

CA T alogue

EXPRESS February 2024

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS CLUB INC.

Jaguar: All the New Models for 2024 Filippo Einaudi, Motor1.com

The ultimate ZP edition of the F-Type is the only launch planned for 2024. And we may see a preview of the 2025 electric GT.



Jaguar's future plans are decidedly ambitious: the Coventry-based company has stated that it aims to have an all-electric range from 2025, but much remains to be defined in terms of industrial and product plans.

The new range was supposed to start with the heir to the now-cancelled XJ and a family of SUVs, while today the latest official news is of a sports saloon.

This model will make its official debut in 2025, with the start of production, but it is highly likely that we will see a preview during 2024, not least to keep the spotlight on a brand that has given very little to talk about in recent months. Beyond that, the only thing to look forward to is the F-Type ZP Edition, with which the company will say goodbye to petrol engines.

So here's what's expected from Jaguar in 2024:

Jaguar GT EV

With the electric transition, Jaguar aims to move up a gear and enter into direct competition with extra-luxury brands such as Aston Martin and Bentley, and from 2025 to 2027 will launch a new model each year based on the in-house built JEA platform, which will be the real foundation of the brand's new strategy. The first will be a four-door GT that already promises to be the most powerful car Jaguar has ever built.



This car will truly mark a new beginning: it will have bold styling and a very high level of technology, with 800-volt batteries, all-wheel drive, advanced connectivity and a range of around 435 miles (700 km).

| | |
|---------------------|--|
| Bodystyle | 4-door saloon |
| Engines | Electric |
| Arrival date | Second half of 2024 (possible advance) |
| Pricing | Over £100,000 |

Jaguar F-Type ZP Edition

The F-Type ZP is the latest of Jaguar's special editions to bring its two-seater to the end of its career. It is distinguished by a bespoke styling package from SV Bespoke, Jaguar's personalisation department, and is available in Oulton Blue Gloss and Crystal Grey Gloss, inspired by the E-Type's most iconic colours and matched with a red or blue leather interior.

The ZP Edition, produced in a limited run of just 150 units both 'Coupé' and 'Convertible', is based on the R75 version with 567 bhp 5.0-litre V8 engine and 186 mph (300 km/h) top speed, and comes with special



20-inch wheels with black inserts. It will arrive in the first part of 2024 although prices have not yet been announced.

| | |
|---------------------|--------------------|
| Bodystyle | Coupe and Roadster |
| Engines | Petrol |
| Arrival date | First quarter 2024 |
| Pricing | To be announced |

President's Column

Haere Mai everyone,

I hope you have had a wonderful festive season. For those of you with working lives you will no doubt wonder why the real summer weather arrives just as you return to work! I'm just pleased it appears to have arrived at last he says as the wind howls outside. Mind you, Jaguars don't seem to mind the weather.

I've been thinking about Jaguar of late and what 2024 has in store for the marque and its direction into the future. I believe the present lineup of internal combustion engines will cease later in 2024 and it may mean that only the F Pace and E Pace will remain readily available through 2024. Some other models are already only available on special order. It is my understanding that the new electric powered versions will come to the market in 2025. I'm sure these will be cutting edge power trains with all wheel drive and good range ability but with total reliance on electric power trains, will Jaguar survive the transition? With the backing of Tata one would like to think so but I suspect the pricing structure of these new generation cars will be high and will that culminate in reduced volume of sales and the roll on effect of profitability. Who exactly will they be competing with in the market?



It is a very difficult time for the automotive industry with this transition well and truly underway and Jaguar is part of it. I suppose we need to hope that the powers that be at Jaguar know what they're doing. Let's hope the pricing regime of this new generation of vehicles doesn't put them out of range for people like us in the club. And for those of us with the current generation of cars will they continue to support the maintenance and spare parts supply? I believe the answer to that is yes they will but for how long? Whatever the case may be, for us in the South Pacific, I suspect we may have to wait some time to be supplied with the new product range.



On another note, planning is well down the track for the inaugural Dunedin Brit-Euro Car Show. We have been putting up advertising hoardings on some of the major roads in and about town and I hope some of you have seen them. If that's the case it will mean other car enthusiasts will have too.

The first event of the year kicked off on Sunday 28th January with a visit to Momona Airport to see the Rescue Fire team and their new appliances. See details later in the newsletter.

