

Garage Tour



Above: 1981 XJS convertible and 2006 Lotus Elise 111R

Steve McNulty organised another of his excellent garage tours for us, recently. We visited two locations with quite different car collections to view.

The first stop was hidden in the hills where a narrow driveway opened out into a lovely house nestled in several acres. There behind the house was a new, large garage!



Belonging to OJDC member Dean Hollebon, the car collection included no less than three major restoration projects; a 1941 Jaguar Mk4 rebuild, 1960 Mk2 and a 1965 E Type roadster, ex USA and in bits.





Two Lotii were present; a 2006 Lotus Elise 111R (previous page) and the 2000 Lotus Esprit V8 GT twin turbo with detachable roof pictured left.

Below are a 2006 Jaguar XJR and the 1965 E Type 2 seater FHC, previously featured in this newsletter when it was awarded a prize at the recent National Jaguar Rally. This E Type was completely re-built by Dean over a 22 year period.



The second garage visited was predominantly inhabited by supercars. This private collection is not usually available to visitors, so we were most fortunate to be allowed to view.





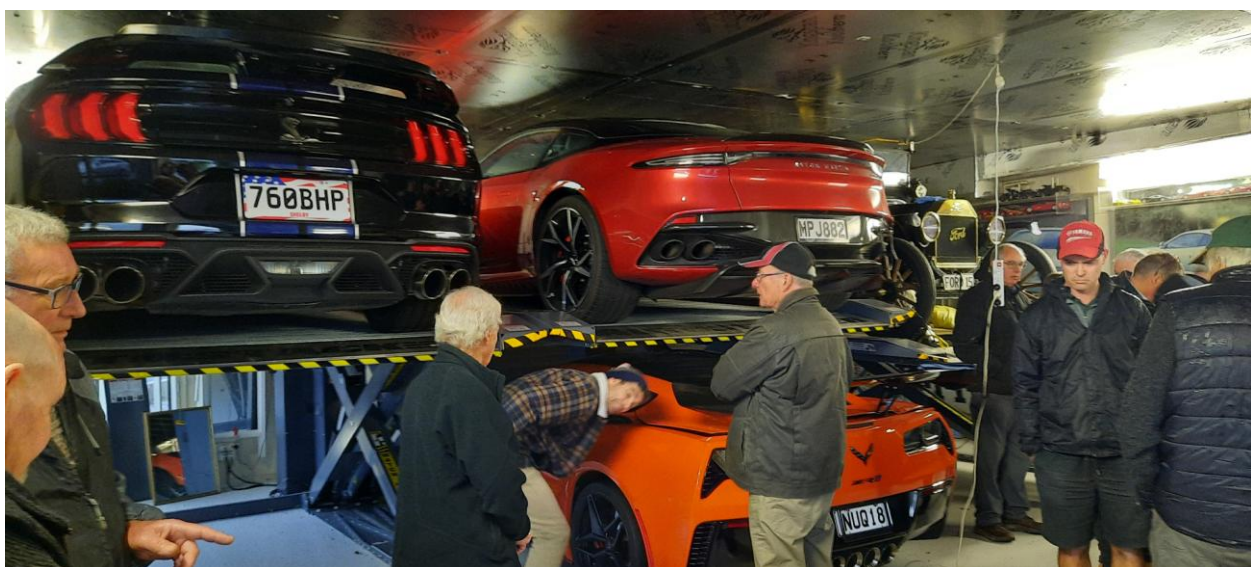
2023 Ferrari SF90 Stradale Hybrid



2016 Lamborghini Aventador LP750-4 6.5P/4WD



1915 Model T ford



Also on the car stacker – 2020 Shelby Ford Mustang GT500; 2019 Aston Martin DBS Superleggera 5.2P; 2019 Chevrolet Corvette ZR1 6.2L.

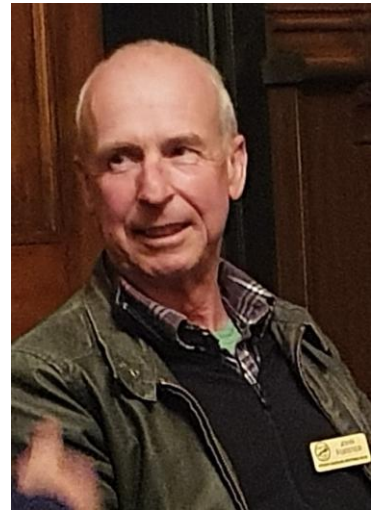
Thanks to Steve and the garage owners for a great day.

