



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

# CATS AMONG THE VINES



\$10

VOL. 45 | JULY | AUGUST 2023

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# FROM THE EDITOR'S DESK

Welcome to another edition of your printed club magazine. Hopefully, the previous e-magazine provided the membership with as much information, interesting articles, review of events, and demonstrated how an electronic version can contain many extra surprises and clickable links. The trial highlighted some successes but also showed some interesting facts. Having it placed in the 'Member's Only' section demonstrated that some members found it difficult to download or view, and it also showed quite a number of members did not even access it to read. Some improvements will need to be looked at to make sure all the membership have easy access to it.



The MAGOPS committee will continue to move into phase II. This will be improvements to our website and utilising links and simple clicks to support our wonderful advertisers. The website is currently under-utilised, and we need to develop the site. Making it more dynamic and functional will only stimulate more interest and provide better links to our valuable advertisers and any future advertisers.

The Committee continues to request for interest in the membership to help with the day-to-day running of the club. Being a member of the committee is not an onerous task and can help lighten the load from other committee members. Please give it some thought and contact our President, Tony if you think you can help.

In this edition we cover many club events - Westbrook Winery, Morris & James, Club Night with the MG's, Fish & Chip dash and the Hallertau Hunua experience. I wish to thank many club members that have helped produce and provide wonderful pieces for this issue, particularly, Peter McElroy, Bryan Airey and Larry Raynor Olive for their contributions to this issue.

What to look forward to? MG Club invite to the track - Hampton Downs in September. This is always a great opportunity to let the leash off the cat. A fantastic score for the club is a meet and greet with one of NZ's best Racing Car drivers, - Greg Murphy. Known as the King of Pukekohe in his day driving in the Australian Supercars touring car championship and currently a host for Sky Speed, this evening should be well worth checking out. So, October allows us to view one very special private car collection and then it is back to the start of our display events. This first one down on the waterfront is about supporting our charity of choice - Camp Quality.

Keep an eye on our Events page of this edition and the website. A reminder to register for these events via the website. Once events have been confirmed, then it will be opened for registrations. Talking about the Events Page - Is there anyone interested in helping the Committee to coordinate the registrations for these events? We do need a person to help with the administration work in setting up these events. If this sounds like something you could be interested in, then please give our President, Tony, a call.

I hope you enjoy the interesting reads and hope that some of the up-coming events provide the interest and get the members out of their homes and into their jaguars to join in the fun.

Kind regards

**Gerard Leeuw** Editor



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JAGUAR DRIVERS' CLUB



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## A long and proud history since 1969

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

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

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

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

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

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

### Life members - for service to the club.

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

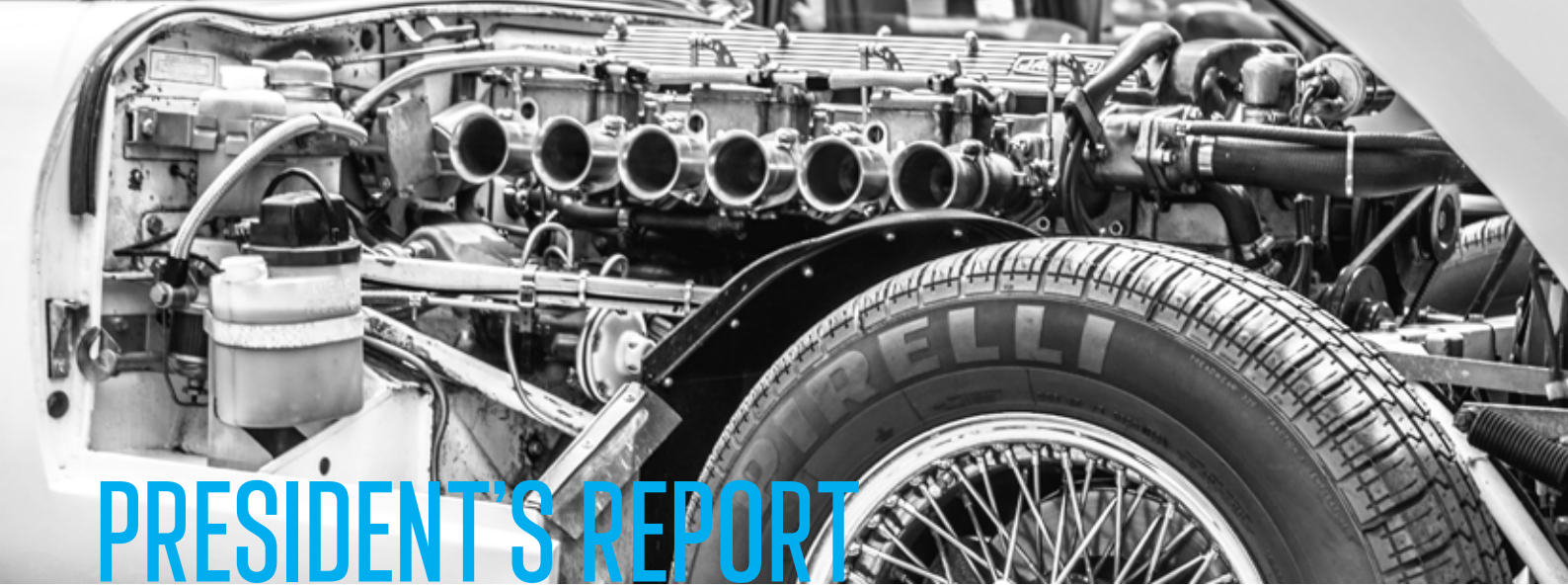
## REGISTERS

- **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](http://www.jaguardriversclub.co.nz)

Cover image: F-Type... eternally distinctive





# PRESIDENT'S REPORT

**T**his edition of the magazine is obviously a return to our traditional printed hard copy format. Feedback on our first digital version has been very positive. Along with many others, readers were impressed with the layout quality and content that Editor, Gerard Leeuw, and publisher Bryan Hefer, delivered. They achieved a standard that was recognised by members and our sister clubs as enviable with one club even requesting Bryan's contact details so they could improve their existing digital mag.

August 1st marked the beginning of our new financial year so the next six magazines will alternate between a printed hard copy and an online digital version. Between now and the end of the year, Simon Crispe, and the magazine working group will continue working on how we further develop content and increase advertising returns from the digital magazine and create greater website traffic. Based on what's been done so far, there's a lot of scope to improve club income.

