

CA Talogue **EXPRESS June 2024**

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS' CLUB INC.

Presenting the donation to K9MD

The recent Dunedin Brit and Euro Car Show, hosted by Otago Jaguar Drivers' Club, was a great day out for the many car enthusiasts who attended and raised funds for charity. K9 Medical Detection NZ was the recipient of \$3754.83.



Front Left – Peter Hanlin – K9MD Team Leader with Ovarian Cancer detection dog Hogan. Front Right – Samantha Cloynes – Senior Canine Trainer with Bowel Cancer detection dog Hero. Behind the 1973 MGB – John Forster, Barbara Macdonald, Nicola Wilkinson and Mark Wilkinson, members of the DB&ECS organising committee.

K9 Medical Detection NZ are developing screening tests for several types of cancer, using dogs to detect specific chemical markers in patient's urine samples. This is such a worthy cause, we were pleased to support them. They do not receive government funding and rely solely on donations. They have many years of dog training, scientific verification and clinical trials ahead before they can 'go live' with the tests and that will cost many millions of dollars.

The results they have achieved so far indicate that this method is many times more sensitive and specific than most of the current screening tests. Also they can detect some of the 'silent' cancers that currently cannot be screened for. Inspiring stuff.

Many thanks to all involved in raising the funds - car enthusiasts and organisers alike.

President's Column

Welcome everyone to another newsletter.

With the change of weather, which resembles winter, we find our events changing to reflect this. Those of you who were to join us on the trip to Parkside Quarry at Weston will have been disappointed with the postponement due to the weather. However it was only put off for a week. It is rare for the club to postpone or cancel an event.

In my last report I mentioned the future of the BOB versus Brit/Euro events. Since then Barbara our trusty organiser has canvassed the BOB participants for their opinion as to what they would prefer. The result was a 50:50 split in what was wanted. This leaves us in a quandary as to what to do. At the last committee meeting the members tended to lean towards Brit/Euro as the option for moving on, as BOB will tend to shrink in numbers as members in that group reduces. It would be nice to hear from the club membership as to what you would want us to do. If you have an opinion, feel free to contact any of the committee members and let them know your thoughts. All our contact details can be found in the newsletter.

With the annual AGM coming up in August it may be a good idea for those of you considering it, to become a committee member. Although we have good numbers at the moment, people will be moving on and will need to be replaced. Barbara Macdonald is stepping back from being the Secretary so we will need a new Secretary for the coming year. Although thankfully, she will remain on the committee.

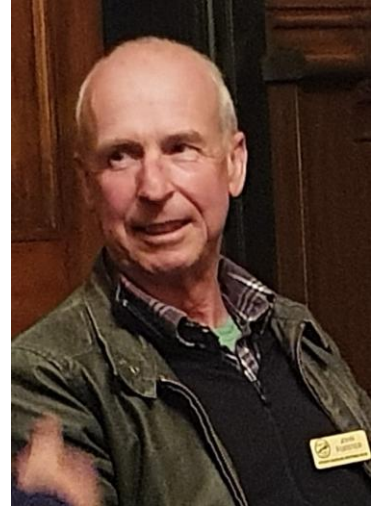
In some positive news Jaguar is presently 2nd in the overall formula E standings, only one point behind Porsche. Both their drivers are Kiwis with Nick Cassidy 1st in the standings and Mitch Evans in 5th place after round 10. So it would appear that Jaguar has the electric technology well sorted, which augurs well for their range of cars in the coming months and years.

And for some rather sad news. Winston Wingfield passed away on the 23rd of May. Winston was a long standing member of the club with his membership going back to before 1988 and he became a life member in 2017. I had the pleasure of sitting with him and his wife Kaye at a number of Jaguar events and it was always entertaining. On behalf of the Club I'd like to offer our condolences to Kaye and the family on this sad occasion.

Well that's it from me for another month, hopefully I'll be seeing some of you at one or more of our monthly events.

