



AUCKLAND  
JAGUAR DRIVERS'  
CLUB



\$10

VOL. 48 | JANUARY - FEBRUARY 2024

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# FROM THE EDITOR'S DESK

It may be a little late in the year but 'Happy New Year' to you all. I hope you enjoyed the festive break relaxing in the lovely hot weather we have had recently. A real difference from a year ago. Like many others, we enjoyed re-connecting with the eastern side of the Coromandel coast and would like to take this opportunity to thank those people that were involved in making it possible in such a relatively short time frame. It's simply amazing to see what can be achieved when everyone pulls together and performs their job to a high standard.



The first event of the year was a Fish-n-Chip run to the infamous Kaiaua Fisheries on the Western side of the Firth of Thames. A splendid day to stretch the cat's legs and the Fish-n-Chips never disappoint. The next 'BIG' event was the start of the 'Car Show' season - Classic Cover Ellerslie Car Show 'Dress to Impress', held at the Ellerslie Racecourse. Back to our usually small corner site meant fewer club cars were on display. However, the cars selected to represent the club were all impressively dressed and looked stunning. Another wonderful event that was well attended by the general public. Special mention must go to Paul Marchant and Dean Wright with their 1988 XJ6's entered in the prestigious Teams Event. If you ever wanted some proof that ordinary un-restored cars can compete with the 6 figure restored classics, then this year showed it was true. Coming second behind the winning Mustang Club entries by one point proved that a well looked after survivor is still very competitive. Next event was the Petanque Event held at the Chichester House at Hobsonville Point. A fun relaxing lunch among the trees with the boules. If you were not participating in the competition, you were well entertained among fellow members.

What to look forward to? The 8th annual British and European Classic Car Show is about to show off all the greats that have come from the Brits and Europeans. With the date set for the 3rd March, polish up the Cat and I encourage you to join the many other members at Llyod Elsmore Park, Pakuranga. Do keep an eye on our Events page of this edition and the website. Events are being added and updated all the time. A reminder to register for these events via the website. Once events have been confirmed, then it will be opened for registrations.

I wish to thank all those people that helped produce another special slice of Auckland Jaguar Drivers' Club magazine to read. Without the volunteers that put up their hand to write these articles, we would have nothing to read. Thanks to those that help behind the scenes to make it arrive in your letterbox. I hope you enjoy the interesting stories and hope to see you at some events coming up in 2024, weather permitting.

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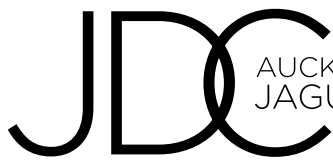
Kind regards

**Gerard Leeuw** Editor



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JAGUAR DRIVERS' CLUB



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## REGISTERS

- **Pre-War** | **Swallow, SS** (1925-1939) *John Edean*
- **Early big Saloons; live axle** | **MK4 & 5, MK7, 8 & 9** (1945-61) *TBA*
- **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*

## 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.

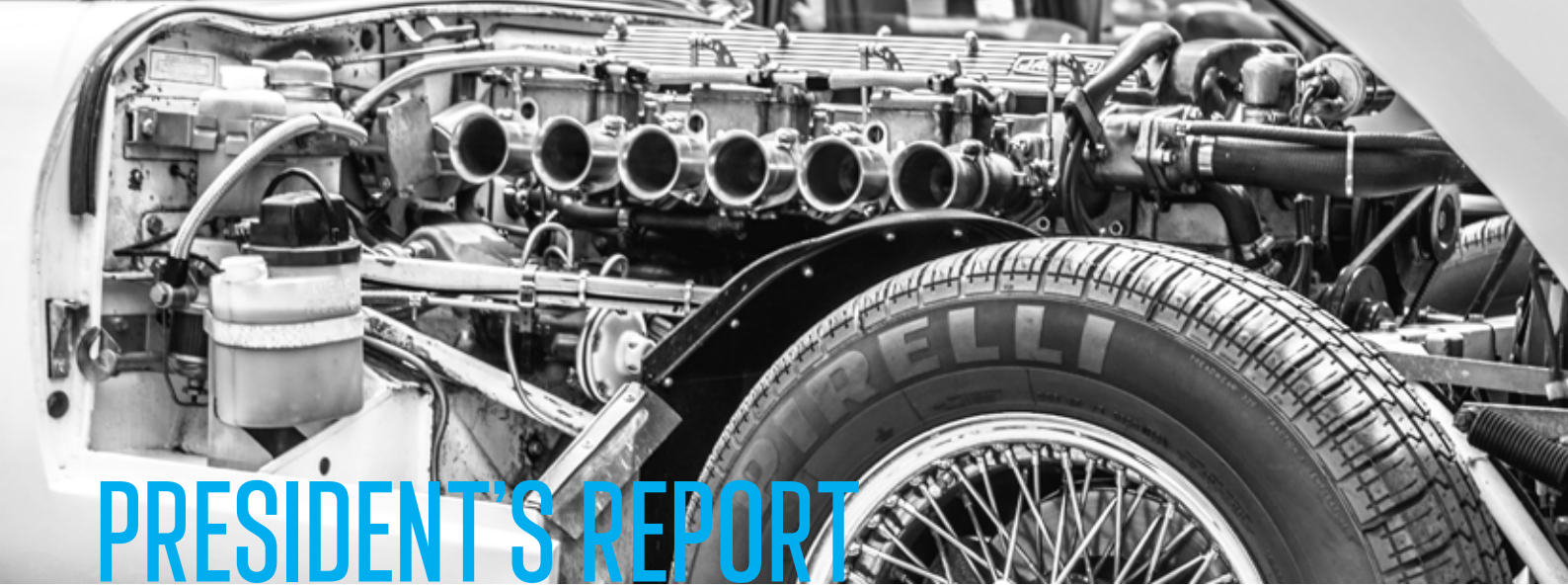
### Life members - for service to the club.

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

join the club, go to [www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz)

Cover image: Ellerslie Intermarque Concours display





# PRESIDENT'S REPORT

## Club Matters

**C**reetings to all. I hope you've had great start to 2024 and are enjoying the excellent summer weather on offer. Compared to this time last year, it's a welcome treat and has enable us to kick this year's activities off under bright skies and lovely warm temperatures.

First up on the 21st of January was a run through the beautiful Franklin County countryside to Kaiuaa on the Firth of Thames for a fish and chip lunch. A week later we assembled a twenty-car display at the Wings and Wheels Airshow in Thames. With the Ellerslie Car Show on 11 February, a Pétanque picnic on the 18th and the Brit & Euro coming up in early March there's been plenty for members to enjoy.

The National Jaguar Rally is being held on Christchurch at Easter (29 March to 1 April). The Auckland contingent will comprise about 40 people which is a pretty good effort given the distance and travel complexities associated with the Cook Strait. If you want to make a late entry, the details are on the Events page of this magazine.