## Committee Talk

Treasurer, Dawn Judge, has completed handing over her responsibilities to John Phibbs, who has been temporarily seconded to the committee as Treasurer and until the AGM in November. Many thanks to Dawn for all her efforts over recent years and best wishes for the future.

The following members have so far indicated they are willing to stand for election to the committee at the AGM: Robin O'Connor, Gerard Leeuw, Simon Crispe, Patricia Kerr, Keith Pinney and myself. If other members are interested in joining the committee, please contact me or any other committee member.

Laurie Haywood, a club member for nearly 25 years, will be standing down from the committee prior to this year's AGM. Laurie has been a tremendous

contributor to the activities of the club. He's organised events like the spring Charity Car display at the Viaduct efficiently and in a no fuss manner. He's also been a leading light on the brilliantly successful British and European Classic Car Show committee representing our club with distinction. On behalf of the club and his fellow committee members, many thanks Laurie for your contributions and we look forward your ongoing participation in club events and activities.

## Club President.

I'll step down as President at the upcoming AGM but will remain on the committee as the "Immediate Past President". This is in line with the constitutional rules of the club. Ideally, the President would be nominated from among existing committee members but for various reasons, current members are unable to take on the role so we will be seeking nominations for President from the wider membership in the weeks leading up to the November AGM.

In the meantime, if you think you or another club member might be interested in taking on the President's role, contact me or any of the other committee members. Anyone taking on the President role will be well supported by the experienced committee including two past presidents and a vice president.

## 2024 National Jaguar Rally

A reminder the next NZ National Jaguar Rally will be in Christchurch on Easter Weekend 2024 (29 -31 March). If you're thinking of going, now is the time to register. It's a great opportunity for members to meet Jaguar owners from all over NZ in a buzzing rebuilt Christchurch and perhaps combine it with a South Island road trip. The roads and scenery down there are second to none, especially now that SH2 through Kaikoura has been reinstated.



The organisers have advised that so far about 25 couples from our club have registered their interest. Due to the distance involved, multiple drive route options, accommodation alternatives and ferry complexities, we won't be organising a 'club convoy' travelling south. However, in late January we'll ask the organisers for a list of confirmed attendees and circulate it among participants so they can make individual arrangements to meet up along the way and at the Rally.

In the meantime, I look forward to our remaining club events on the calendar for 2023. See you all soon at these events.

Best wishes,

**Tony Wright**

Club President



# HERDING THE CATS AMONG THE

**S**unday 11th June provided an unusually sunny day for the annual Westbrook luncheon and wine tasting.

The route through the scenic Coatesville Riverhead highway provided some unplanned for challenges on the way when we encountered firstly a serious motorcycle accident and then major road works after slips had badly damaged the roadway. Larry Raynor's brand new car was put to the test on the areas of unsealed road. His blood pressure eased back after a few glasses of wine through the afternoon, and I believe he planned an alternative route home.

On arrival at Westbrook the fleet was able to park together beneath the arcade of trees lining the driveway. The site for the winery and restaurant is spectacular overlooking a large man-made lake and flanked by endless rows of vines disappearing into the distance.

The programme for the afternoon consisted of a wine tasting of 5 of the best vintages the winery has to offer accompanied by generous tasting platters and a variety of pizzas to finish. Each wine was preceded by a very informative description of its style, the variety of grape, specific terroir and tasting notes. Group discussion indicated that the specific taste profiles provided in the tasting notes were very helpful and we all came away with a better understanding and appreciation of Westbrook wines.

After a group photo all members headed home...some with take away boxes of the delicious pizzas that were left over. Thanks to all that helped organise another wonderful and entertaining club outing.





# THE VINES





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



## Weekend away

Coordinator: Robin O'Connor

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.

#20230902

Check the Events page of the Website for more details.



## MG invite – Track Day

Coordinator: MG Car Club

Venue – Hampton Downs Club Circuit. Come and enjoy a controlled day on the track. Let your Jaguar show its grace at pace.

Check the Events page of the Website for more details.

#20230910



## An evening with Greg Murphy

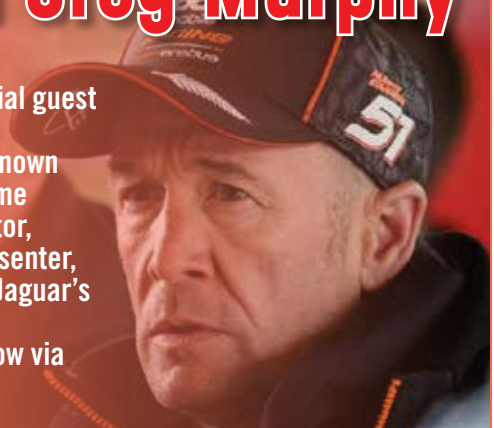
Coordinator: Tony Wright

Here is a great opportunity to hear from a special guest speaker - Greg Murphy.

Greg is probably one of New Zealand's better-known exports to the Australian touring cars. A four-time winner of the great race - Bathurst. Commentator, spokesperson, ambassador, mentor, and TV Presenter, Greg will talk about his role and experience as Jaguar's brand ambassador; followed by Q & A session.

Registrations will close 8 September so book now via our website.

#20230913





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



## Visit Blackmore's Private Collection

Coordinator: Bryan Airey

Here is a great opportunity to visit a very special private collection. Check the Events page of the Website for more details.

#20231008



## Club Fundraising Display

Coordinator: Laurie Hayward

The club's big Fundraiser Car Show in aid of Camp Quality Charity. Venue is confirmed. Eastern edge of Halsey Wharf. [Rain Day - 22nd October] Check out the website to make a booking.

#20231015



## Horsepower Event

Coordinator: Simon Crispe

Enjoy a relaxing drive to Waikato Stud in Matamata followed by a nice lunch (Pay on the day). A gratuity of \$5 per car will be requested. Check out the website to make a booking.

#20231105



# POTTERY RUN TO MORRIS & JAMES



**W**e had the choice of going to Cambridge with the MG Club on the Saturday or to Matakana with the Jaguar Club on the Sunday. My co driver chose Cambridge as there are no antique shops in Matakana. About a week before the event, we got an email from Robin asking if we were going to Matakana. Not wanting to let him down, we agreed to enter the Jag run as well. When we got to Morris and James, I was greeted by Robin with "Would I write an article for the Magazine about the visit". No 'good morning', no, 'how are you?', no, 'how is the car going?', just 'would you write...' Do not think there was any 'please' either.