Nga Mihi

**John Forster,
President OJD**



Kaye and Winston in 2017, when Winstone became a Life Member

Next Club Events

Wednesday
5th
June



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

Saturday
15th
June

Garage Tour

1.30pm Meet Unity Park
1.50pm Dean Hollebon's Garage to view a
range of Jaguars, projects & Lotus
Afternoon tea (provided)
4.00pm Incredible private collection of
Supercars. Mosgiel area.
5.00pm Nellies Public Bar drink & chat



RSVP to Steve McNulty: jaguars@xtra.co.nz

Sunday
28th
July

Mid-Winter Christmas

Beaumont Hotel

Details to be confirmed



Sunday
25th
August



Otago Jaguar Drivers Club Incorporated

AGM 2024

2pm at Green Island Bowling Club Rooms
Followed by afternoon tea & cash bar

Welcome To New Members

Mervyn and Kim Webster, Dunedin. 2001 Jaguar S Type V8

Two Great Visits During the National Jaguar Rally

On Easter Sunday, the second day of the National Jaguar Rally in Christchurch, the participants had a choice of several activities. David and I opted for the tours of Autohaven Museum and Auto Restorations Ltd.



Autohaven is a private museum owned by businessman Tom Andrews. Viewing is by appointment only.

When you first walk into the building, you find yourself in a 1950's American themed diner, which is available to hire, complete with full commercial kitchen.

Moving on to the Museum showroom, you are struck by the gleam of chrome and glossy panelling. It is home to some of the rarest and most sought after vehicles.

Priceless and irreplaceable cars from the 1920's and 30's are alongside iconic sports cars, exotics, muscle cars, supercars and motorcycles.

If you attended the most recent Autospectacular event in Dunedin, you would recognise the red 1930 Cadillac V16 Sport Phaeton (pictured above), lavender 1929 Cord and the 1963 Aston Martin DB4 on display.



Autohaven displays "The Fastest Jaguar Series 1 E Type in the World" which was clocked at 170.3mph in 1964 at Ohakea Air Base with owner Sybil Lupp behind the wheel.



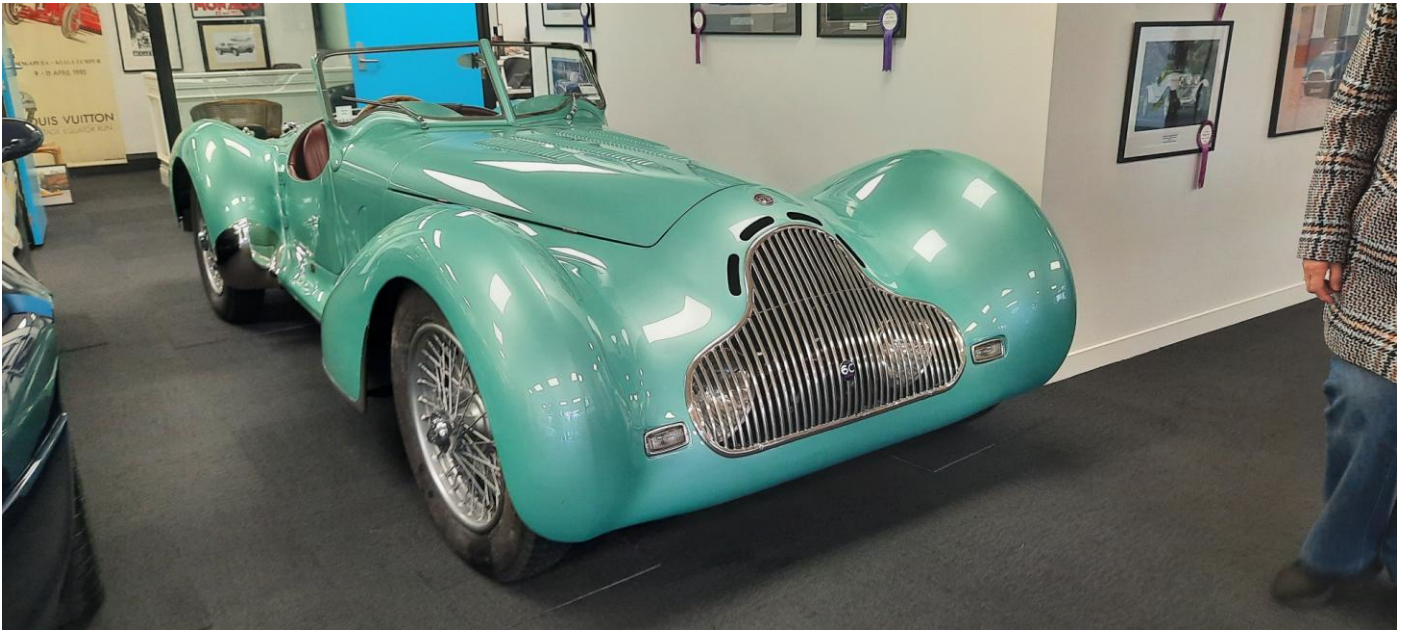
The car was purchased new in 1962 from Jaguar Cars in Coventry. Sybil's race tuning included a Weslake tuned cylinder head, matched to a D Type camshaft, with specifically jetted and tuned triple SU carburettors fitted with trumpet style air-cleaners.