President's Column

Haere mai,

I have had the pleasure of being in Australia for the last month visiting family and realised and saw how lucky we are with the roads we have to drive on at home. As I have mentioned in the past we own Jaguars in part because they are drivers' cars with performance that thrives on great open roads and this is the case for all Jaguars throughout the years, no matter what model you own.

We are particularly lucky in the South with a low population base to help keep the roads clear of serious congestion outside holiday periods. Well mostly. So I think we could call these roads 'Roads of National Significance'. Not like the Government's definition which equates to roads that need serious upgrading or are major arterial routes carrying high traffic volume. For me the definition is a road on which you can drive your car to its intended performance. Not to be held up by too many camper vans and trucks and gridlock.



I spent 28 years living in Auckland and there would not be many Roads of National Significance there. I remember one fine hot summer's day taking the XK120 for a jaunt only to find ourselves caught in a traffic jam. It was somewhat disconcerting to watch the temperature gauge creep around past boiling and move into the oil pressure side of that dual reading gauge. Not relaxing at all! But in the South we don't suffer from that very much. The exception would be Queenstown which I have spent quite some time in over the last few years. Reminds me of a mini Auckland as far as traffic goes.

Once upon a time I would have considered most roads in Central Otago to be Roads of National Significance. The amazing road through the Kawarau Gorge to Queenstown was an amazing driver's road which today is quite compromised by the traffic load, especially campervans and trucks. The ability of some of those truck drivers never ceases to amaze me the way they navigate that road.

However I don't want to dwell on the negative. We are blessed in the South here with our roads even if some of them could do with repair in places. I was going to mention a number of routes I consider drivers' roads at the risk of advertising them but you all probably know them. State Highway 1 is not one. However State Highway 87 is one that fits my definition. I have driven that road recently and saw one car between Outram and Middelmarsh. What a joy to drive. And should you continue through to Clyde or Cromwell it continues in this vein.

So just remember should you see another Jaguar on any of our roads don't forget to wave.

Nga mihi,
John

**John Forster,
President OJD**



Next Club Events

Wednesday
3rd
July



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
28th
July

Mid-Winter Lunch

10.30am Departing Unity Park
Driving the scenic route to Tuapeka Mouth

12.30 Lunch at the Beaumont Hotel

Please book your meal with John
forsrob@xtra.co.nz 021 026 73734



Sunday
25th
August



Otago Jaguar Drivers Club Incorporated

AGM 2024

2pm at Green Island Bowling Club Rooms
Followed by afternoon tea & cash bar
More information to follow

Weekend
14/15th
September

Invitation from South Canterbury Jaguar Owners Club

Overnight Trip to Omarama

- Sat 9am Dunedin city members depart Unity Park
12 noon Lunch Waimate Hotel
(Call Brendan Nicholls SCJOC President 027 261 2372 to book for Lunch)
Car Collection visit
Check into Hotel – Buffet Dinner
- Sun Shed visit & return home

Distinction Heritage Gateway Hotel – make your own booking;
Bed & breakfast single \$188, double/twin \$221, Buffet dinner \$45 pp.

Please inform Barbara if you are attending – Thank you.
barbiemac@xtra.co.nz

From New Zealand to Guyana: A Journey with Jaguars

Back in early 2019, I had an unforgettable encounter with a Jaguar in Herekino, Far North, New Zealand. I was on leave from Jakarta, Indonesia, and on my way to Guyana, South America, for an ExxonMobil Oil & Gas project. Anne and John Osbourne, avid Jaguar enthusiasts, had amassed a collection of over 60 cars. John had recently passed away, and his son, Mark, invited me to view their impressive collection. One car that particularly stood out was a 1946 Mark IV Saloon, which had been Mark and Jody's wedding car. I offered a price and became the proud owner of JAKMK4. Since we couldn't store it at our property in Cable Bay, we transported it to Auckland for restoration.

Figure 1: Original Green with Daughter inspecting



Landing in Guyana

Upon arrival in Guyana, I found out the Jaguar is the national animal. It's a symbol of power and mystery of the Amazon and is even on the national emblem. Jaguars are powerful predators with a stunning yellow coat and black rosettes. They're great swimmers, climbers, and runners, hunting over 85 species in Guyana's rainforests. The construction phase of the headquarters for the ExxonMobil project that I was contracted to was located on the outskirts of Georgetown, and had several visits from a wild Jaguar with its paw prints being found on-site at the early civil works phase. This was seen as an auspicious event for the project.

I was invited to watch the Guyana Jaguars cricket team play Trinidad and Tobago and met some of the young players and managers. The company had been looking for an avenue to support the community and the youth cricket turned out to be a great way to connect. Since 2019 we have been raising funds and supporting inner-city youth cricket in Georgetown with legends such as Roger Harper, Sir Clive Lloyd, and Lance Gibbs to name but a few.