I'd like to take a moment to wish our Club Secretary, Malcolm Edgar, a speedy recovery for a leg injury that has laid him up (immobile) for several weeks. In the meantime, our Membership Officer and former Club Secretary, Sue Jeness, has kindly stepped back into the breach and will keep things ticking along. However, I'd ask members for their understanding if responses to enquires or other administrative matters are a little slower than normal.

### Jaguar - not looking so electrifying now?

In the January edition I commented on the direction of the local car market, international trends, and the implications for Jaguar's electrification strategy. As predicted, when previous government's 'Ute Tax' subsidy was removed, sales of Battery Electric Vehicles (BEV's) plummeted, and sales of Internal Combustion Engines (ICE) and Hybrid powered vehicles surged.

Used BEV values are also tumbling

as long-term maintenance costs, the application of road user charges, swift advances in battery technology and manufacturer price wars have spooked the market.

It's the same overseas. EV sales in Germany, where unaffordable government subsidies have ceased, were described by the Wall Street Journal in January as being in 'freefall'. Mainstream manufacturers like General Motors and Ford have been dramatically reducing BEV production in the United States.

In early February, Jaguar Land Rover CEO, Adrian Mardell, announced they were rejigging production more towards hybrids and away from BEV's. Crucially though, he stated they are staying with the all-electric strategy for Jaguar products.

It's this last statement that lovers of the Jaguar brand should be concerned about. There's now widespread acceptance that BEV power plants are not the 'only' answer to meeting zero carbon targets.

Toyota, the world's number one vehicle producer in 2023, has long held that there's a need to develop a diverse range of engines including hybrids, hydrogen fuel cells, efficient ICE's as well as BEV's. In late January this year, the CEO of Toyota, Akio Toyoda, said they believe BEV's will only reach about a 30% market share of the global market at best. The rest, he says, will be taken up by hybrids, hydrogen and fuel burning cars.

It's now hard to dispute Toyoda's view. Many OECD countries are struggling to develop the green power infrastructures to support EV's so what hope do the developing nations have of doing this any time soon? Competition for the rare earth metals needed for lithium batteries, the present dominant type, is reaching crisis point with concerns about extraction pollution and labour exploitation. It seems that this dogmatic focus on EV's is rich with risk.

While Toyota's diversified strategy could be seen as over cautious, to date it has yielded high rewards (and profits) with hybrid vehicles sales rocketing in major



markets. It also allows them to adjust quickly should their chosen strategy falter, a hallmark of Toyota's historic resilience.

What does this all mean for Jaguar's future?

Well, in the last edition I said sticking with an all-electric strategy was looking brave but may ultimately prove foolhardy. Sadly, the direction of the global market over the last two months and Jaguar's response to it, have done little to persuade me otherwise.

In 1975 Jaguar launched the XJ-S, the E Type successor, with a V12 engine in the wake of a fuel crisis. Demand was understandably weak and remained stubbornly low throughout most of its twenty-year model life until more desirable 6 cylinder engines were fitted. In other words, Jaguar met the needs of the market.

I can't help thinking launching the first all-electric Jaguar about 12 months from now, is likely be XJ-S history repeating itself.

Best wishes,

**Tony Wright**

Club President

# KAIAUA FISH & CHIP RUN



**I love fish and chips**’. Well at last, the time had come for the Auckland Jaguar Drivers’ Club members to convene once again at the Papakura BP Truck Stop and assemble in our designated parking possie in preparation for the Annual Fish-n-Chip Run.

An excellent opportunity for us all to begin the New Year by catching up with old friends, getting to know some new members and to admire their stunning Classic Jaguar cars.

The Pilot (Robin) and Harbour Master (Tony) gave us the orders to ‘man all stations’ and ‘weigh the anchors’ and set sail for our favourite fishery on the east coast.

Thankfully, the sun was shining, and the weather was hot. An air-conditioned cabin was beckoning us to heed the call. An Armada of at least 15 beautiful Jaguar cars of almost every model and type slipped their moorings and drifted into the main shipping channel with intrepid anticipation.

However, we were soon becalmed by a traffic jam, that was like a large shoal of stunned mullet stifled by a crash near Bombay. We crept along at a sea slugs’ pace until I spied the ‘Exit 466’ where upon I veered to portside and inhaled deeply with a sense of freedom at last. Just like a Sailfish that had been caught and then released, and with a flash of colour, skipping across the ocean like a stone, we dashed off to hook up with the rest of the fleet. Cruising through the waves and troughs of picturesque farmland countryside of Mangatawhiri at 80 knots, (the slower you go the more you see). We were enchanted by the hectares of lush green cornfields, swaying, and rippling like waves upon a Sea of Tranquillity, gently combed by the warm, humid zephyr breezes reminding us of a scene from ‘Fields of Dreams’.

It was plain sailing to the Kaiaua Fisheries and claim that coveted reward, our choice of fish of the day. Piping hot and crispy battered and served with generous scoops of golden French fries. All neatly wrapped up in traditional plain newspaper like a ‘lucky dip’ parcel, we joined the party without delay. Consuming mouthfuls of our delicious bounty with gusto and reflecting upon the driving force that brought everyone together.

‘I love fish and chips’.

PS. I hope that all is well for Russell, we caught a glimpse of his immaculate pearl white Mk2 fishtailing in the opposite direction. Maybe he was muttering ‘holy mackerel, where have all my friends gone’. I understand that if you didn’t know the way, or haven’t any bearing compass or sextant, or large magnifying glass, one could easily panic and ‘jump ship’. See you again soon.

The AJDC wishes to acknowledge our new members who joined us for the first time on the trip, with a warm welcome to Carol and Paul Haines (white XK8), Colin and Mike (father and son) and the holy green XJ6) and Raewyn and Howard Evans (red S Type). Also, a very warm welcome to Anne Thomson and grandson Tamati from the Waikato Jaguar Club, who decided to take a cruise north and savour the impressive fish and chips with like-minded enthusiasts.

Thank you to Tony Wright and Robin O’Connor (again) for making all the necessary arrangements. Your input is invaluable and much appreciated and.... my motto: The more you spend on your Jaguar cars the more you save.







# UPCOMING EVENTS | DIARISE

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 Malcolm Edgar -  
jagclubak@gmail.com



## 8th Brit & Euro Classic Car Show

Coordinator: Laurie Haywood

This show grows every year. We have been given a new spacious area to display our club cars. The challenge this year is to get 100+ club cars on display. We got close last year so let's make it happen at this event. All registrations must be made through the club.

Contact Laurie: landphayward@xtra.co.nz with your car model details. Please indicate to Laurie if you wish to enter the club's Concours d'Etat. [Shine & Show event]

#20240303



## New Zealand National Jaguar Car Rally

Coordinator: Tony Wright

The 15th Jaguar National Rally is to be held in Christchurch over the Easter Weekend March 29th - 31st, 2024.