After spending time looking at the collection, we were ushered into Autohaven's workshop - a world-class restoration and maintenance facility specifically developed for Autohaven's craftsmen to undertake everything from general maintenance to concours restoration projects. While the Autohaven workshop's core function is to maintain the collection, customer projects are undertaken on a case-by-case basis. The lavender Cord mentioned earlier can be seen in the background.



Next up was a visit to Auto Restorations Ltd. Auto Restorations enjoy an international reputation for not only restoring cars, but for having the equipment and expertise to build vehicles from the ground up. There is a small showroom fronting the building where we saw several rare and exotic cars awaiting delivery. This included the 1938 Alfa Romeo 6C 2500 Bidee Spyder pictured below and the 1927 Amilcar recently featured in this publication.



Once inside the extensive workshop, we were stunned by the sheer number and variety of cars undergoing the Auto Restorations treatment. This included the original 1953 Jaguar C Type below. Auto Restorations are acting as sole NZ listing agents for this car and it is expected to fetch around NZ\$6M on the international market.



A rare Volvo from the former East Germany



1952 Ferarri 212 V12



A 'corner' of the workshop – at mid-right, a 1982/83 VW Golf that had been raced by Stirling Moss.



French Panhard Dyna



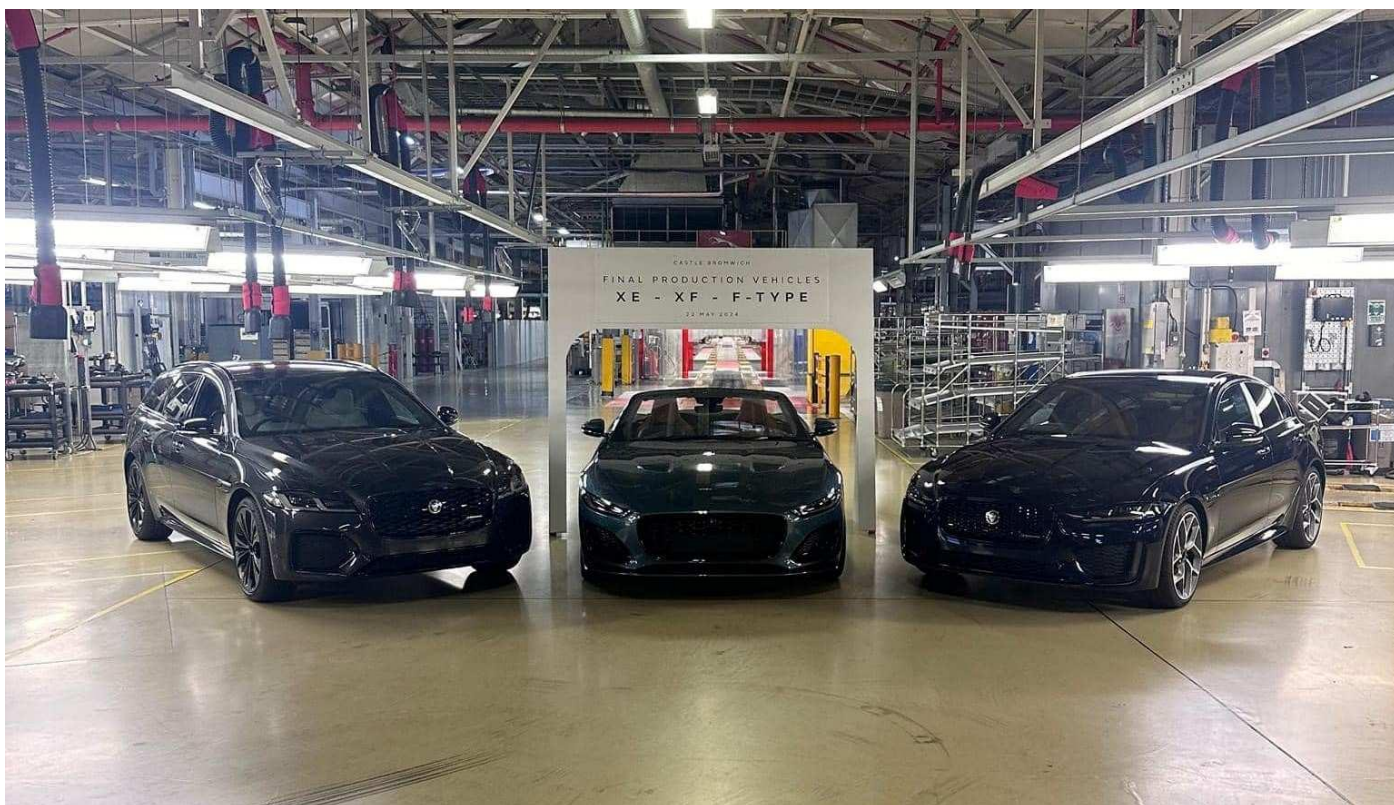
One of the regular clients is an enthusiast of 're-imagining' exotic cars on BMW chassis. Above is a build of a 1937 Delahaye inspired body on a BMW 6 chassis. There is also an Aston Martin body being built on a BMW 1 chassis.