Restoration Journey

Six months later, I checked on the car's progress and found it had new tires but not much else had been completed, so I moved it to Whangarei. Then the pandemic hit in early 2020, and I was stuck in Guyana managing ExxonMobil's medical response. Despite that, the Jaguar restoration continued across New Zealand with specialists in Whangarei, Palmerston North, Martin, Auckland, and Gore. It showed how honest and trustworthy Jaguar enthusiasts are referring from one to another throughout for both the best set of skills and price. The interesting observation is that the average age of the person working this vehicle has been the late sixties, A fantastic set of people who are true believers in the brand whose skills are now a rare commodity in today's electronic age.

The Jaguar connection continues



In 2023, at our annual youth cricket fundraiser, we received a signed guitar from Eddie Grant, the Guyanese-British singer famous for songs like "Baby, Come Back," "I Don't Wanna Dance," and "Electric Avenue." I spent a day with Eddie in Georgetown and found out he and his brother both drive Daimlers. He was very impressed New Zealand had such a strong following for the vehicle.

Reflecting on the Jaguar Legacy - Similarity Between the Jaguar Car and Animal

Both the Jaguar animal and the Jaguar car are renowned for their incredible power and performance. The animal is an apex predator with impressive hunting skills, while the car is engineered for top-tier speed and handling. Elegance and style are hallmark traits of both; the animal has a striking, beautifully patterned coat, while the car boasts a sophisticated, luxurious design. Both are agile and swift, whether moving through the jungle or cruising down a highway. They are also symbols of status and luxury, admired for their strength and beauty.

I've been privileged and fortunate to experience both the Jaguar community in Guyana and New Zealand. Both have deepened my appreciation for this remarkable brand and its natural namesake, each embodying the qualities of strength, grace, and high performance.

Today the vehicle nears completion and is expected in Dunedin later this year, Wiring has just been commenced with a warrant expected in the coming months. Launch date to be communicated.



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.*

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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



This excerpt from a recent ODT

Master of the car

There is a vast difference between the pleasure obtained from being able merely to drive a car and from being able to drive one really well.

But a driver who has taken pains to become the absolute master of his car earns not only pleasure for himself; he instils confidence in his passengers, winning both their gratitude and their appreciation.

We should like every car owner to set himself the task of becoming a really polished driver. Patience and practice are both necessary before complete mastery of the controls of a car is attained, and it must not be thought that any special qualifications other than those are needed. Every owner of a car could be an almost perfect driver if only he would apply himself to achieving perfection. — by 'Accelerator'



Jaguar – Reflections in Miniature Part 30

X-Type (X400)



The X-Type, codenamed X400, was Jaguar's first compact executive car since the Jaguar 2.4 litre saloon of 1955. The four-door X Type was in production from 2001 to 2009 and initially offered as four-wheel drive only mated to the new Jaguar AJ-V6 2.5 litre and 3.0 litre engines. The X-Type was essentially designed in Detroit and presented to the reluctant designers and engineers at Jaguar's Whitley design centre. Based lightly on a modified Ford Mondeo platform, it shared 15 to 20% of the Mondeo design and components which whilst not received well by some enthusiasts of the marque was the first significant exercise in part sharing of a production Jaguar; a practice adopted by Rolls-Royce and Bentley with their respective parent organisations. Ford no doubt adopted this process to reduce costs, but the concept makes good economic sense given the high cost of car manufacturing. Jaguar's objective was to achieve annual sales of 100,000 with the car, partly by taking market share from established German rivals and partly by expanding the market segment in Jaguar's key markets. The X-Type was Jaguar's bestselling model during almost all its production run, but sales did not meet expectations, peaking at 50,000 in 2003 with a total production run of 355,000 units sold when production ceased in 2009.



The Premium X model of the X Type 3.0 litre released in 2013 was the first model of the X Type offered in the 1:43 scale but unusually lacked rear quarter windows. The model shown



(PRO194) has been altered to correct this omission. Finished in period metallic green it is a good interpretation including a well detailed interior.

The X-Type range was expanded further in 2002 with the introduction of the 2.1 litre V6 petrol and 4-cylinder 2.0 litre diesel engines. These smaller engines broke new ground for Jaguar being front wheel drive as the all-wheel drive systems would reduce the overall performance to less than acceptable levels. To provide improved torque and performance the diesel engine was complemented with a larger 2.2 litre variant from 2005. The 2.1 litre X-Type engine was a Jaguar design based on a modified 3 litre V6. Whilst not overly endowed with torque, the 2.1 litre is a free revving engine relying on a high rev range rather than low down torque. It is still a reasonable performer of near identical acceleration and top speed to the 4-cylinder BMW 318i with which it was aimed to compete. Whilst the X Type was not initially received well by some Jaguar enthusiasts at the time, it grew in popularity with the luxury SE, later badged as a Sovereign adding a plush interior and feeling more like a Jaguar.