Nga mihi
John

**John Forster,
President OJDC**

Next Club Events

Wednesday
7th
February



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

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

All OJDC members & partners are invited to attend

Sunday
25th
February

Hosted by Otago Jaguar Drivers' Club & Local Motor Clubs

Pre-register to avoid delays entering the venue –

Pre-rego form has been emailed to you, or print off the form image
from www.facebook.com/dnbriteurocarshow

Dunedin
BRIT & EURO

Car Show

Brighton Domain
SUNDAY
25 February
2024
11am - 3pm

ALL BRITISH & EUROPEAN
VEHICLES WELCOME

Registration \$20
Pre-register online \$10

ALL FUNDS TO CHARITY

Hot food & coffee
available

See our Facebook
page for updates and
pre-registration

Cars set up from
8.30am

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

FUNDRAISER FOR CHARITY – K9 MEDICAL DETECTION NZ: <https://www.k9md.org.nz/>

Easter Weekend
29th - 31st
March

15th National Jaguar Rally

Wigram, Christchurch
info@jaguardrivers.co.nz

Sunday
TBA
April

Art Run - A tour of local artists' galleries
Watch this space



End of Year Lunch

Lunch was served at the Village Green Cafe and Bar, Sunnyvale. Members spent the afternoon catching up, discussing their cars (including new purchases), and sharing plans for the holidays.



Acknowledgement – Graeme Clent

With sadness we acknowledge the recent passing of Club founding member Graeme Clent. Along with the late Michael Throp, Graeme started the Club back in the 1970s. Our thoughts are with Graeme's family and friends.



Airport Transfers – OJDC Special Rate

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

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



Classic Jaguar Limousines Ltd

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Freephone: 0800 346 370

Prices include GST, EFTPOS in all vehicles

Dunedin International Airport & Fire Rescue Service



Not exactly fire-engine red, but ready to head off to view the fire appliances.

After meeting up at Unity Park in Mornington, we motored down to Dunedin Airport. Crew Chief Bruce Small and the Dunedin Airport Emergency Service firemen showed us around their fire station and in particular, showed off their two enormous new appliances – 2022 plus 2023 Rosenbauer Panther 6x6 aircraft rescue and fire fighting vehicles.

Made in Austria, these are six wheel drive with steering rear wheels, driven by Volvo D16 Euro V engines with twin disc 6-speed automatic transmission. Maximum speed 115km/h.

The driving compartment has a panorama view safety cab, for a crew of 5. The extinguishing agent tank comprises of 12,000L water capacity, 1,500L foam, 250kg powder and 100kg halotron (especially for electronics) capacity. This is driven by a very large pump with an output of 9,000 L/min at 14 bar pressure. As well as the main hose system there is a bumper turret delivering 1,500 L/min.

There are many state of the art additional features including “jaws of life”, remote visuals and the ability to spray the undercarriage and tyres to avoid tyres melting etc.





Left: a very big pump.
Above top: The exhaust pipe is a curious fishtail shape. This enables it to be carefully parked in the station, fitting along the slot on the exhaust system above it. A common sight in fire stations these days, this set up means the engine can remain running inside the station without the fumes poisoning the staff.

We were treated to a demonstration of the Rosenbauer's capabilities. A video of this can be seen on our Facebook page.

To round off the visit, we had afternoon tea at the Chamber of Coffee Cafe in the Airport Terminal. The date scones were the size of your head and delicious – but so filling, that we skipped dinner that night!

Thank you to Steve McNulty for organising the run.



500,000 Km in a 2013 Jaguar XJ-L Diesel

Steve McNulty reports on one of his original XJ351 Jaguar Diesel sedans



I purchased this 2013 XJ-L Premium luxury diesel from London when it was 1 year old and 28,000Km on the clock – the total cost of purchase, shipping, compliance and on-road costs was \$75,000 which at the time was less than half the price of what it would have been new. I have now had 12 XJ Jaguars from 1994 to 2020 and to date this has been the best car I have ever owned and still going strong.



The upholstery has held up very well considering the work this car has done, only the drivers seat is showing a little bit of wear – the steering wheel is perfect and rear seat is like new. The car has no whines or rattles and everything still works fine. The engine is not using oil and sounds as it did 10 years ago, the 8 speed ZF auto is smooth with no transmission noise. Like all XJ,s the car is very quiet on the road. They are superb handling big cars.



Compare steering wheel to any other really high mileage cars – perfect condition!

Drivers seat showing some wear but can be easily fixed by replacing outer panel

Rear seat and carpet in really good condition considering the heavy use car gets.

The full cost of maintaining the car for 500,000km over 10 years is listed below and shows that a Jaguar can be a very reasonably car to own. The fuel consumption is outstanding and car averages the equivalent of 50 miles to the gallon (best I ever had was 53.5 MPG).