Of course, it was raining when we arrived at the BP Service Centre at Dairy Flat, so we retired inside for a coffee. Despite the lengthy renovation process, this centre is not nearly as good as the Papakura Truck Stop. No plates, no chairs, just high stools, and a few bench seats. Once again, the gathering of Jaguars was impressive and a real head-turner to other members of the public passing through. Several F types, XKs, XJs, XJRs, XJFRs, a beautiful Daimler Double Six and a Jag Plug in Hybrid.

After a brief introduction by Robin, the flag came down and we were off. We hardly had time to fasten our seat belts before the whole fleet had disappeared down the motorway. Shortly before Silverdale we caught up to the Walker's and Hindman's, driving their Jags with the respect that they deserve. We were content with their pace, so followed them to Matakana. The new motorway from Puhoi to Warkworth was superb and appreciated for its stunning meander through the countryside. We were impressed with the stability of the high cuttings on either side of the road. Despite the recent heavy rain events, there was no sign of any slips. The sides of the cuttings were secured with mesh and soil anchors, a system that can obviously be used to stabilise the banks in Coromandel and East Cape.

NZ Transport Agency / Waka Kotahi can't help themselves. Within less than a month from opening, there are roadside signs advising that the toll is going to go up on the 1st July. I know that some call it the Holiday Highway, but, it is an important link for those who drive everyday from Warkworth, Snells Beach and surrounding areas to the North Shore for work.

Arriving at Morris and James, we found a sun-drenched cafe with home cooked food. The Pottery firm was established in 1977 on the banks of the Matakana River where a brick works had previously harvested the excellent clay by horse drawn digger. We were privileged to have a guided tour of their factory and surprised to learn that there is a lot more to it than just digging the clay out of the ground. After digging, it is left to mature in the open before being mixed with sand

and ground pots and moved indoors to further mature. We were treated to a demonstration of turning a cylinder of clay into a beautiful pot. All the pots are hand thrown, and hand painted, fired and glazed. They are unique and beautifully displayed in their showrooms.

It was an easy drive across the bridge over the Whangateau Harbour to the Omaha Golf Club where Robin had arranged for us to have lunch. A lovely location with views over the harbour. It was another well-planned day out with fellow club members and enjoyed by all that attended. A big 'thank you' to Robin O'Connor for organising the day, and I am pleased to scribe for this event.









# SHARED MG & JAG CLUB NIGHT @ REMUERA

Guest Speaker – Peter Martin [Targa Nz]



**M**embers of the combined Car Clubs of Jaguar and MG gathered in the AJDC Club Rooms at the prestigious Remuera Clubs Ascot Room to hear Peter Martin elucidate all about the requisites for competing in the upcoming Targa Rally NZ 2023. I arrived nice and early however you would have to get up early to beat Paul Marchant, especially when there's an awesome buffet dinner, car talk and a Bud Light or not to go with it. A true stalwart and owner of up to a dozen of the most expensive and detailed hobbies alongside model aeroplanes. Paul takes a hardcopy of our AJDC Magazine wherever he goes with a certificate of Best in Show for a centrefold. While I was savouring a most delicious supper of lamb, savoury rice, naan bread and juicy tender Cajun chicken with rich mushrooms gravy, yum, I'm thinking to myself, 'oh my goodness, how good would it be if our Club met here once a month and just socialized', pleeeeeease.

Now the time had come for Paul Walbran (MG Club) to warm up the congregation with some of his dry wit and introduce our guest speaker Mr. Peter Martin. I wasn't sure what to expect from Peters presentation, maybe a sideshow of past Targa Rallies and a Haiku or two. However, we heard a comprehensive account of 'Things you need to know about the Targa Rally NZ rules and regulations to a captive audience of non-participants. When all the info was digested by most of us, and, washed down with just one more Bud Light or not for the road, our undivided attention was captured by Peter when he opened up about his more personal life. Peter recounted with humility some of his life's extraordinary achievements in sports, business, farming, and about his family and his death defying disasters. He was a young and daring extreme risk taker on par with Evil Knievel, and he is a New Zealand Million Dollar Man going by the injury count. Peter even had an appointment for shoulder reconstruction surgery scheduled for the very next morning. The honest truth revealed, we were blessed to have had a once in a lifetime opportunity shake hands with a true-blue Kiwi Legend and duly expressed our mutual admiration. Many thanks to our Committee members who have taken the time to organize another memorable event.



PS. 'In my opinion Peter Martin's super-human achievements should be acknowledged as one of New Zealand Motorsports Greatest Drivers for completing the Epic Peeking to Paris Tour in a FIAT 1500 with co-driver Greg Paul, a very long and difficult journey and he never gave up, he just kept driving.'



Written and photos: Larry Raynor Olive



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# TRIBUTE TO FIRST E-TYPE RACE WINS WITH THE E-TYPE ZP COLLECTION

**J**aguar Classic is celebrating the race winning pedigree of the iconic E-type by producing seven exclusive pairs of E-type ZP Collection vehicles. These new luxury collectibles honour the first E-types in competition, which were produced under the project name "ZP". Only months after the E-type's introduction in 1961, these lightly modified racing E-types designed by Jaguar celebrated their first victories.

Each pair of E-type ZP Collection vehicles includes a drophead coupe and a fixed head coupe finished in liveries inspired by those original race winning cars and comprehensively restored by the experts at Jaguar Classic Works in Coventry.

The two inspiration cars are typically referred to by their registration numbers, 'ECD 400' and 'BUY 1', and were driven by Graham Hill and Roy Salvadori respectively in the 1960s. The E-type ZP Collection feature thoughtful details commemorating the E-type's racing heritage as well as engineering upgrades and enhancements to make them more usable for customers.

*The E-type ZP Collection is the ultimate tribute to the E-type's triumphant racing debut, in itself part of Jaguar's rich motorsport history. Each pair tells a fascinating, and often untold, story of the E-type's history. The ZP Collection honours not only the vehicles, but the racers who drove them to victory on the track. With 2,000 hours lovingly spent*

*on each vehicle by the craftspeople at Jaguar Classic, our discerning clients will be able to enjoy a unique tribute to two of the greatest cars in the E-type's history.*

**PAUL BARRITT: DIRECTOR OF JAGUAR CLASSIC**

Later in 2023, Jaguar's SV Bespoke personalisation team will unveil a limited-edition production run of matching F-TYPE ZP Editions inspired by the E-type ZP Collection. Fourteen of these final 5.0-litre supercharged V8 Jaguar sports cars will be reserved for E-type ZP Collection clients, creating an unrepeatable celebratory quartet. From 2025, Jaguar will proudly become a pure electric modern luxury brand, starting an exciting new chapter for the brand founded by Sir William Lyons in 1935.

