formula 1-inspired, 1.6-litre dual-boosted (turbocharged and supercharged) four-cylinder powerplant which generates 502bhp at 10,000 rpm.

It is allied to the highest torque and power density electric motors in production, which generate a further 390 horsepower. The battery pack in the C-X75 is the highest continuously rated power PHEV pack in the world, capable of delivering more than 300kW over the full state of the charge window.

The C-X75 can sprint from 0-100mph in less than six sec-

onds, thanks to its advanced 7-speed automated manual transmission that allows gearshifts in under 200 milliseconds. The very first C-X75 prototype exceeded 200mph in testing with ease, and the car has a theoretical maximum velocity of 220mph.

The car's deployable aerofoil and underfloor aerodynamics create more than 200kg of downforce at 200mph, and active systems enhance its high-speed stability.

Ultra-low emissions and pure electric mode

Thanks to the most extreme PHEV specification of any mobile battery in development, the C-X75 will also run for 60km in pure electric vehicle mode and its CO2 emissions fall below 89g/km.

The C-X75 project allows Jaguar to stake an even stronger claim as the UK's most significant investor in innovative technology. The results of the C-X75 programme, in particular in advanced powertrain technologies and lightweight composites, demonstrate Jaguar's technical leadership at the very cutting-edge of automotive development and manufacturing.

Editor's Note: So, after 10 years, what happened? Is 2025 going to reveal the re-incarnation of this beautiful C-X75 but in full electric mode?



YOUR CLUB NEEDS YOU!

We have two vital club administration roles that need to be filled.

CLUB SECRETARY/MEMBERSHIP

Membership: Manage the Club's digital Membership database, including monthly reporting of new and resigning members. Regular liaison with Club Treasurer to confirm subs payments. Welcome new members to the Club by email and a phone call. Order name and membership badges. Participate in issuing hard copy club magazine incl. printing address labels.

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.

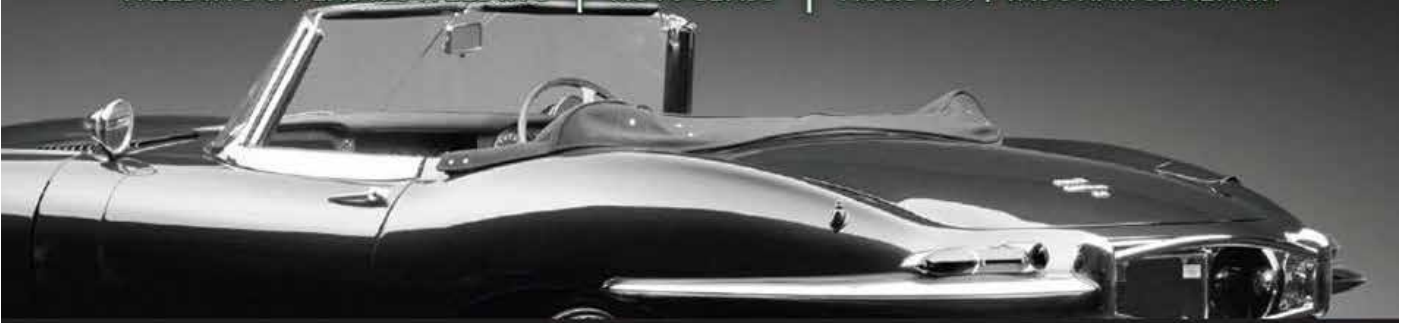
CLUB TREASURER

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.

Your club could not function if these important roles are not filled. The committee asks for volunteers to put yourself forward and help continue this club moving forward. A two-year stint is all we are asking for.



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JLR CREATES FURTHER THREE GLOBAL TECH HUBS TO DEVELOP AUTONOMOUS CARS

New technology hubs are part of strategic partnership with NVIDIA and adds to Jaguar Land Rover's growing global footprint

Jaguar Land Rover is expanding its global digital capability by opening three new tech hubs in Europe, creating nearly 100 new engineering jobs.

The hubs are set up to develop autonomous driving systems for JLR's next generation of modern luxury vehicles, and come in addition to the six existing global tech hubs JLR has invested in.

The new hubs are situated in Munich Germany, Bologna Italy, and Madrid Spain, with the locations chosen because of the availability of digital engineering skills in the area.