We were shown through the metal working area where everything from engine blocks to panelling are manufactured and fettled. Very impressive.



A gorgeous Jensen Interceptor ready for collection.

22 May 2024 Castle Bromwich



Final production vehicles Jaguar XE – XF – F-Type.

Jaguar has ended production of these three vehicle types, as it transitions to production of body panels for different models. The retirement of Jaguar's two saloons and its flagship sports car means the brand's line-up will become SUV-only with just the I-Pace and F-Pace remaining on sale through 2024.

Jaguar's new era begins in 2025 with the introduction of a 600bhp electric four seat GT car in the vein of the Porsche Taycan, which is thought to be followed a year later by a Bentley Bentayga-style luxury SUV and then a large luxury saloon. All will share the new JEA platform (Jaguar Electrified Architecture) and are entirely unrelated to its current models.

Run to Parkside Quarry



Following a false start the previous Sunday, we made the journey to Parkside Quarry at Weston.

Most of us had met at Unity Park on the coldest, windiest day imaginable - 8°C with gales reaching 60kph. The wind factor made it feel more like 2°C however the strength of the wind made me wonder if we could ditch the Jags, spread open our coats and fly to Weston!

Needless to say, we didn't stick around and high-tailed it up SH1, adding a couple of stray members on the way.

We arrived at Parkside Quarry, the only Oamaru stone block quarry currently operating. Covering a surprisingly large area, this operation encompasses the Oamaru stone quarry, block factory, an agricultural lime works and a working farm.

We were met at the gate by Judy Mitchell-Oats, the tour operator & guide. Judy is a 5th generation family member involved with the quarry.

With her, we drove around the various areas of interest, stopping for a closer look and explanation of the activity.



Left: Judy, our guide.

Right: The Zeda 1600 stone cutting machine (Italian). With various blades and computer controlled, this machine can cut and carve 3D shapes and inscribe lettering. See below - balusters, 'Gollum's head' and lettering examples.



Oh that bitter
wind!



Many parts of
the property
would be ideal
as a movie
location.

Below left:
The Lime
works.

Below right:
the Museum
is a work in
progress but
very
interesting.
We finished
off the day with a hot cuppa and afternoon tea in the Museum come smoko room.



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 No10



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.j.race@xtra.co.nz Cell 027 4584062

Jaguar Reflections in Miniature Part 29

S-Type (X200)