## Historic foundations

The exclusive vehicles from Jaguar Classic celebrate an important E-type story and take their name from seven early examples, which were transformed into competition cars. They made their racing debut in April 1961, just a month after the production E-type made its triumphant world debut at the Geneva Motor Show.

Claude Baily, Chief Designer at Jaguar at the time, detailed the specification of these seven Project ZP vehicles only

the day after the E-type was launched to huge fanfare at Geneva. Each received engine modifications and enhancements for components such as the cylinder block and cylinder head and the inclusion of a close ratio gearbox.

Just one month later 'ECD400' and 'BUY1' took first and third positions in the Oulton Park Trophy for GT cars on 15th April 1961. This was the beginning of the E-type's racing career and a continuation of Jaguar's racing pedigree established by iconic models like the C-type and D-type.

The victorious Indigo Blue E-type 'ECD 400' at Oulton Park was driven by Graham Hill, while 'BUY 1', a Pearl Grey example, was driven by Roy Salvadori and placed third. Salvadori then went on to win at Crystal Palace on 21st May 1961. In total, between 1961 and 1964, the E-types were a standout success and achieved 24 podium finishes.

## The vehicles

The first of the pair honours Graham Hill's Indigo Blue E-type drophead coupe. Finished in Oulton Blue - inspired by the original colour of 'ECD 400' - it features a black hood and a range of exterior details that pays homage to Hill's race-winning vehicle.

The roundels on the bonnet and door are finished in white, with matching front 'lipstick' round the inside of the front air intake. The motif bar across the grille and front overriders have been removed, in keeping with the original. However, unlike the original which was developed just for racing with no regard





## Jaguar is honouring the E-type's first race wins with Project ZP: a collection of seven exclusive pairs of restored E-types inspired by the 1961 winning cars driven by Graham Hill and Roy Salvadori

for finishes, Jaguar Classic engineers had to achieve a flawless perfect face for the vehicle, and as a result the nose has been meticulously reworked and hand-finished with over 40 additional hours of labour.

There are chrome bumpers front and rear with wire wheels and wheel spinners bearing a Jaguar Heritage logo. To ensure a period correct look for 1961, a beech wood steering wheel is joined by other early E-type characteristics, including welded bonnet louvres and external bonnet latches with a lockable key. The external bonnet locks feature specific ZP logos and are joined by a leather bonnet retention strap.

A selection of additional ZP details are visible, including ZP logos on the fuel filler cap, exterior car cover and roof cover, while ZP and Jaguar logos on the rear identify the unique nature of each vehicle. There is also an artistic side graphic on the wing of the car, with the Union Jack set within a silver shield, the E-type's silhouette and Project ZP wording.

The interior features a uniquely authentic specification, finished in red leather by Bridge of Weir and in-period Hardura trim. The suite of additional enhancements includes a golden growler horn push while Jaguar Classic are delighted to partner once again with master engraving artist Johnny "King Nerd" Dowell. Unique art panels feature on the centre console finished in anodised aluminium with his unique hand-engraved detailing.

For the Oulton Blue drop-head, the design features engravings of the car's silhouette, the Oulton Park track layout with a start/finish flag, honouring the first race win by Graham Hill - and Hill's famous quote: "In a race my car becomes part of me, and I become part of it" and one half of a laurel wreath, again,

signifying the original vehicle's race win. The art panels are anodised in batches to the same meticulously high-quality standards applied to modern production models for a consistent durable appearance.

The second vehicle in each pair honours the E-type driven to victory by Roy Salvadori at Crystal Palace in 1961, following up the E-type's successful racing debut at Oulton Park.

While all of the original Project ZP cars were based on drophead coupes, the vehicle inspired by 'BUY 1' is reimagined as a fixed-head coupe, giving clients and collectors examples of both body designs. Inspired by the original car's Pearl Grey paintwork, it is finished in Crystal Grey, its name taken from the track on which Salvadori made his first win with an E-type.

Inside, the 'BUY 1' inspired vehicle features Dark Navy Bridge of Weir leather with matching Hardura trim and a Beech wood steering wheel, while the centre console aluminium detailing is anodised in grey. Its design includes the other half of the laurel wreath engraved on the console of the Oulton Blue car. The track outline is of Crystal Palace and text spells out Roy Salvadori's nickname "King of the Airfields" alongside a silhouette of the vehicle.

### Classic Works Expertise

The ZP Collection is based on the specification of 3.8-litre Series 1 E-types produced between 1961-1964. The 265bhp 3.8-litre engine features an authentic 1961-style alloy radiator with electric cooling fan and electronic igni-

tion for everyday usability, as well as a polished stainless steel exhaust system. It effortlessly blends original authenticity with modern usability and reliability.

While each vehicle has a unique personality and heritage, both feature a suite of additional enhancements from the team at Jaguar Classic Works. These include the Jaguar Classic Infotainment System with DAB radio, Bluetooth connectivity and navigation, for 21st century standards of in car entertainment.

The most significant mechanical upgrade is the specially developed five-speed manual transmission for quieter, more comfortable cruising. It features synchromesh on all ratios, helical cut gears and a reinforced cast aluminium casing for enhanced reliability and durability, with closer gear ratios for smoother changes. Its intelligent design requires no modification to the bodyshell, or any of the other components, despite providing an extra ratio. Maintaining the donor vehicle's integrity is of the utmost importance to the team at Jaguar Classic, and the gearbox they developed allows the body's originality to be retained, as well as giving customers increased usability.

Every vehicle is subject to around 2,000 hours of work by the experts at Jaguar Classic, undergoing painstaking and meticulous work with craftsmanship at the heart - making every example a masterpiece.

Supplied with each vehicle is a tailor-made car cover with ZP logo and a bespoke jack with unique storage bag to be stored beneath the boot floor.