Munich is one of Europe's top-ranking technology hubs*, while the sites in Spain and Italy have also been identified as significant and growing tech hub locations in Europe**.

The new hubs' inception comes in addition to existing JLR tech hubs in Portland USA, Budapest Hungary, Shannon Ireland, Shanghai China, Bengaluru India and Manchester in the UK. Collectively these hubs employ over 1100 engineers, forming part of JLR's nearly 9000 strong global engineering force.

Together Jaguar Land Rover's nine global engineering hubs will provide services and feed data into the Advanced Product Creation Centre in Gaydon, UK, to create Jaguar Land Rover's next generation vehicles that epitomise modern luxury and deliver a fully connected experience for customer.

Thomas Müller, Product Engineering Director at Jaguar Land Rover, said; "We are harnessing talent in autonomous

technologies around the world to develop new autonomous technologies for our future products which will deliver a truly modern luxury experience for our clients

"Software is essential for us to deliver a fully connected experience for our clients and creating global engineering hubs will enable seamless hybrid working across several locations and ensure we harness the best talent for our business."

The creation of the three new tech hubs marks the progression of Jaguar Land Rover's multi-year partnership with NVIDIA, the leader in artificial intelligence (AI) and computing. Under the partnership, JLR engineers are working to develop and deliver next-generation automated driving systems, digital services, and experiences for clients.

Teams based at the new tech hubs have expertise spanning areas of autonomous technology including systems & features, software, verification & validation and hardware.

Candidates can find out more about Jaguar Land Rover's digital and engineering opportunities [HERE](#).

All roles offer hybrid working patterns.



The views of the correspondents, contributors and advertisers in **JDC Auckland Jaguar Drivers' Club magazine** are not necessarily the views of the Editor or the Jaguar Drivers' Club Auckland Inc.

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

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JAG ON THE NET

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

Spring auction link



Drive to celebrate F-Type



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

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



Welcome! new members

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

Thank you to all members who have paid their subs.

- John & Gillian Frazer
- Brent Early & Jackie Lane
1962 E Type S1 3.8 FHC Black
- Deryck Webb
S Type Green
- Ian Denning
- Adrian Padfield
2017 F Type 5 Litre V8 Auto White
- Chris & Anne Edwards
1985 XJS-C 3.6 Manual Antelope
2019 F Type Coupe P300 Green
- Tajmmul Khan
1973 XJ6 S2 Daimler 5.7 V8 Auto Pink
- Andy & Vicki Beck
1998 XJ8 4.0L Auto Green
- Lewis & Raewyn Loane
2006 XK Convert. 4.2L Auto Silver
- Wayne & Ann Hutton
2008 XK 4.2L Auto Silver
- Dale & Lara Daniels
2017 F Type Coupe 3.0L Auto Black
- Phillip Morgan - Rees
1962 MK 2 3.8L Green

MEMBERSHIP BENEFITS

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



1. Fuel Discounts:

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

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

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

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

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

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

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

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

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

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

Watch this space for further deals...

JDC AUCKLAND JAGUAR DRIVERS' CLUB



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- ENGINE STAND
- FRONT SUSPENSION TORSION BAR TOOL - E TYPE
- GEARBOX DUMMY SHAFT TOOL
- HEAVY DUTY JACK & AXLE STANDS
- HUB PULLER
- REAR ENGINE MOUNT TOOL - E TYPE
- REMOTE STARTER
- TIMING CHAIN ADJUSTMENT TOOL
- TIMING CHAIN TENSIONER UPGRADE TOOLKIT AND CRANKSHAFT DAMPER REMOVAL TOOL (applies to all v8 engines 1996 to 2002, not 4.2 litre)
- TORQUE WRENCH
- VALVE BUCKET SEAT INSERT TOOL
- CARB TUNING KIT
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quality fabric with embroidered Jaguar logo

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Light weight Name badge

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Umbrella

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

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Club jacket type 1

Soft Shell with two zippered side pockets, showerproof.

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

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

\$140



Club jacket type 2

Soft Shell with two zippered side pockets, showerproof.

Colour: Black. Lighter in thickness and weight.