I have never had a problem with the 4 zone heating & air conditioning system and it still works well. Also very few electronic and electrical issues in the 10 years of running.

THE ACTUAL COSTS:

| | |
|---|--------------------|
| General repairs & servicing | \$33,229.00 |
| Brake replacement and pads | \$ 9,864.00 |
| Tyre replacement | \$11,240.00 |
| Other repairs Paint touchups including wheels | \$ 4,488.00 |
| TOTAL (excluding Diesel and RUC cost) | \$58,821.00 |

This works out at 11 cents per Km.

Depreciation works out at about \$6300 per year assuming today's value might be about \$12K But the car has earned Classic Jaguar Limousines over \$400,000 in the last 10 years and could do a lot more before it ends its service with us. This car has only ever been turned down once for a COF for a minor problem.

Running Jaguars commercially is relaxing, enjoyable and doesn't cost the earth. It is a pity that the flagship Jaguar XJ is no longer made – the XJ351 are a particularly good car and I still run 4 of them – the newest 2020 model is a Portfolio model and has just 30,000km on the clock. Apart from the car listed, the rest of my XJ's are 3L Supercharged Petrol cars.

My cars are serviced by Roy Turner Automotive. Tyres are sourced through Mitch at Otago Tyres and panel work through Brian at Clements & Stephens. I have stayed loyal to all of my suppliers and have received excellent service over many years.

No, I am not selling this one – will let you know when it dies!

Footnote: Now 510,000km on the clock.

Name That Movie.....

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

Car No6:



Member Benefit – NPD Fuel Offer to Club Members



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

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

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

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

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

Jaguar – Reflections in Miniature Part 24

XJ40 and X300



The long-awaited new Jaguar saloon initially intended to replace the Series 2 models finally appeared in late 1986 after 13 years of development. Codenamed XJ40, this identifier has remained with the car as Jaguar chose not to call it the Series 4 as it was totally new in design and concept rather than a progressive update. The XJ40 was literally all new with no components carried over from the outgoing model. Power was provided by either an all new AJ6 alloy twin cam 3.6 litre multi valve engine or a smaller single cam 2.9 litre unit. The latter power unit was in effect one half of the V12 engine but was not successful and was discontinued very early on in the cars production life being replaced with a twin cam 3.2 litre engine. The XJ40 based Sovereign is visually identified by rectangular headlamps, alloy rims and stainless-steel trim around the door glass whereas the more basic XJ6 carried individual headlamps. Where required in certain markets especially Asia and the US, The Sovereign was fitted with the standard individual lights. The rectangular lamps whilst popular at the time have subsequently dated the XJ40 Sovereign considerably. Although not universally liked by enthusiasts the XJ40 design was the precursor to a new line of Jaguar saloons which like the original XJ6 was upgraded periodically to remain at the pinnacle of Jaguar motoring.

The featured model is handmade by Neo (43155). The model is an excellent example and well proportioned. The detail is exceptionally good with superb detail including seat belts, wheel rims and frontal structure, something other model makers often fail to accurately reproduce when making models of the XJ40. The model is the export series Sovereign which featured the individual front lamps of the XJ6.





The Daimler version of the XJ40 series was for the first time fitted out to a higher level of finish than the equivalent Jaguar saloon and became a specific model in itself rather than simply a re-badged Jaguar as had been the case with the Jaguar built Daimlers over several years. Visually the cars looked very similar, but it was in the interior appointments that the Daimler excelled. These cars had very few options offered as they came standard with a very impressive appointment list including individual rear seats, individual finishing trim, air conditioning, rear blinds, cruise control and individual rear picnic tables. Whilst having the square look of the Jaguar range, the Daimler version was very much a luxury car and achieved sales success along with all the XJ40 models. In time, however, early build problems caused the cars to suffer from very high depreciation and low residual values. Despite this the cars are basically very good and offer superb luxury at very cheap used prices.

The MOG XJ40 series Daimler (MOG10) shown is a discontinued kit which can provide some challenges when building, including tyres splitting with age, plastic windows often being damaged in the packaging requiring replacement, and interiors that do not fit well. This example has been finished in antelope, an XJ colour option from the period. The MOG model is not a perfect creation and suffers from an incorrect frontal aspect, but the finished model overall still looks reasonably good.