#20240329



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



## GO Karts: Hampton Downs

Coordinator: Simon Crispe

An annual inter-club challenge. Enjoy a drive, a race, and then a nice Café Lunch. Sounds thrilling so bookings are essential. Check the Events page of the Website for more details.



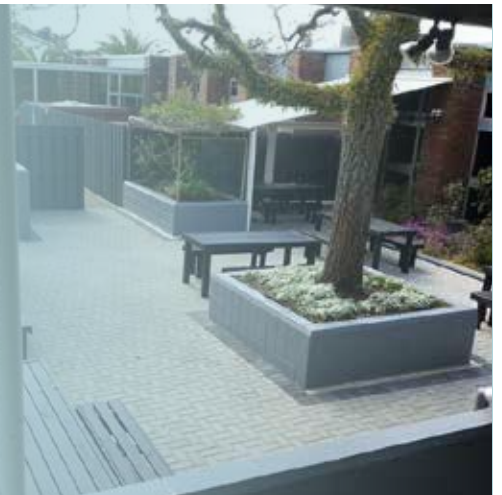
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## AGM @ 1pm REMUERA CLUB

Coordinator: Malcolm Edgar

Further details via the website. No bookings required so hope to see you all there.



#20241013



## Christmas Club Evening Remuera Club

Coordinator: Tony Wright

Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Bookings are essential. Further details and bookings via the website.



#20241129

# WINGS & WHEELS

For the eighteen cars and club members who made the trip to the Wings and Wheels display in Thames on the Saturday of Auckland Anniversary Weekend, it was a rather early start. These early birds started assembling from 7am onward at the BP Service Centre on the Southern Motorway and, after the usual injection of caffeine from the nearby café, we set off at 7:20 down SH1 and SH2 bound for the Thames airfield.

The early kick off was precautionary. It was, after all, Anniversary Weekend and there's always the potential for a notorious Auckland Exit snarl up to materialise out of nowhere. Like the umbrella you take just in case but is never needed, the early start guaranteed that the traffic inevitably flowed freely.

We reassembled the group just over the new Kopu bridge (2 way finally!) just before 9am and then made our way to the Sir Keith Park Memorial Airfield, in time for the 9.30 admission cut off. Arriving early enabled us to enter and display as a group at a convenient site.

With our number eventually rising to about 20 cars, we were the most numerous single brand which no doubt would have left an 'impression' on the attending public. The range of other displayed cars is probably best described as eclectic. Everything from pristine Model T's, 50's and 60's classics to Hot Rods and home-made fire breathing turbines. It was very much a 'everyone is welcome' mindset.

The aircraft military equipment on display very much followed the same approach. Biplanes, Triplanes, WW2 vintage monoplanes and some more modern acrobatic aircraft. Military reenactment groups had an interesting range on mainly WW2 equipment and weaponry - light armoured personnel carriers and a Chevy truck from the famous Kiwi manned Long Range Desert Group caught my eye.

Of course, the highlight of the day was the NZ Warbirds Air Display from 12noon to 2pm. Despite a light shower at one point, the display was as good as we could have hoped for. It featured planes such as the P40 Kittyhawk, the Corsair, a Fokker triplane, a Bristol Fighter biplane and the Yak aerobatic group.

My favourite of the afternoon was a mesmerising aerobatic display by an Extra 330, a small German specialist aerobatic aircraft. It has a top speed of over 400km/hour and seemed to change direction on the proverbial dime.

Overall, the event had an excellent relaxed feel to it with people hanging around listening to music and socialising long after display concluded. No doubt we'll look to participate again in the future. Thanks to Lord Snowdon (aka Larry Raynor Olive) for the usual high-quality pictures of this event.







# PUTTING OUR BEST XJ'S AT 52ND ELLERSLIE INTERMARQUE CONCO

Over a year of careful planning for the 52nd Ellerslie Intermarque Concours d'Elegance proved its worth on the dawn of a stunning kiwi summer's day on 11th February 2024.

2024 also heralded new events at Ellerslie such as a few children friendly car club displays and the first running of the Modified Class concours d'Elegance. These attractions continue the Show Organising Committee's strategy to keep broadening the appeal of the event and especially to attract families and the younger generations to attend this oldest judged Concours d'Elegance and Classic Car show in New Zealand.

Several superb Jaguars were featured this year including Barry Tremaine's superb highly modified semi competition E Type Fixed Head coupe. The car was showcased on Classic Cover Insurance (the Show's Naming rights Sponsor's) feature display. Barry recently discovered some fascinating history about his car being a period grand prix entry in Singapore in the 1960's, so a very special car indeed.

Continuing the theme of modified cars, the new Class attracted a number of fascinating modified cars that all required an NZTA Low Volume Certificate (LVC) as their prequalification to enter. Developing the new judging criteria for this interesting new class was quite a challenge. The Show Organisers also successfully recruited a small group of top specialists in restoration and modification of classic cars as judges. The key to entering this competition in addition to the LVC, is preparing a detailed storyboard explaining exactly what and how the vehicle has been modified. Judging criteria includes the quality of engineering, fabrication, aesthetics of all modifications and of course cleanliness and presentation. If anyone has a show quality Jaguar resto-mod example, why not consider entering this fascinating event in 2025? I hope Barry Tremaine will enter his E Type!

The traditional Teams, Masters, Survivor, 50-50-50, and Park & Polish competitions all returned for 2024 with a very full entry list competition cars and over 7000 visitors proved the Show's enduring appeal.

Of special note this year, was the entry of two of the Club's "concours stalwarts" Paul Marchant and Dean Wright. They entered their matching pair of stunning XJ40's in the prestigious Teams Event.

Their superb entry continued the more than 8 years of Jaguar entries in Teams, Survivors and Masters Class when Club Jaguars came 1st and 2nd in the 2016 Masters, followed by a Teams and Top Car win in 2017. JDCA then won the best Club display in 2019 and in 2021 we won Survivors and came third in Teams. Last year the big highlight for Jaguar was Dean Wright's wonderful one owner 1988 2.9 XJ40

which won the Survivor Class, with the highest score in that class in its history.

An extremely high standard was set for the 2024 Teams Class with two Auckland Mustang Club Teams entries, the TR Register, MG Car Club Auckland Branch, Early Holden Club and of course JDCA members Dean and Paul's XJ's.

After intensive judging that involved the complication of removing one front wheel for underside inspection, the Judges retreated to make their final decisions. At 2pm sharp a large crowd gathered in inside the judging ring on the lawn surrounded by all the wonderful concours entries. The Show Committee recruited Shaun Summerfield Marketing Director of the Giltrap Group to MC the prize-giving and he did a great job keeping the crowd engaged and admiring the collection of new, much larger, and more impressive trophies, both as keepsakes for the winners and perennials.