With the introduction of the S-Type in 1998, Jaguar returned to the mid-sized car market for the first time in thirty years. The S-Type was designed in a retro Jaguar style which was a motoring trend in vogue at the time and was built on a Ford derived platform shared with the Lincoln LS. The new Jaguar AJ-V6 engine was also Ford based with the modular engine block being fitted with Jaguar designed cylinder heads and electronics. Although Jaguar developed the S-Type to compete with the mid-sized cars from Audi, BMW and Mercedes Benz, most buyers tended to be XJ owners downsizing to a smaller Jaguar. Therefore, the average age of an S-Type owner was older than anticipated and the failure of the S-Type to attract younger converts from other makes directly contributed to the introduction of the X-Type. The S-Type was by no means a failure and updates introduced during the production life saw the car successfully remain in production for 8 years. When the X350 XJ series was introduced in 2003 being a much larger car overall to the outgoing X308, the S-Type established a niche of its own. In 2002, a 2.5 litre V6 option was introduced, followed in 2004 by the new AJD-V6 2.7 litre diesel



There are many models of the S-Type available in 1:43 scale. A particularly good low priced die cast model of the 3 litre V6 SE version is made by Hongwell (3606) shown below. The overall shape and proportions are excellent and this Hongwell model also features opening doors. Finished in the 2002 colour of Zircon it is a very good example of this car. The standard V6 alloy wheels are accurate and well detailed.



The V8 powered S-type was a very good performer and appealed to the Jaguar owner seeking performance but in a smaller package than an XJ8. A Sport version was introduced in 2001 with both interior and exterior trim adapted to create a more performance focus. Power options remained as standard, but a higher specification was offered for accessory options. In 2002 real performance arrived in the form of the all new S-Type R. Powered by the new 4.2 litre supercharged engine designed for the new XJ to be launched the following year, the S-Type R which sported the trademark mesh grille, was all muscle with performance matching that of the XJR and XKR. An all-new interior design was created with a new dashboard and centre console transforming the S-Type's interior ambience considerably. 2004 saw further improvements with the introduction of an aluminium bonnet to reduce weight and adaptive cruise control was introduced for the first time. The Maisto model of the 4 litre V8 (31509) is finished in topaz. The interior detail of this model is also very good, and the alloys accurately reproduce the option offered as standard on the V8 S-Type. Whilst this model is not expensive, the scale and detail represent good value for money and reflects the detail of the S Type very well.





For 30 years Jaguar cars featured in Police fleets throughout the UK. The decision to focus production of the saloon car range solely on the large luxury car sector resulted in a lost opportunity to continue to provide cars which could be suitably adapted for police work at moderate cost. When the S-Type went into production, Jaguar considered it to once again be a suitable car to resume this relationship and offered two cars to several Police districts for evaluation purposes. Whilst the cars performed well, there were many other makes used by policing units including BMW, Rover, Volvo, and Ford which offered excellent value for money with a range of vehicles available that suited police requirements. Whilst there was some interest expressed in the S-Type, the concept failed to produce any orders of significance to warrant any demand to suitably modify standard cars. Both evaluation cars were used during 1999 and 2000 before being handed over to the Jaguar Daimler Heritage Trust.

No model makers have specifically offered an S-Type in Police trim, but the model below has been created using a Hongwell die-cast (3606) as the basis. This 'code 3' car has been created to represent a patrol vehicle used by the Manchester Police. The conversion has been well executed and the model looks very realistic. The doors open and the overall interior detail is very good.



The V8 Star category was a silhouette series run in Germany with bodies styled to represent road cars. For Jaguar the S-Type was selected as an ideal size saloon for the competition. All cars are powered by large V8 engines and are all relatively similar under the skin so providing close and competitive racing. The Zak Speed team's S Type whilst looking like a production car is very different to a standard S-Type even in respect of the body panels



which whilst appearing to replicate the road car have many modifications made for cooling and handling purposes. The Zak Speed S-type was always competitive and won the series in 2003 in the hands of P Lamy. The S-Type continued to be competitive in this series and was to become the championship runner up in the 2007 series.

Schuco have created an excellent likeness of the S Type Star V8 (4852) and has produced models of several of the S types competing in the Star V8 series. The Schuco Zak Speed car is superbly detailed and rather than put decals on a road car model, Schuco have gone to a lot of trouble to accurately research the actual car to create the detail for this die cast scale model.

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.



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Womens : 8 10 12 14 16
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NEW

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WITH LEFT CHEST LOGO
BLACK
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MENS	XS	S	M	L	XL	XXL	3XL	5XL
I/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			
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Grille Badge \$35.00

Name That Movie: Car No 10 1988 Jaguar XJS - "Speed" 1994.