Jaguar – Reflections in Miniature Part 25

X300



The first major update of the XJ40 concept was code named X300 and whilst being a facelift of the earlier car it also included several mechanical and technical upgrades as well. The twin cam alloy engine was further developed as the AJ16 unit, offered in 3.2 litre and 4.0 litre form. The 3.2 litre was also used as the basis of the supercharged engine installed in the Aston Martin DB7. The X300 with substantial investment from Ford, the then owners of Jaguar, brought the longed-for reliability to Jaguar cars and saw the Jaguar product climb up the ranks of desirability in various ownership surveys. Even many years after production ceased these cars are giving loyal service and have virtually no Achilles heel. The sharp lines of the XJ40 were considerably smoothed out with a return of the scalloped headlamps, a Jaguar feature for many years. It seems strange that the beautiful lines of the updated X300 never found their way into the original XJ40 concept especially as they build on the evolutionary lines of the previous Series 3 saloons. The greatest change with the release of the X300 was the introduction of the supercharged XJR. The supercharged 4-litre AJ16 engine pumped out more power and torque than the V12 which remained in the range for ultimate luxury.



The X300 is another difficult series to collect as a model with only the supercharged XJR readily offered at the time of the car's production. The Provence Moulage kit (K980) shown is very accurate and has been painted in Sapphire Blue a period colour offered with the range.



This Provence Moulage resin kit is very well scaled and captures the shape extremely well. The interior is very good with a range of decals offered to add to the detail.

During 1996 Jaguar offered the police evaluation vehicles to rekindle the force's interest in high performance Jaguars especially for highway patrol use.

At least one car survived to ultimately be used for a police force driving school and as an exhibit in a metropolitan police museum. Eventually this car was returned to Jaguar and the Daimler Jaguar Heritage Trust collection. There is no doubt that the performance of the supercharged XJR-6 or the later XJR-8 would have been formidable highway pursuit vehicles, but the cost of these high-end Jaguars would have ruled them out of contention of the normal vehicle budget range of the police force. The police had a wide range of vehicles already in use including Vauxhall, Ford, Volvo, BMW, and Rover so Jaguar were always going to struggle to regain any foothold in their former market.

With the absence of any models produced of the X300 the model shown has been hand built on an AutoArt XJR-8 platform (53602). The livery is that of the South Wales Constabulary and the detail is very good. The base AutoArt model is very accurate with excellent detail especially in respect of the interior and chassis. Whilst it is an X308 and not totally accurate, it clearly defines the fine lines of the then current XJ series.





To mark the centenary of Daimler Cars in 1996, Jaguar Cars built a one-off concept reviving an old Daimler name. Jaguar's SVO division were given the task of producing the Daimler Corsica which started off as an X300 Daimler Six saloon. First, the interior was removed and then everything else until they had a bare shell. The roof was then taken off, and the entire car shortened by 150 mm. As the body was no longer standard, the doors and glass had to be specially made by SVO. Initially, there were plans to make the Corsica fully operational and the necessary mechanical and electrical components were allocated including strengthening panels to fit around the transmission tunnel. However, plans changed and SVO were required to finish it as a non-working dummy with operating hood but no engine or drive line. In 2005, the JDHT trustees decided the Corsica should be a fully operating concept and entrusted the work to Jaguar expert David Marks and funded by the Jaguar Enthusiasts' Club with Jaguar Classic Parts supplying some of the missing items.

As a non-working vehicle, it was able to be wheeled about but had no suspension or brakes. In addition, the running gear was not X300, but XK8 in the rear and XJ40 in the front necessitating replacement. An entire suspension and braking system had to be installed where none had been fitted previously and the wheel hubs also had to be changed. In early 2007, the project was completed, with the Corsica passing its MOT and being registered for road use.

The model is a hand-built resin model from Matrix (MX50402-031). This is a stunning model with superb detail.



Alan Race

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

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

Otago Jaguar Drivers Club – Members Merchandise

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



EMBROIDERY
WHITE

CAT-NJ RAIN JACKET
BLACK / ALUM
ALUM / BLUE
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Womens : 8 10 12 14 16
Mens : XXS XS WS S M L XL XXL 3XL 5XL
½ chest: 49 51.5 54 58 60.5 63 65.5 68 70.5 75.5



NEW



NEW

Other sweatshirt colour choices:



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

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



(MENS STYLE)

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



(LADIES STYLE)

NAVY / GOLD



TEAL / BLACK
RED / WHITE

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

GIL-M6001 CAP
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Grille Badge \$35.00



Rego Holder - Free to members



Face covering/mask with club logo
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Name That Movie: Car No 6 1958 Mark 8 - "Our Man in Havana" 1959

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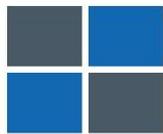
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Otago Jaguar Drivers Club Inc.
8 Mosgiel St, Mornington, Dunedin 9011, New Zealand
otagojagclub@gmail.com

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