The results? A very well-earned Teams' second place for Dean and Paul with just 1 point difference between their two wonderful cars. Mustang pipped us to the post this year, but a fantastic effort by Paul and Dean that secures Jaguar another paid position as of right on the Ellerslie concours Committee for 2025, so a huge thank you to you both for this fantastic result.

Best wishes

Simon Crispe

VP JDCA & Deputy Chair - Ellerslie Concours Committee

Editor's Note - A point worth mentioning is that one does not need to spend a huge amount of money on a car to compete in this world class competition. Just ask Paul Marchant. A purchase made 3 years ago for under \$10000 and then hours of personal attention to detail by polishing, detailing, and cleaning, makes this original unrestored XJ40 rather special. I am sure this achievement of second was a real proud moment for Paul. Congrats to him and Dean.





# FORWARD URS D'ELEGANCE







# 52ND ELLERSLIE INTERMARQUE CONCOURS D'ELEGANCE - CELEBRATING THE HERITAGE OF THE XK



**M**other Nature gave us a great summer day for Ellerslie this year with just a dose of cool winds. And thanks to Club Members Mary Alice and Mark, our Club Display in the England section on the "hill" was a standout, including the beautiful E-Types (my bias showing). Mary Alice and Mark Thomas spent many hours over many months organising a wonderful field of 9 classic Jaguars for the Club display. Together with several faithful helpers who arrived at the venue early including Robin O'Connor along with the owners of the show cars, the Club display was in place well before 9am.

Our Jaguar participants for 2024 were:

- Don Bowater - 1958 XK150 OTS & 1973 S3 V12 E Type OTS
- Peter McElroy - 1960 XK150 FHC

- Simon Crispe - 1961 E Type OTS
- Mary Alice & Mark Thomas - 1967 E Type & 1966 S Type
- Sue & David Jury - 1976 XJC
- Jeff Cartridge & Gail Percy - 1958 Mark VIII
- Christy & Dean Wright - 2006 XK 4.2 Convertible

As the day progressed, numerous members along with a number of potential new Club members enjoyed the Club Display, sharing their love of Jaguars with each other and the visitors! Interesting to note that Mary Alice has names for their cars! Connie Adaire aka deep blue 1966 E Type S1 4.2 and Camile aka the lovely green 1966 S Type. Both had a special bath by Mark before the show in preparation for the big day and so they both looked especially clean and beauti-





ful. In fact, all these special cats looked the part and attracted much interest. For Mary Alice the real fruit of her labours to organise the Club Display was sharing the day mostly under the welcome shade of the Jaguar Marquis with the fellow club members, catching up with new and old friends with shared laughter along with a few snacks.

Moving on .....

With my old girl 2+2 parked at home this time and my love of Jags aside, but proudly wearing my Club pins, I was free to take in much more of the vast display of other marques. (I was also forgiven for having arrived in a friend's Porsche 1958 356A Outlaw Coupe which took pride of place in the host Club's display alongside another Outlaw.)

The spread of model years from mid 1900s MGs (celebrat-

ing 100 years of MG) to the latest Super Cars in the Giltrap exhibit was a real treat, with my favourite the stunning McLaren 750S (more bias showing!). And to top it off, the American Classic Cars took me straight down memory lane - cars that I grew up with and some which I drove "back in the day" before becoming a Jag convert. The red 1962 Corvette reminded me of my Mom's 1961 model (my brother has it now), while the 1959 blue Thunderbird was a winner with its matching picnic table and chairs.

Finally, just after 2pm, I stumbled into the Concours Circle just in time to see Club members Paul Marchant and Dean Wright get the second prize for the Team entry - sooooo well deserved and sooooo close by just 1 point! Bring on Ellerslie 2025!



# ANNUAL PICNIC PETANQUE DAY



**S**unday 18th February turned out to be a continuation of this “long, hot summer”. Fortunately, the venue for the picnic in front of the historic Chichester Cottage in Hobsonville Point has a large shady Rimu tree that can accommodate 20 -30 people comfortably.

Tony Wright noticed significant trimming had been carried out on the lower branches to give the audience better views of the petanque terrain and asked who the arboriculturist was. When I owned up to doing the work myself earlier in the week, he seemed amazed that I was able to get consent for the work so quickly. I reassured him that as a resident I have dispensation!

First member to arrive was Jim Rentoul, who drove down from Whangarei. Jim has just joined our club and willingly helped me set up the flags and then spent some time raking the pétanque court.

When everyone had arrived, the competition got underway with four matches being played in a knockout format so that we achieved a semi-final and then final. The games were fiercely contested and some time was spent measuring the closest boules at each end. To say we have a number of members who are spatially challenged would be an understatement. Robin O'Connor teamed up with his granddaughter, Alessa, who at 8 years of age held their team together with some great throws.

She also provided an essential service raking between ends before she went off finding plants and flowers for floral arrangements. It's hard to get good workers nowadays.

The final was between the Ingrams and the McElroys. Level at '4 all' after several ends the result came down to who held their nerve on the last throw. Although the McElroys prevailed the rules of this competition are that you can only hold the trophy for one year so, Allison and Paul now have a fabulous piece of art deco to put on their mantelpiece until 2025.

Editor's Note - On behalf of the Committee, we must thank Peter McElroy for his leadership in running this event.

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## PERFORMANCE HERITAGE

# INTRODUCING THE XKR-S

For the first time with a series production car, Jaguar gains entry to the exclusive '300km/h club' thanks to the effortless performance of the supercharged 5.0-litre AJ-V8 engine. A revised fuelling map means the direct-injection powerplant now produces 550PS and 680Nm of torque. Extensive recalibration has ensured that power delivery and performance are seamless, contributing to a 0-60mph time of 4.2 seconds. The Performance active exhaust encourages and rewards the enthusiastic driver with dramatic, motorsport-inspired aural feedback.

The XKR-S is not merely the quickest Jaguar ever but also the most agile, responsive and driver-focused. The pinnacle of the XK range builds on feedback gathered from the supercharged XKR and has been developed to extend the performance parameters of the car.

This new harder-edged character allows the enthusiastic driver to explore the outer limits of the car's dynamics without losing the refinement and usability for which Jaguar is famous. The structural integrity of the lightweight aluminium platform allowed the suspension to be reworked using bespoke components for increased stiffness without a commensurate loss in either refinement or Jaguar's legendary ride comfort. A reworked aluminium front suspension knuckle and revised rear geometry are allied to stiffer springs and dampers, lightweight forged alloy wheels and recalibrated steering effort to minimise any response delays and produce a more connected and agile driving experience.