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# **AUTOHUB**<sup>TM</sup>



**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.



# FISH & CHIP RUN TO KAIAUA

Written & Photos by: Bryan Airey



Originally planned as a run to The Shelly Beach Cafe on the Kaipara Harbour but hastily changed to Kaiaua when it was discovered that the Shelly Beach Cafe was temporarily closed. Not only closed but their phone was disconnected. Fortunately, it was not too late for Simon to arrange with Jenny at the Kaiaua Fish Shop for us to have exclusive use of their dining room.

In spite of light rain, over 30 Jaguar Club members met at The Papakura Truck Stop for coffee and a chat prior to leaving. We welcomed two new members and at the other end of the scale two of our life members. A representative of Operation Good Oil spoke to us and gave us a brochure asking us to support the reopening of The Marsden Point Oil Refinery. The brochure certainly made strong points regarding the errors made in closing the refinery and suggesting steps to be made to re-open it.

Our route took us down the old Great South Road which only 30 years ago was the main route to Hamilton. Nearing what used to be called 'Collision Cross Roads', we turned left towards Pararata and into some beautiful rolling countryside. It was shortly after this that the lead car took a wrong turn and led the fast pack on a tiki tour of the country roads around Mangatangi. Rumour has it that a life member was navigating the lead car. Meanwhile Dave and Carol Walker lead the rest

of the fleet at a leisurely pace to Kaiaua, arriving some time before the boy racers.

Kaiaua is obviously a popular destination for car clubs on Sunday afternoon. Among the Clubs there was a contingent of Holdens and The Morris Club with a cross section of cars dating back to prewar Morris 8's, Morris minors, a Morris 1000, several Minis and of course some modern BMW Minis. Naturally none could compare with our beautiful Jaguars.

The queue for the Fish & Chip Shop was out the door and it was then that we appreciated Simon's foresight in reserving the dining for us. There was a similar queue at the pub next door. The fish was fresh and the serving of chips generous. It was easy to understand why the shop had been open for 60 years and had twice won the award for the best Fish and Chip shop in New Zealand.

For most it was a drive around the beautiful Pohutukawa coast home.

With the Editor's approval I would like to make a plug for our proposed visit to Allan and Trish's car collection on 8th October. They have about 30 cars, all in close to concours condition and displayed in two buildings that can best be described as art galleries showing cars instead of paintings.



# THE ROAD TO ELLERSLIE

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

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

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

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

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

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



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

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

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







# Unstoppable!

**M**itch Evans took his third win of the 2023 ABB FIA Formula E World Championship on the streets of Rome for Jaguar TCS Racing. The Kiwi stood on the top step of the podium in the eternal city for the fourth time in his and Jaguar's Formula E history.

Jaguar TCS Racing took their second ever front row lock-out, after Mitch Evans took Pole position, adding three valuable points to his championship campaign. The Kiwi came first in qualifying group B, before defeating Edoardo Mortara in the quarter-final qualifying Duels and Sébastien Buemi in the semi-finals. Sam Bird also made it through to the Duels and the two Jaguar teammates faced each other in the final, Sam ultimately lined up in second place.

In the opening laps of the race, Mitch and Sam rotated for the lead, with a solid strategy in place. Sam was having a strong race and was in contention for a solid points result until he lost control of his Jaguar I-TYPE 6 in the high-speed turn 6 corner. The resulting accident retired Sam from the race and caused a red flag race stoppage with multiple cars involved in the aftermath. Sam was assessed and checked over by the FIA medical team and is thankfully uninjured.

When the race restarted, Mitch continued from his position in second place, fighting for the lead with Sacha Fenestraz who eventually dropped back. Jake Dennis overtook Mitch on lap 15, taking the lead. In the latter stages of the race Dennis had to drop back to manage a lower energy target, which gave Mitch the opportunity to pass and pull clear, creating a gap to the rest of the field.

Envision Racing's Nick Cassidy came through to finish in second place, resulting in a Jaguar powertrain 1-2 - a strong result on the streets of Rome that showcased the competitive performance of the Jaguar I-TYPE 6.

Jaguar TCS Racing remain third in the 2023 ABB FIA Formula E World Championship teams' standings, closing the gap to the leaders.

*Our fourth win here in Rome under intense pressure is a fantastic achievement for the team. Pole position, fastest lap and the win for Mitch is as good as it can get, and a very rare achievement at this level. The day started well with our second ever front row lock-out in qualifying and at this point in the championship with four races to go and with the pressure on, I'm incredibly proud of all the team. Most important though is that Sam and the other drivers involved in the accident that stopped the race are okay. Credit goes to the FIA, the team and all suppliers who continue to push the safety aspect of these race cars alongside performance. Our focus now shifts to repair Sam's car and to build on today's great performance.*

**JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL**

*Firstly I'm glad that all the drivers involved in today's accident are okay and walked away uninjured. For me personally, it's been a massive day, securing the maximum points is really positive for both the drivers' and the teams' championship*





# Pole position, fastest lap and first place finish for Mitch Evans and Jaguar Tcs Racing



campaign. We are hoping tomorrow will see similar results, so we can further close the gap to the drivers and teams' ahead. We know how unpredictable this championship will be, but we will give it everything.

MITCH EVANS: JAGUAR TCS RACING DRIVER, #9

A small oversteer today resulted in a big consequence, and of course I'm disappointed. Luckily, I am uninjured as are the other drivers involved, it could have been a lot worse if it wasn't for the safety of the car. The team will be working hard to fix my car tonight, and I'm hoping tomorrow will be a better day.

SAM BIRD: JAGUAR TCS RACING DRIVER, #10

Editor - The final round in London will be covered in the next issue. Stay tuned for the exciting finale.