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

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

\$110



Window sticker

self adhesive type inside-stick

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Iron-on club badge

highest quality, embroidered cloth badge, with metallic thread. Can be either stitched or ironed on.

\$15

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

What's on your mind?

email: Editor.jagclubak@gmail.com

Dear All,

I'm delighted to report the launch of the first Preview for my Spring auction, which is available on my website at this link - JAC-2023-Preview-1-05.04.2023.pdf (jaguarautomobilia.com).

If that link doesn't work for any reason, you can go straight to my home page using this link - https://jaguarautomobilia.com/ Once there, Click on the "Spring Auction" tab at the top and you will see Preview 1 as the top item on the drop-down menu.

The Preview features a wide-ranging selection including a Fine copy of the very rare leather-bound album celebrating Jaguar's world record-breaking run at Monthléry in August 1952. A Jaguar Drivers' Club "Founder" badge. A rare "Airline" Jaguar mascot. Le Mans programmes for two Jaguar-winning years - 1953 and 1956. A very rare Swallow Coachbuilding brochure from the late 1920s. Three pre-war brochures from the SS Cars era. A unique collection of 100 Jaguar badges including some prototypes. A Mark 2 tool kit. A rare "Jaguar Apprentices Motor Club" badge and much, much more.

The second preview will launch in the second half of this month and will lead with a superb selection of XJ220 items including - a complete tool kit (with the chamois leather present and unused!). The much sought-after brochure showing the V12 concept car. Stuart Spencer's unique and unrepeatable print of the production car signed by every member of the "Saturday Club" - who created the concept car. A full set of five owners' handbooks and a group of original artwork by Nick Hull - a member of the Saturday Club and lead designer for the car's interior. There are 40 XJ220 items featured in this second Preview, with as many again listed in the full auction catalogue.

If you have any queries on any of the Previews, or anything else, just mail me at ian.cooling@invictanet.co.uk

All the best

Ian Cooling Jaguar Automobilia Collector | Ian Cooling

Hi All,

I believe I have this pencil drawing of JOHN NIXON beside his V12 E-Type. The size is 100cm x 75cm. I don't know the man or where he is or, if he is still on the planet, but I wondered if he may be known among other jaguar clubs in New Zealand.

The sketch is in good condition and am sure if he or a relative is around it would be priceless and happy to pass it back to the family.

Please contact me on 0210498199 - Mike Robinson, to arrange delivery.

Cheers

Mike Robinson

Event bookings: a step-by-step guide.

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

Let's run through our Booking System.

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



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

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



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First Name *

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



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



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

THE E TYPE CHALLENGE — LIVING WITH A CAT THAT IS NOW TURNED 60 YEARS OLD

Written by Warwick Jenness



In 1961 I was privileged to fly a de Havilland DHC-1 (chipmunk) during my early flying training while working towards my commercial licence. Of all the many good aircraft I have flown since, that lovely little aerobatic aeroplane 'The Chippy', will always be my favourite. It had a comfortable cockpit looking out onto a long engine cowling under which was hidden the great Gipsy Major four-cylinder engine.

driving it again can be a highly rewarding experience.

I fall into this last category, the restoration of our Series One E Type being extended over a period of twenty-five years, teaching myself the necessary restoration skills along the way. Now however while most major assemblies have been rebuilt and most components replaced there still always remains that spicy lingering element of destination uncertainty whenever we venture forth on club events or weekend outings.

safely reached Thames for the packed main street display and lunch, however, on departure our brakes disappeared leaving us coasting along Pollen Street until we finally came to rest coincidentally outside BNT Automotive. On lifting the bonnet, I discovered hydraulic fluid had sprayed up and over most of the engine and the painted engine support framework. This time the offending component was the brake light pressure switch that had blown its inside out. The guys at BNT came out to look, then disappeared to reappear with an identical original brand-new pressure switch, 500ml of replacement brake fluid and a full watering can to wash away the corrosive fluid. In our eyes, they were that day's real heroes.

Our E Type continued uneventfully through Covid and up to the club's picnic run out to the Manukau Light House and Awhitu Regional Park.

On that day leaving home and making a right hand turn into our feeder road we heard a loud mechanical bang and felt a vibration through the car body. I brushed it off to Sue as "a settling in noise" (A useful term if you have no idea of the cause).