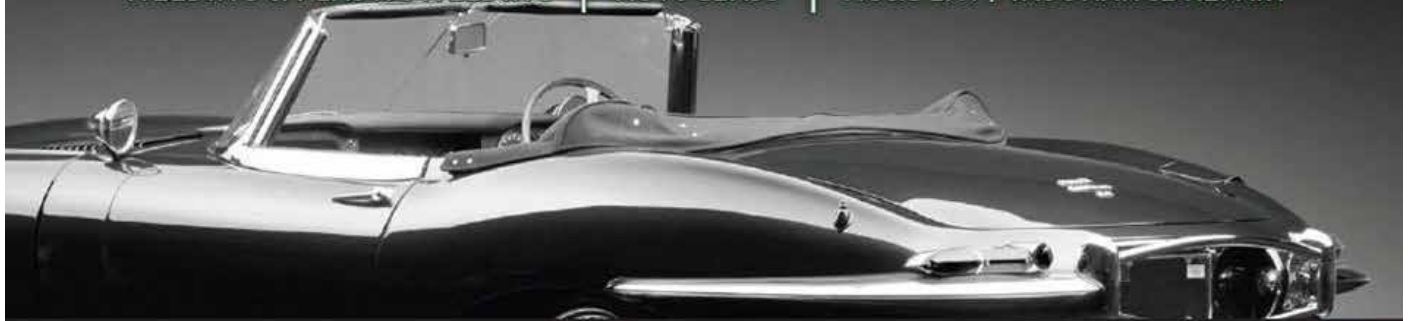
The performance of the XKR-S is reflected in both its interior and exterior styling, the latter featuring exclusive new paint colours that reflect Jaguar's racing heri-

tage. As with competition Jaguars of the past, the exterior of the XKR-S adheres to the principle of form following function. In addition to the styling changes and in order for it to achieve 300km/h, the XKR-S was the subject of extensive Computational Fluid Dynamics development work. The resulting changes reduced front and rear lift by more than a quarter and optimised lateral aerodynamic stability.

The sporting intent of the XKR-S is clear from the moment the driver enters the cabin thanks to new cosseting Performance seats with prominent shoulder wings for close support during hard cornering. The seats feature 16-way adjustment, memory and heating functions while a new three-spoke steering wheel provides the perfect interface between car and driver.



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Making its debut at the Geneva Motor Show 2011, the XKR-S is the most extreme expression yet of Jaguar's passion for building beautiful, fast cars.

**Styling**

*Unique, new front-end design with twin nacelles, side intakes and carbon-fibre splitter.*

*Extended side sills emphasising the 10mm lower ride height.*

*New rear apron incorporating a carbon-fibre diffuser.*

*Unique to the XKR-S is a rear wing with carbon-fibre centre section.*

Ian Callum, Design Director, Jaguar Cars: "The styling of this car isn't about image, it's about true performance. Like other iconic Jaguars before it, the styling has been driven by geometry and aerodynamics for genuine design purity. The physics required to achieve 300km/h have led the aesthetic; if you don't like the way it looks, you probably won't like the way it drives either."

The first Jaguar designed entirely under the aegis of Design Director Ian Callum, the XK has received awards worldwide



for its elegant appearance. Now further styling changes keep the XKR-S at the forefront of modern sports car design. Slimmer, LED headlights, a more compact main air intake and vertical side power vent all contribute to a more purposeful front-end appearance. At the rear of the car the famous Jaguar 'Leaper' now takes pride of place in the centre of the bootlid.

The XKR-S also required aerodynamic modifications to achieve its 300km/h top speed in the unruffled manner expected of a Jaguar and has been designed solely with an eye for purity of line and singularity of purpose. As the XKR-S approaches its top speed, there is a requirement to channel air cleanly over, around and under the car in order to maintain stability and ensure balanced downforce front and rear. An overall reduction in lift of 26 per cent has been achieved.

The necessary revisions were made after extensive Computational Fluid Dynamics work, proven through wind tunnel testing and are unique to this flagship of the XK range. The most dramatic changes have been applied to the front of the car, radically altering its appearance and lending it a more assertive look. A new bumper design incorporates near vertical feature lines running down from the edges of the oval air intake and supporting the new carbon-fibre splitter and lower spoiler. At the extreme edges of the front fenders, vertical slots channel air down the sides of the car and along the wider sills for increased high-speed directional stability.

In order to balance front and rear lift, the XKR-S features a separate rear wing, a

first for the XK range. This addition, with its carbon-fibre centre section, works in concert with the similarly constructed Venturi structure underneath the rear bumper.

The assertive new appearance of the XKR-S is subtly highlighted by some carefully chosen details exclusive to this model. Exterior trim is finished in gloss black, complemented by 20-inch Vulcan lightweight forged alloys in a dark technical finish.

The XKR-S is available in a range of five paint colours, two of which evoke Jaguar's competition heritage: Italian Racing Red and French Racing Blue.

Like the lining of a bespoke suit, the finishing touch is provided by the brake calipers, available in either red or gunmetal and emblazoned with the 'Jaguar' name.

**Performance/Powertrain**

*Third generation of the award-winning AJ-V8 all-aluminium powerplant with twin-vortex Roots-type supercharger.*

*Revising the fuelling map boosts power and torque to 550PS and 680Nm.*

*Spray-guided direct injection delivers precisely measured quantities of fuel into the cylinder heads at 150bar.*

*Variable timing system on all four camshafts features actuation rates of more than 150 degrees per second.*

Russ Varney, Chief Programme Engineer, XK: "With the XKR-S we have exploited the inherent capabilities of the aluminium architecture to its fullest extent to

*(Continued on page 20)*



# PERFORMANCE HERITAGE

(Continued from page 19)

create a track-capable performance derivative extending all of the car's attributes in the performance envelope and delivering an irresistible 'smile of satisfaction' response from the driver."

Astonishing engines have always formed the strongly beating heart of Jaguar's road and race cars from the record-setting straight-six in the XK120 to the smooth V12 that made the XJ12 the fastest four-door in the world when it was launched.

The AJ-V8 joined this illustrious list from the moment the first one was fired into life and in the XKR-S it is presented in its most potent form to date. Now in its third generation and with the addition of supercharging, the all-aluminium quad-cam powerplant delivers not only extreme performance but also tremendous efficiency thanks to the technologies incorporated into it, including spray-guided direct injection (SGDI) and dual independent variable cam timing (DIVCT).

Fuel is delivered directly to the centre of the combustion chambers at a pressure of up to 150bar by the centrally-mounted six-hole spray-guided injection system in order to maximise fuel-air mixing

and improve responsiveness, particularly at low speeds. It has also allowed an increase in compression ratio from 9.1:1 to 9.5:1 to improve fuel economy while multiple injections reduce the warm up phase to increase catalyst efficiency and reduce emissions.

Each of the four camshafts features a variable timing system which rather than being controlled by oil pressure, are activated by the positive and negative torques generated by the movement of the intake and outlet valves, allowing for a smaller, more efficient oil pump to be fitted, further reducing fuel consumption. The VCT units respond up to three times faster than previously with actuation rates of more than 150 degrees per second at every point in the speed range, making this the most responsive engine Jaguar has ever built, with no gaps in its power delivery.