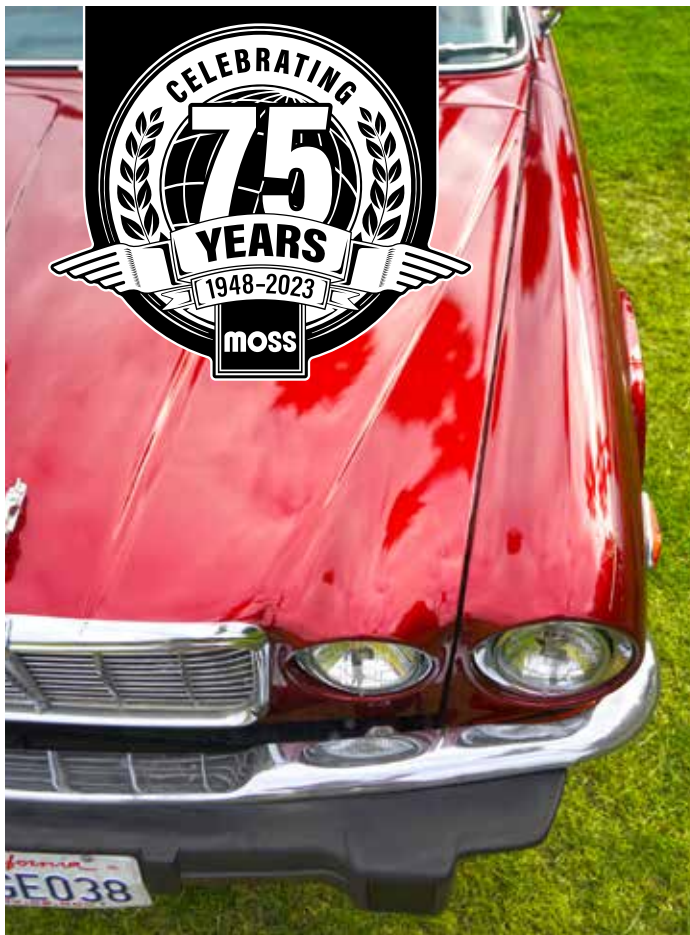




# PERFORMANCE

## HAMPTON DOWNS HISTORIC RACING CLUB SEASON FINALE

**T**wo of our long time Club members took part in the Historic Racing Club season finale at Hampton Downs, turning laps on the 2.7km circuit while other Club members were racing at the Go Kart track nearby. John Munro managed his best season lap time in his 1973 XJ6 in the ERC (European Racing Classic) class. He also had fun sharing his pit garage with NZ legend Racing Ray Williams. Robin O'Connor ran in the Classic Time Trials class in his brilliant blue 1999 XJR despite having a delayed start with his keys locked in the boot! Then frustration since his transponder didn't record his really good 1 minute 4 second time accurately. There was no time for another run due to a dash back to the CBD with Maureen to enjoy Kinky Boots - The Musical. Next season awaits!



## 75 Years of Heartfelt Thanks

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# HALLERTAU HIGH TIME



**G**ood morning sunshine, it's a brand-new day, there's not a cloud in the pale blue sky, we're off to hook up with a pride of cool cats who are also coming out to play. The early solar rays created curtains of golden light melting the scotch mist off the water-logged hay. Seizing the moment to be on display the best of the best began to arrive with a hiss and a roar, at the prestigious Pāpakura den we assembled, a handsome pride of twenty-four. But wait there's more, a colourful company of Porsche 356's had also assembled in our scratching box, and respectful greetings were exchanged. The time had come to hit the highway to heaven and make some noise, so with pedal to the metal or foot to the floor, we're off to the Hunua Ranges to explore. The Fun Run was fast and furious, such a sight to

behold, a convoy of beautiful Jaguar cars drifted on high o'er rolling hills and lush green valley floors. When all at once we began to arrive at the halfway point for a short stroll and to comb out the fur balls, and to absorb a highlight of our journey, when low and behold the famous Hunua Falls.

With sensory perceptions revived and with extended claws, it was once more unto the bridge dear friends and beat the feet to our final destination, making haste to the Hallertau Brewery where a variety of refreshments awaits. We were all seated at long tables in the great dining hall in true Bavarian style, with the fireplace aglow, the ales and platters began to flow, and the warm cosy atmosphere invoked our jovial comradery, of sharing our close encounters upon a most exhilarating and enjoyable fun run tour deep in the heart of the





cultural landscape of the Hunua Ranges. Driving through various early settler's villages, where once upon a time way back when, it quenched Auckland's thirst. The history of hydration is relived thru a very popular local wayfarers inn called Hallertau.

Cheers to Lynley and Don Bowater for scouting an awesome Fun Run trail and for arranging the catering, your devoted contribution to the Auckland Jaguar Drivers Club is much appreciated, thank you both very much indeed.





# F-TYPE *tunes*

**T**he recordings - made from inside the cabin and from outside the car - capture F-TYPE's unmistakable, supercharged V8 soundtrack. By sharing these with the British Library, Jaguar has enabled people worldwide - and for all time - to enjoy the sounds of the last combustion-engine Jaguar sports car.

Recorded inside the semi-anechoic chamber at the Gaydon Engineering Centre - a soundproof room used to develop and test the refinement and sound quality of Jaguar's vehicles - where F-TYPE's exhaust note was originally tuned, the Ligurian satin black R 75 Coupé performed a number of gear shifts and acceleration sprints, composing the 30 and 47 second tracks.

*The F-TYPE's supercharged V8 makes a unique sound because of the meticulous optimisation work we applied to the entire powertrain, most of all to the intake and exhaust systems - more than 85 iterations before we first launched the car, and developed continuously ever since.*

*The culmination of that work - the sounds you experience driving the F-TYPE R 75 - is something we want to be available for generations to come. Archiving it with the British Library allows us to do that, and that's something we're very proud of.*

CHARLES RICHARDSON: SENIOR SOUND ENGINEER

*The V8 engine's sound will be archived in institutions around the world, capturing a global love for the famous growl.*

*Selected for the recording was a 2024 Model Year F-TYPE R 75 Coupé, a special edition created to mark the final model year of F-TYPE and 75 years of Jaguar sports cars. Offered exclusively with all-wheel drive, its 5.0-litre supercharged V8 develops 575PS and 700Nm of torque and can accelerate the car from 0-60mph in just 3.5 seconds and on to an electronically-limited maximum speed of 186mph.*

*We're delighted to be able to preserve recordings of the F-TYPE V8 engine for Jaguar enthusiasts and listeners around the world. As production of this engine comes to a close, this unique noise takes its place in the nation's archive alongside other sounds that can no longer be heard today*