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For Sale

1953 Jaguar Mark VII Automatic \$12,500 ono

Engine No. D2651-7;
Chassis No. 721552BW;
Auto Transmission No. J2317.
Condition. Running, recent oil change and new oil filter. Currently in storage in Dunedin. No registration, no warrant of fitness.



This car is now ready for someone to complete mainly cosmetic work, to be the car it should be on the road.

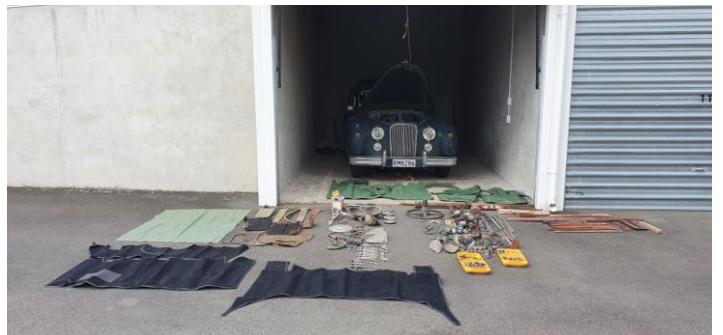
This car has had an engine overhaul prior to being stored for 12 years.

Been taken to a mechanic for small rust repairs, brakes to be rebuilt, fuel tank to be replaced and some work on the exhaust to bring the car up to running standard.

- The car has had seat belts fitted a long time ago.
- The rear wheel 'skirts' are both present and fit the car.
- The engine has had an oil change just recently and a new oil filter fitted.
- The seats have had leather repairs to the front seat and needs sunroof repairs and the headlining needs replacing.
- There is a JAGUAR WORKSHOP MANUAL for Mks VII-VIII-IX and XK120-140-150 with automatic transmission 1951 – 1961. (Published 1962 by Scientific Publications Ltd in very good condition).



There is a black carpet waiting to be installed, or a green carpet imported from England, however it is for a manual car. Included with this car is a considerable amount of 'parts' that have been accumulated over 30 years.



Enquiries to Paul Tulloch 027 221 3032

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For Sale

1964 E Type Jaguar coupe



Owned by the late John Corbett, located in Mapua (Nelson).

The car is immaculate, with a 3.8 litre engine and a Getrag 5 speed gearbox. It has been maintained by Steve Weeber at Performance Engine Centre in Christchurch. It is Registered until October this year and has a WOF until November 2024.

Anyone interested and requiring further information can contact Sharon Corbett, phone 027 477 7614



Looking for a New Home.....Three XK Dropheads

Early Jaguar XK series convertible collection for sale by negotiation

This is a very rare opportunity to purchase my 3 drop head coupe convertibles

1953 XK120

1957 XK140

1961 XK150

The XK120 and XK 150 have undergone full ground up bare metal restoration and RHD conversion and are in stunning condition with no expense spared. They are currently dry stored with some very minor finishing required for registration

The XK 140 was complete and is currently undergoing the initial stages of full restoration and is in a dismantled condition. All parts are available with many new items purchased in preparation including the RHD Walnut dash, carpet mohair hood and headlining and completed brightwork. These rare convertibles covering the early XK series will appeal to an enthusiast interested in obtaining this unique collection available within NZ. The cars can also be purchased individually by negotiation.

Expressions of interest by genuine buyers requiring more detailed information are welcome by calling me -

Paul 0274369624 Otago



1957 XK140



1961 XK150



1953 XK120

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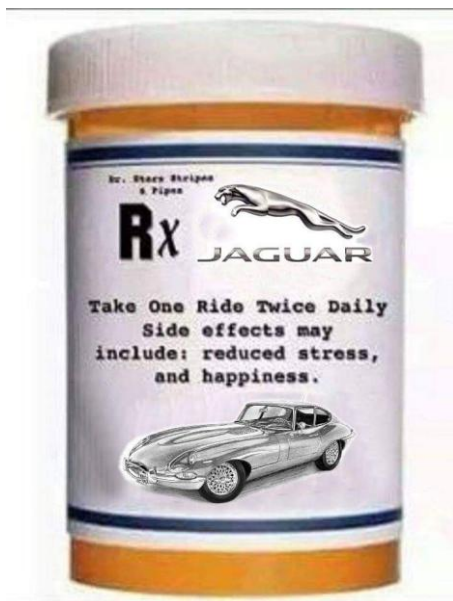
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