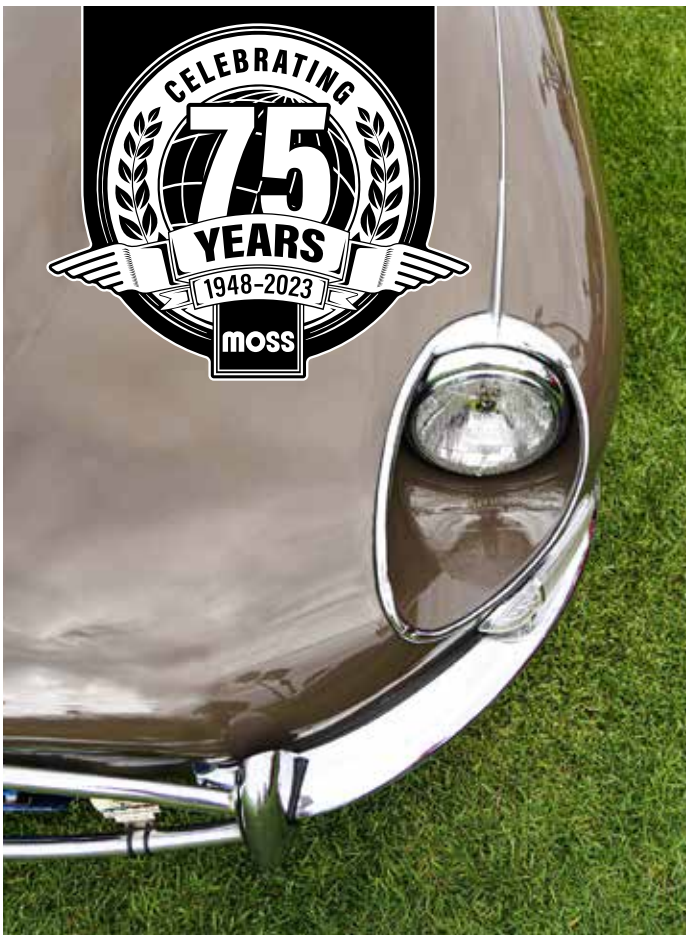
Like the car itself, the AJ-V8 features aluminium architecture with the high pressure die-cast lightweight block augmented by cast iron liners and cross-bolted main bearing caps which contribute to refinement to match its power. The four-valve cylinder heads are now constructed from recycled aluminium to reduce the environmental impact

of engine manufacture.

Nestling in the 'V' of the cylinders is the Roots-type twin vortex supercharger with its two intercoolers that help provide the XKR-S with such urgent motive power. This sixth-generation forced induction unit is 20 per cent more thermodynamically efficient than its predecessor, while the intercoolers feature their own water-cooling circuit to reduce the temperature of the pressurised air to optimise power and efficiency.

The surfeit of power produced by this system meant that it was a relatively simple matter to liberate an extra 40PS and 55Nm over the standard XKR. Remapping the engine's fuelling characteristics and increasing exhaust gas flow through the use of an active exhaust system has lifted total output of the 5.0-litre V8 to 550PS and 680Nm. This is the most powerful Jaguar road engine ever made and allows the XKR-S to hit 60mph in 4.2 seconds and reach the magical 300km/h barrier with ease.

The Performance active exhaust system that helps provide such spirited power also produces a thrilling motorsport-inspired soundtrack to aurally reward the enthusiastic driver.



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*Front and rear spring rates increased by 28 per cent*

*New 20" Vulcan wheels and Pirelli*

*P-Zero tyres reduce unsprung mass by 4.8kg*

*Rewritten stability control software optimises the system for enthusiastic driving*

*Jaguar High Performance Braking System fitted as standard*

Mike Cross, Chief Engineer, Vehicle Integrity: "This car encompasses everything a performance Jaguar should be;

as capable, precise and thrilling on a wet Welsh B-road as it is at the Nürburgring. Every response delay has been minimised in order to give the car a more connected feel in the manner in which it steers, handles, stops and goes."

Jaguar pioneered the use of aluminium construction for series production cars, exploiting the metal's low mass and high tensile strength to maximise benefits in

*(Continued on page 28)*

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# Podium, double-points finish and fastest lap for Jaguar TCS Racing in Mexico City E-Prix

**T**eammate Mitch Evans drove an impressive race to finish the Mexico City E-Prix in fifth place, bringing home all-important points for the British team.

In qualifying, both Jaguar TCS Racing drivers made it through to the semi-final of the Duels. During the Qualifying session, Mitch secured the fastest lap of the weekend with a 1:13.103 - showcasing the pace of the Jaguar I-TYPE 6. After a one-place grid penalty for both drivers due to a procedural infringement in Free Practice 1, Nick lined up fourth on the grid, with Mitch in fifth.

When the lights went green for the first time this season, in the opening laps Nick and Mitch held their position behind Porsche's Pascal Wehrlein, Envision Racing's Sebastian Buemi and Maserati MSG's Maximilian Günther. After Nick took his first Attack Mode, the Jaguar TCS Racing drivers rotated for fourth, before Mitch took his own Attack Mode which moved him back to fifth.

A safety car deployed in the tenth lap of the race meant an additional two laps were added. When the green flag was waved, Mitch took his second Attack Mode, remaining in fifth. Cassidy moved up into third place as Günther went into Attack Mode, and he held third for the remainder of the 37-lap race, also securing the fastest lap. Mitch was on the defence for more than half the race, holding off the remainder of the field around the Autódromo Hermanos Rodríguez circuit for an incredible 23 laps in the Jaguar I-TYPE 6.

Buemi finished in second, meaning three out of four Jaguar-powered cars finished in the top five - showcasing the strong performance of the Jaguar I-TYPE 6 in this opening race of the season.

Jaguar TCS Racing leave Mexico City second in the Teams' World Championship with 26 points, just two points behind the leader.

It's been a really strong start to the 2024 season of the ABB FIA Formula E World Championship. Both Nick and Mitch made it through to the semi-finals of the Qualifying Duels and put themselves into strong positions ahead of the race. For Nick to achieve a podium in his first race with Jaguar TCS Racing is a fantastic achievement for him and all of the team.

*Mitch has been flying today and he delivered a brilliant defensive drive - holding off the DS Penske of Jean Eric Vergne for the majority of the race is no easy feat. Overall I'm really proud of all the team and the work they have done both in the lead up to this new season and here in Mexico. We now look to the Diriyah E-Prix in two weeks'*

*time for the first double-header of the season.*

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

*Firstly, congratulations to Nick and the team for their first podium together. The race today was physically very demanding, and not an easy one to drive, so to leave the first race of the season in P5, with solid points on the board is very positive.*

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

*This is a great start and I'm really happy! First time out with Jaguar TCS Racing and to get a podium is a great achievement. I finished ninth here in Mexico City last year and I said coming into the weekend that if I could do one better I'd be happy - so this feels great, We still have work to do ahead of Diriyah but I feel really motivated to keep pushing.*

NICK CASSIDY: JAGUAR TCS RACING DRIVER #37





In his debut race for Jaguar TCS Racing, Nick Cassidy secured a third-place podium finish and the fastest lap in the opening round of the 2024 ABB FIA Formula E World Championship.