CHERYL TIPP: THE BRITISH LIBRARY'S CURATOR OF WILDLIFE & ENVIRONMENTAL SOUNDS

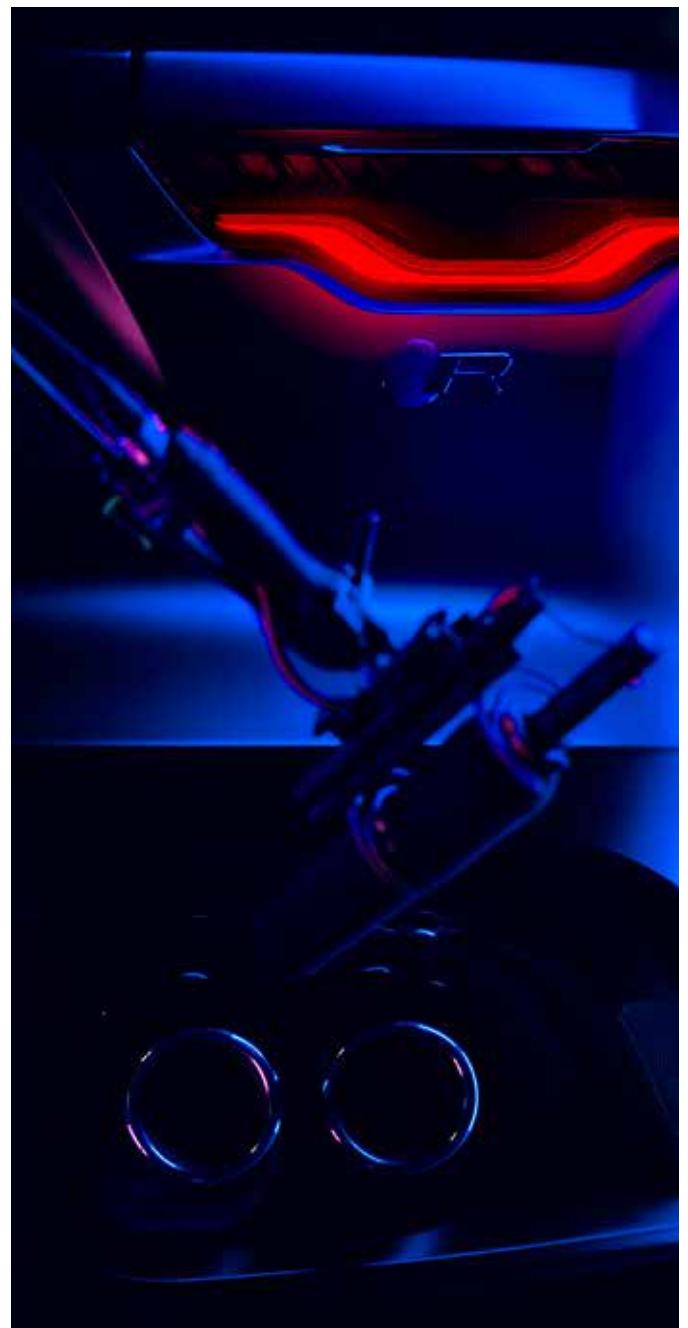
The 30 and 47 second recordings begin with engine start-up, signified by the instantly recognisable 'flare' as the revs rise before settling down to a steady 600rpm idle, the characteristic eight cylinder note subtly hinting to the car's performance potential. From there the run in the chamber simulates a variety of the F-TYPE's vocal abilities.

Each time the F-TYPE accelerates, the valves in the exhaust system open to alter the exhaust gas routing and this releases the signature roar that is particular to the F-TYPE driving experience.

Listeners will hear the crisp upshifts and downshifts through the 8-speed Quickshift transmission, and the distinctive,

hallmark crackles and pops on the overrun from its quad tailpipes, which are a key element of F-TYPE's visceral, driver-focused character.

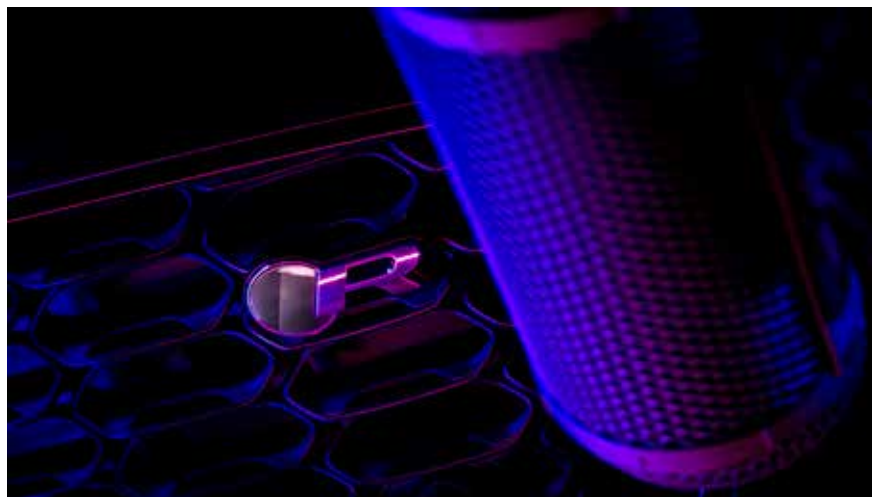
To deliver the optimal playback quality the exterior recordings can be accessed on the Jaguar media site before going live on the British Library's website.





# It won't go quietly: unmistakable Jaguar F-Type V8 sound preserved in British Library

As Jaguar moves towards the near-silent running of its all-electric modern luxury future from 2025, it has today shared sound recordings of its iconic Jaguar F-TYPE V8 sports car with the British Library to be archived for all time.





# What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor

'Is our Cat Crook?' I seem to recall that one of our august politicians once wrote a book call, I've Been Thinking'. Well, changing the habit of a lifetime, I thought I'd have a go too. Thinking that is, as to why Jaguar saloon sales are not what they might be, and once were,

Winston Churchill claimed something astute, 'The farther back you can look back, the further forward you are likely to see.' So why did the fortunate buy them back then, but less so now? The last time, to my knowledge, there was a waiting list, was with the introduction of the XJ40, circa 1986. It would seem appearance, performance and price were the keys that, alas have been some what lost. These encapsulated 'phwoar' (sorry about the Clarkson-ism) plus of course distinctive. Yes, you could recognize one a mile away. It's true one in those days might also consider a Mercedes-Benz or BMW or Maserati etc., and pay maybe twice the price, with less internal/external visual appeal.

It is very important is it not, that at premium level one has a distinctive or recognizable 'shape' or 'face'. Today Jaguars don't have this, unlike the afore mentioned, plus of course Rolls Royce, Bentley, and Range Rover. Again, currently whether it is price, performance, or appearance, there is nothing much to separate them from the others.