(continued on page 35)



Today in my 85th year, sitting in the open cockpit of our E Type behind that long bonnet and with the big six engine roaring in my ears is the closest I can now get to recreating some of those memorable flying days of yesteryear.

Many people own and love Jaguar E Type cars for many different reasons. Many appreciate them for their classic beauty and uniquely pure design. Many as the ultimate possession for which they have past hankered for. Many see them as a valuable appreciating investment. Many just enjoy driving a superb sports car. Many see them as a restoration challenge, as bringing an old E Type back from near death and being able to enjoy

As an example, there is that little reaction air valve on the end of the master brake cylinder that has made itself known to many fellow E-Type owners, including Sue and I. It becomes sticky with age and all four wheels can remain braked up as you attempt to drive off. It doesn't matter how strong your expletives are directed at the plumbing under the bonnet, it doesn't help, although sometimes a gentle tap in the right place can provide a temporary fix.

There was another age-related mechanical issue we experienced on a trip to Whangamata's "Brits at the Beach" Festival of Cars some years ago. We had



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

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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



For sale

TORQ Retro Crash Helmet (L59-60) for sale. Brand new. \$180

Larry Raynor Olive - 0212610499



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



(continued from page 33)



No more right hand turns for a while until joining onto the motorway then another disturbing bang. And so, all the way to Manukau Heads we tensed for the next right hander and the following subsequent jarring bang.

At the Awhitu Park, I squeezed under the car but found nothing obvious. After listening to club members expert scary suggestions, we limped and banged our way home receiving a 4mph over the 50Kph limit speeding ticket as a memento for the day.

After checking for worn bushes, loose suspension nuts and bolts, faulty universal couplings, noisy bearings, draining and checking the diff oil, I drove Sue, who inherited her grandfather's super hearing, around our district in a continuous clockwise circuit until she finally pronounced that the problem was definitely one of the two left hand shock absorbers, although she wouldn't divulge to me which one. I am not one to argue with Sue, so I phoned Rob Waters of Rodney Jaguar who quickly worked his magic and came to our rescue with great news that he could obtain for us four new original Girling shocks for the Series One E Type.

The E Type shock is contained inside its respective suspension spring and all four damper units are contained inside the rear suspension assembly.

Having struggled to drop the rear assembly out of our E Type twice in the past, I decided to replace the hydraulic damper units individually leaving the rear assembly in place. Having the advantage of a well under our car and by removing the rear wheels, I was able to gain good access to the respective components.

However, now the tricky part. The mounting bolts and nuts for the forward



hydraulic assemblies are readily accessible but, the rear assembly bolt locking nuts are not. They are hidden up in front of the boot bulkhead with about 20mm clearance and on first glance it seemed impossible to gain access to them let alone remove them. I had read that someone had successfully welded a rod to a socket and managed to work that up into the recess and hold the nut while unwinding the bolt from the other side of the assembly. A good idea but somewhat inflexible unless you got the angles right first time. So, thinking along this tack I tried holding a socket with a set of vice grips and then fixing the vice grips to a heavy screwdriver with cable ties. After readjusting the clamp a few times, I finally succeeded in creating an adjustable nut holder that slipped up and into the available slot and captured the nut successfully. I held this in place with a wooded wedge. The day was won.

Sue was right. Our E Type is no longer a right-hand corner lurcher and banger. It corners better, it is quieter and gives a much smoother ride. The effect of adding the new rear Girling shock absorbers was classic magic.



NATIONAL RALLY JAGUAR DRIVERS' CLUB

To New Zealand Jaguar Drivers' Clubs

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

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

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

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

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

Commodore Hotel

Address: 449 Memorial Avenue,
Burnside, Christchurch 8053

Phone: 03 358 8129

Novotel / Ibis

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

Phone: 03 372 2111

Rydges Latimer

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

Phone: 03 379 6760

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

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

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

Regards

Craig Murphy & Ken Winsloe

Chair & Organisers for the National Rally 2024

Jaguar Drivers' Club Inc

PO Box 1293

Christchurch 8140

(03) 348 5775 or 027 225 2003

Email: info@jaguardrivers.co.nz

Website: www.jaguardrivers.co.nz