# Nick Cassidy takes his first podium for Jaguar TCS Racing in his fifth race

Nick Cassidy wins the 2024 Diriyah E-Prix for Jaguar TCS Racing, in his third race for the British team. The 29-year-old has achieved a hat-trick of podiums since he joined Jaguar TCS Racing at the start of the season.



Nick lined up third on the grid after a successful Qualifying session saw him secure a place in the semi-final of the Duels. After holding position at the start of the race, by the fifth lap Nick moved into the lead of the 2024 Diriyah E-Prix after his podium opponents took their first ATTACK MODE decisions. For the next phase of the race, the pace was frenetic at the front with Nick and Envision Racing's Robin Frijns, Jaguar's customer team, pulling out a lead on the rest of the pack. A crucial moment in the race was Nick building a sufficient gap for his second ATTACK MODE which meant he could come out ahead of Frijns and maintain the lead of the race. In the final few laps, Nick and the team delivered an efficient energy strategy, ensuring Frijns was unable to make a move. On the last lap, under the lights, Nick secured the fastest lap to add one more point to his tally for round three.

Mitch Evans rounded out the points with a determined tenth-place finish, after starting in P13 on the grid. In the 36-lap energy-rich race, Mitch looked for opportunities to move his way through the field with his Jaguar I-TYPE 6. With limited overtaking opportunities on the Diriyah Circuit, and being in the middle of the pack, this proved challenging, but Mitch and the team worked together to get the Kiwi up into the final points position. Despite crossing the finish line in 11th place, an FIA investigation on Andretti's Jake Dennis for overtaking under a yellow flag promoted Mitch back into tenth place.

With the dust now settled on the 2024 Diriyah double-header, Jaguar TCS Racing remain top of the Teams' Standings in the 2024 ABB FIA Formula E World Championship with a 31-point lead.

Nick's winning performance also elevates him to the top of the Drivers' Standings with 56 points, while Mitch remains in fifth with 21 points.

*A truly fantastic result from the team today. That was an incredibly fast-paced race. We knew it was going to be a quick, energy rich race and it was going to come down to the attack strategy. Nick drove a brilliant race today, calm, composed and absolutely peerless when he needed to be. It was a very smart strategy and decision making - both from the team and from Nick. Overall, I'm incredibly proud of how the team have bonded together, under pressure, this weekend and managed this race. To be leading both the Teams' and the Drivers' Championships is a fantastic foundation at this point of the season. With a gap to São Paulo we can really analyse where we can make further steps forward, as always in Formula E you can't be complacent, we have to keep working hard. For now though I'm really looking forward to celebrating this one with everyone back at base.*

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL

*We've been one of the quickest cars since we got to Mexico, and Nick has done a great job with consistency, so full*



# First victory for Jaguar race in Formula E



credit to him for the win today. On my side, the results don't reflect our pace, so I'm hoping for a change in momentum. With now over six weeks until we race again, we will spend time as a team perfecting our preparation, so we'll be ready for the fight at the São Paulo E-Prix. The Brazilian race holds great memories for me and for the team, as my first GEN3 podium and the team's first 1-3 result last season.

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

I feel unreal. It's an absolute dream start to the season. The team has been perfect and everyone at Jaguar TCS Racing have been working so hard to give me such a quick and efficient race car. Three podiums in three races and one of them a win is such a great feeling. This is Formula E though and you don't know what's going to happen from one race to the next, so we'll keep pushing into São Paulo.

NICK CASSIDY: JAGUAR TCS RACING DRIVER #37

Round four of the 2024 ABB FIA Formula E World Championship takes place in São Paulo, Brazil on Saturday 16 March.







# JLR OPENS APPRENTICESHIPS TO CANDIDATES WITH T-LEVEL AND BTEC QUALIFICATIONS TO WIDEN TALENT POOL

In a first for JLR, candidates with BTEC and T-Level qualifications can now apply for its Level Four Higher Apprenticeship in engineering, alongside candidates with A-level maths.

Ahead of National Apprenticeship Week (5-9 February), the UK's largest luxury car manufacturer is also adding a further 50 places to its 2024 apprenticeship scheme bringing the total number of available apprenticeships to 350, to offer a JLR career to more candidates.

In readiness for the company's next generation electric vehicle value chain, JLR has also launched a new Supply Chain and Procurement Degree Apprenticeship to help revolutionise the planning, resilience and sustainability of the company's future global supply network.

19-year-old, Suleman Ahmed, from Birmingham, a JLR Applied Professional Engineering degree apprentice, turned down a highly sought after place at the University of Cambridge in favour of a JLR degree apprenticeship, because of the career prospects the company offers.

Suleman is involved in the development of JLR's next generation electric vehicles. He tests the physical durability of parts and the functionality of car systems using a mix of software, hardware and coding to simulate a real-world environment.

*The JLR degree apprenticeship offers a great combination of working for an established global and well-known company and a place at prestigious university - Warwick - where I can attain a BEng qualification in just four years.*

*I have always been interested in becoming an engineer and crucially, I am growing and learning every day, contributing ideas and playing a role in engineering JLR's next generation vehicles.*

**Suleman Ahmed, JLR Applied Professional Engineering Degree Apprentice**

*Central to JLR's Reimagine strategy is our passion for giving people from all backgrounds the opportunity to have a fantastic and fulfilling career at JLR.*

*That is why we are changing the requirement for A-level maths on our Level 4 Higher Engineering Apprenticeship, to give those who may have pursued alternative qualifications with equal merit, such as BTEC and T-Levels, the chance to show their potential. Our ambition is to inspire the next generation of proud creators who will create exceptional experiences for our clients through our next generation modern luxury vehicles.*

Caroline Leslie, JLR Global Head of Early Careers

*This year's National Apprenticeship Week theme is 'Skills for Life,' and this is exactly what JLR is providing its apprentices with as they develop cutting-edge vehicle technology.*

*This Government champions high-quality apprenticeships which grow our economy, and in Gaydon this week I'll meet with apprentices on these very schemes, who are building successful careers and delivering greener transport for all.*

**Technology and Decarbonisation of Transport Minister Anthony Browne**

JLR is among the Top 100 Apprenticeship Employers 2023 in the UK, and has around 1,600 apprentices, graduates and undergraduates enrolled on its Early Years Careers programme.

JLR apprenticeships help young people to gain essential STEM skills on the job, while earning and not accruing tuition debts.

More detailed information about the programmes can be found on our website here - Apprenticeships - JLR Careers Apprenticeships - JLR Careers ([jaguarlandrovercareers.com](http://jaguarlandrovercareers.com)).