Again, to quote Churchill - 'Any idiot can see something wrong. But can you see what is right?' Think Range Rover, in that way tick the box on distinction / recognizable, and that is their main selling asset. On that basis, I am not sure that the XJ6 shape should have been dropped, but instead continued to be, likewise, modernized. Another possible approach is to offer more styling choice that everyone I suspect is happy with an anonymous radiator grill made up of just 'wire netting' with a small, lonely badge stuck in the middle. Two or three grill choices could be offered, including a version of the original '68 XJ6 slatted-ish as on some X350's. Then there is the E-Type horizontal bar design. As to the interior, I understand that the 'less aged challenged' prefer all ebony with splashes of silver or chrome. However, do all? Traditional wood and leather, or art-deco design mind find favour?

Finally (yes, I promise) it is accepted that due to international rules and standards, there is a tendency for vehicles to all end up rather same-ish, and of course the money tree has its limits. The XJ351 has now gone, leaving only the small and medium models, and I sincerely hope I'm wrong, but without some considerable change, I fear for the future.

Sorry, but I must go, as I hear the Matron calling with my sedative, and yet another lie down.

Best wishes

Croydon Parry



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## JAG ON THE NET

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

Jaguar F-Type V8 Exhaust Sound Preserved in British Library

[https://www.youtube.com/watch?v=RZrb2zOA\\_No](https://www.youtube.com/watch?v=RZrb2zOA_No)

The eight best Jaguar road cars of all time

<https://www.youtube.com/watch?v=46TmzAHY80s>



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

*Thank you to all members who have paid their subs.*

## Welcome! new members

- Karl Mackinnon & Michelle Barrett  
**2005 S Type 2.7L Auto Powder Blue**
- Simon Rickaby & Mazz Williams  
**1959 XK150 3.8L Auto Imperial Maroon**  
**1994 XJS 4.0L Auto Rose Bronze**  
**1996 XJS 4.0L Auto Sapphire Blue Metallic**
- James & Will Chapman
- Howard & Raewyn Evans  
**2005 S Type 3.0L Auto Red**
- Willer Fontenla Fernandes  
**2001 X Type 2.5L Auto Blue**  
**2010 XJ 5.0L Auto Silver**
- John Nicholson and Natalie Kirton  
**XJ6 S3 Daimler 4.2L Auto Forest Green**



# CLASSIFIEDS

More photographs & details on JDC website

## 1990 Jaguar XJR-s V12 TWR

A very rare car with low mileage Jaguar XJR-S in British Racing Green.

POA

Due to family circumstances, please contact Gerard 027 4810 740

Working on behalf of the owners



## 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.

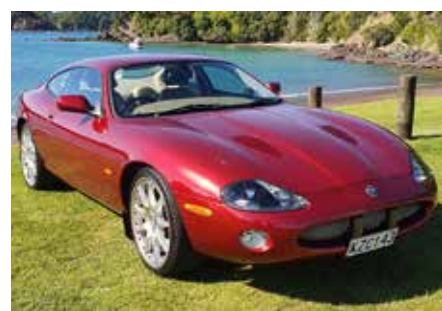
One owner. UK import in 2020. Asking price \$29,850 ono Peter & Paula Daye. Mobile 0272087973



## 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



## Jaguar Parts Wanted

- 1957 XK150 Fixed HC - front and rear windcreens, telescopic boot stay, 'J' branded headlamps, fitted suitcases, window wiper mechanism mounted near top centre of dash.
- 1966 MK 2 - front windscreen, radio of the era, tools for tool box
- 1971 E Type S3, Fixed HC - front windscreen, battery post cover (Pos)
- Book - Jaguar XK150 explored

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

## For Sale

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

## 1986 Jaguar XJ6 Series 3

Covid CASUALTY (Need the Garage Space)  
Any interest in this lovely 1986 XJ6 Series 3? Spent good money restoring it (receipts available). Offers considered.  
Ph: Barry 0274192256



## 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



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)

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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## Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine Jaguar and Daimler original factory brochures. Brochures range from 1949–2015 and are in as new condition unless stated. Also available are some Jaguar and Daimler books, calendars, handbooks, some signed by Lofty England and Paul Skilleter. Calendars ideal for framing the 12 photographs of rare Jaguar models.

Mark Shorter 021 613616  
David Shorter 021 610910  
Email david@shortercars.co.nz

## Rare Jaguar XJ 220 - P.O.A.

A rare opportunity to purchase this one special Jaguar XJ 220 of the 274 ever built. This unique vehicle is the Turbocharged V6 version, built in 1994. Right-hand drive and one of 69 hand-built cars in that year. Imported from the UK to New Zealand in 2005 with 174 miles on the clock. Despite having two previous overseas owners, it was first registered in New Zealand. Currently, this car has driven a total of 1200 miles.

Contact Rod Sullivan  
e-mail; rod@sullivan.kiwi.nz  
Phone: 021 945156



## XJ8 2003

This smart aluminium bodied XJ8 is powered by the smooth 3.5 litre 6-speed 224kw V8. Grey, with cream leather upholstery. This vehicle is New Zealand new. Travelled a mere 150,000 kms. Roof lining has been professionally repaired. Fully serviced including an auto transmission oil change. This is a lot of car for the money.

Asking price \$10,900

Contact details. Logan Leeuw  
Mobile: 02108415751



## 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.



## 1974 Jaguar XJ12L V12 For Sale

Mustard yellow colour. Has not been on the road for many years but been on blocks and covered in my shed. Registration on hold. Body excellent and engine only needs tuning and valve clearances redone since heads reconditioned and run in. Some good spare parts and workshop manual available with sale. I now need the space in my shed for another use. Available for viewing at Miranda. All offers considered.

Phone Kevin 0223177488.

kevinrossmetcalf@gmail.com

## 1954 Buckler 90

Being offered for sale is beautifully restored 1954 Buckler 90

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

Road registered and a current race logbook.

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

Price on enquiry.

Contact Anthony Munns

021 582738



## For Sale, Sills for a Mk2 Rob Andrew

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

Rob Andrew

at arjay2@xtra.co.nz or 0212417591

## 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



## Free Magazines

I have some mags to give away that collectors may find valuable:

All are in pretty good condition and one dates to 1990.

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

Phone Alan: 021 909 952



# 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:

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### Commodore Hotel

Address: 449 Memorial Avenue,  
Burnside, Christchurch 8053

Phone: 03 358 8129

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### Novotel / Ibis

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

Phone: 03 372 2111

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### Rydges Latimer

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

Phone: 03 379 6760

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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](mailto:info@jaguardrivers.co.nz)**

**Website: [www.jaguardrivers.co.nz](http://www.jaguardrivers.co.nz)**