The Premium X model of the X Type is only released in 3.0 litre form. The rear window does not have the correct curvature and the rear quarter windows needed to be added. The model shown (PRO193) has been altered to produce the 2.1 litre with new wheels and a single exhaust pipe. Finished in a period metallic blue it becomes a good interpretation of this small engine Jaguar saloon.





With the 3.0 X-Type offering all-wheel drive, Jaguar finally had a unique vehicle that attracted the interest of the police and fully equipped for police work was still able to achieve 136mph with excellent handling thanks to the all-wheel drive transmission. At a cost of over £50,000 the "Big Cat" was crammed with huge amounts of the latest hi-tech equipment such as new ANPR systems and was the first police car in the UK to have an inbuilt direct video link to a supporting helicopter unit. Despite all the hype the car was far too expensive for cash strapped police forces and ultimately over a five-year period Jaguar only sold very small numbers for active duty of which only five took to the road as ANPR "Interceptors"; all



lights, aerals, and logos are very accurate.

in Merseyside. They were never active pursuit vehicles, being used mainly for high visibility road policing and roadside number plate reading. One such car LL03 VAA has been returned to full police livery and restored by its private owner. Based in St Helens for the Merseyside police as unit "DI-15", the X-Type was in service from May 2003 until April 2010 which is an astonishing 7 years. The car retired at 136,624 miles.

Premium X has made a faithful reproduction of this restored ex-police X-Type (PRO343). All details including full livery,



The X-Type range was further enhanced in 2005 with the introduction of the estate car, once again breaking new ground for Jaguar. These wagons became instantly popular especially in all wheel drive form and greatly enhanced the acceptance of the X-Type. Offered with all engine variants and trim levels the estate car provides excellent stowage space paving the way for future wagons such as the XF Sport Brake released in 2012. The X-Type design was ideally suited for modification as an estate car, an exercise previously carried out on the XJ40 platform but not put into production. Jaguar clearly saw that whilst the demand for a large wagon based on the XJ platform would not be sufficiently popular with potential customers, there was a definite opportunity to build a family sized wagon to compete with the BMW 3 Series, Audi A4 and Mercedes-Benz C Class. Although the X-Type was to be sold in the highest numbers of any Jaguar, the market sector intended for the X-Type was the younger drivers, but they preferred the German variants. Ironically the main buyer of the X-Type were older drivers downsizing from XJ models. No replacement was planned when X-Type production ceased in 2009.

The Premium X model of the X Type Estate Car was also released in 3.0 litre form. The model shown (PRO195) is a better reproduction and more accurate to the actual car than their saloon models. Finished in period metallic silver it is a very good interpretation of this ground-breaking wagon.



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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Mens : XXS XS WS S M L XL XXL 3XL 5XL
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NEW

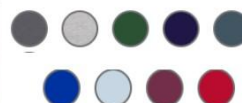
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WITH LEFT CHEST LOGO
BLACK
\$90.70 INC



NEW

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Name That Movie: Car No 11 1997 Jaguar XJ6 - "Snatch" 2000.



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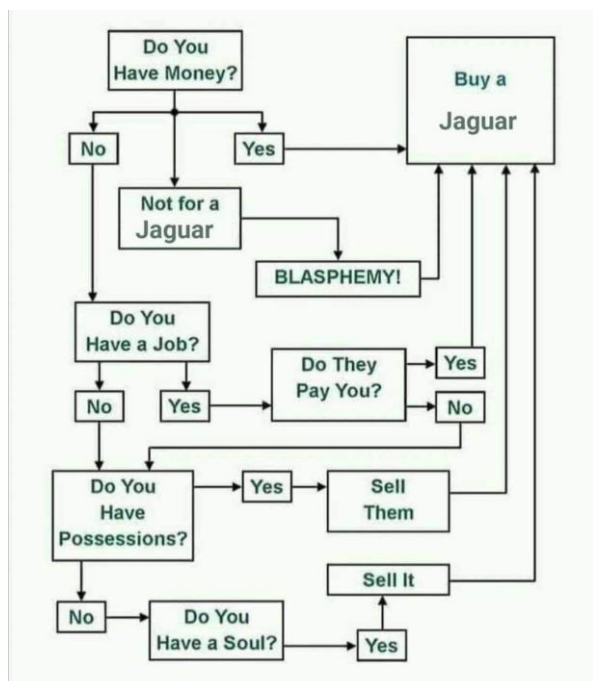
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