# 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**

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**Christchurch 8140**

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

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



# PERFORMANCE HERITAGE

(Continued from page 21)

terms of performance, agility, fuel consumption and emissions.

The platform underpinning the XK range makes the car one of the lightest and most rigid in its class with a kerb weight of 1753kg and torsional stiffness of 28,400 Newtons per degree. This fundamental strength allowed Jaguar's Vehicle Integrity team, led by Mike Cross, to develop the dynamic attributes of the XKR-S to the full, without affecting refinement. Every Jaguar achieves an unrivalled mix of sporting appeal and luxurious comfort and the XKR-S is the most driver focused Jaguar ever made.

Taking the solid foundation of the aluminium architecture as a starting point, both front and rear suspension systems have been upgraded. The double wishbone front suspension has been comprehensively revised with a new aluminium steering knuckle that significantly increases camber and castor stiffness by 0.13 degrees per Kilonewton to transform the accuracy and weighting of the steering for greater levels of connection, feedback and precision. The Active Differential Control has been reprogrammed to reduce steering sensitivity at the very high speeds of which the car is capable, increasing stability and driver control.

Rear suspension geometry has been revised with rear wheel steer optimised for maximum agility while spring rates have been increased at both ends of the car by 28 per cent. Bespoke software for Jaguar's Adaptive Damping has been written for the XKR-S, ensuring both total body control and maximum traction and grip.

Wheel sizes have been increased with the unique lightweight forged Vulcan 20-inch alloys now having a width of nine inches at the front and 10.5-inches at the rear for greater precision and grip. The new wheels wear Pirelli P Zero tyres measuring 255/35 R20 at the front, 295/35 R20 at the rear. This combination has reduced overall unsprung mass by 4.8kg with a commensurate improvement in handling and dynamism.

The Dynamic Stability Control System has been reworked to maximise the benefit of these wider tyres. In Trac



DSC mode this utilises specific traction, stability and eDiff settings to alter slip thresholds, differential torque distribution and intervention levels to allow the experienced driver to explore the outer edges of the performance and handling envelope.

The XKR-S is equipped as standard with Jaguar's High Performance Braking System. Lighter and more powerful, this features cast iron and part aluminium monobloc calipers for a combination of power, stability and feel. The brake discs - measuring 380mm at the front and 376mm at the rear - are internally ventilated to provide repeated, fade-free stopping power. In combination with pad surface increases of 44 per cent front and 31 per cent rear the system provides total security and confidence on both road and track. Stopping distance from 124mph (200km/h) has been improved by 2.7 per cent over the already impressive XKR.

The end result is a car that captures the essential duality that is a characteristic of every great Jaguar; capable of transporting the driver to the fabled Nürburgring in total comfort and hushed silence, and yet still able to deliver a sub-eight minute lap time and then return home with total ease.

## Interior

The cabin of any Jaguar is always a uniquely special place in which to spend time and the XKR-S exceeds all expectations from the moment the driver enters to be greeted by the red Start button

pulsing like a heartbeat. When pressed, the engine fires with a rich, deep reverberation and the Jaguar Drive Selector rises from the centre console as a point of first contact to begin the process of bonding man with machine.

The interior of the XKR-S has been subtly refreshed with a host of new trim materials including ebony soft-feel paint for the switches and gloss black finish to the centre console. The model will also be exclusively available with a Dark Linear Aluminium finish as an option to the wood veneers.

A new leather-wrapped, multi-function steering wheel has also been added, providing a beautiful, tactile interface between car and driver as do the bright, Jaguar-embossed, stainless steel pedals.

Exclusive to the XKR-S are the new Performance front seats with integrated head restraints and increased lateral and squab support to hold driver and passenger securely and comfortably in place during the high speed cornering of which this car is capable. The 16-way adjustment of squab, cushion, lumbar and bolster elements is supplemented by memory and heating functions.

The sense of occasion offered when driving the XKR-S will be heightened by the new carbon leather accents covering the seats, featuring unique contrast micro-piping and stitching combinations in Reims Blue, Red and Ivory. Duotone combinations of Charcoal with Tan and Charcoal with Red are also available.

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](mailto: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...

Jaguar TCS Racing | Driver Line-Up Complete

<https://www.youtube.com/watch?v=d2rfB209Zpg>

I'm back in a diesel after 4yrs running both EV & PHEV. What needs to change to get me to go back?

[https://www.youtube.com/watch?v=nZysvqm2\\_Aw](https://www.youtube.com/watch?v=nZysvqm2_Aw)

**JDC** AUCKLAND JAGUAR DRIVERS' CLUB



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**JDC** AUCKLAND JAGUAR DRIVERS' CLUB



## Welcome! new members

- Stephen Hegh  
**2003 XJ(x350/358) Gold**
- Michael & Helen K Forbes  
**XJ (350/358) British Racing Green**
- Janny & Sterling Huett  
**I Pace Off white**
- Steven & Sharon Cox  
**MK1 2.4 & C Type Replica 4.2 (restoration Project)**
- Jim Rentoul  
**2006 XJ8R Gold**

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

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



# CLASSIFIEDS

More photographs & details on JDC website

## 1960's Jaguar MK2 Racer

ex John Ure's classic race car - For Sale.

Contact: Phil Hall, 021 757 410  
or sales@primespeedsport.co.nz



## For Sale – 2006 Jaguar XK 4.2

Done 205,000 kms.

Regularly serviced since being imported from Japan in 2007. I bought the car in January 2021, and replaced a number of parts.

Full service at 200,000km.

Balance of a Three year Autosure Mechanical warranty is available.

Asking Price: \$20,000

Contact: David Gilligan. Mobile: 021 2118380



## For Sale

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

## 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

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)

## 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



## 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 2006 XK 4.2,

Racing Green, Automatic. 72km on the odometer. 2 owners in NZ. Recently serviced. \$28000 ono

Contact: Diana Mobile: 021 127 197



## 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



## 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



## 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@extra.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@extra.co.nz

021784812



## 2006 XJ6

At only 75800 KM this car is in excellent condition.

2960 cc petrol. Finished in iridescent Green with Beige upholstery. The paint work is in excellent original condition with only minor blemishes. Head lining replaced, and it has near new tyres. Comes with a quality lined car cover and a set of rubber floor mats.

Alloy body. Reluctant sale due to another project.

Contact Hamish Russell

027 4931 896

## For Sale – Personalised Plates

Two sets plates 'JAGACE' for \$5,250.  
One set plates 'XJLR' for \$2,250 .  
Excellent condition.

Contact Larry Raynor Olive

Mobile 0212610499



## 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



*Auckland.*

BRIT & EURO



CLASSIC  
*Car Show*

*Free*  
EVENT

LLOYD  
ELSMORE  
PARK  
PAKURANGA

SUNDAY  
03 MARCH  
2024  
10AM-3PM