



AUCKLAND
JAGUAR DRIVERS'
CLUB



VOL 49 | MARCH | APRIL 2024

WARBIRDS
ON PARADE

BRIT & EURO
SPECTACULAR CLASSIC CAR SHOW



PRESIDENT'S REPORT

Dear Members,

We have a significant problem that is causing me to fear for the future of The Club. While our membership base and financial health is very strong, we do not have enough members volunteering for committee roles. If this continues, the viability of the club will be threatened.

Unfortunately, we've had no responses to last week's email seeking a replacement Club Secretary. At present, the Club Committee is short at least 2 members with both the Secretary and President's roles vacant for several months now (I've continued acting as President since my term expired at the last AGM).

Under the Club's constitution, the Committee should be composed of the President, the Immediate Past President, the Vice President (all with 2 year terms max.) and at least six other elected members. We should have a minimum of nine Committee members.

In the past, the committee has had up to ten or eleven members which has enabled it to 'spread the load' but in the years since covid, the numbers volunteering to replace retiring long serving committee members have been very few.

This means that the present seven person Committee is having to contribute far more time to the Club's functioning than is reasonable. While we've been happy to do this in the short term, it's clearly not sustainable on an ongoing basis.

Almost all of the present Committee have been members for over 5 years, some substantially longer and a couple have also indicated they wish to stand down at the next AGM. In addition and please note I won't be in a position to continue as acting President beyond

the next AGM in October, although I'm willing to remain on the Committee as the Immediate Past President.

We will continue to have an ever decreasing number of Committee members unless others volunteer to help. We will of course do our best to keep things ticking along as usual but with fewer Committee resources, reduced administrative efficiency, lower levels of engagement with Club members and fewer regular events are unfortunately likely outcomes.

I'm outlining this so you understand the risk to the smooth running of the Club if more members don't volunteer for Committee roles. Leaving it to someone else or 'press ganging' others onto the Committee isn't an option if we wish to remain the high profile, active Club we have been in recent years.

As I said at the beginning of this note, our membership numbers are strong and growing, our finances are in good shape, recent events have been well attended and our administrative systems are pretty effective.

We simply need more Committee members, especially recent new and younger members, to join us on the Committee to keep the Club functioning for everyone's enjoyment. Most importantly, we need someone to take on the Secretary's role immediately.

If you're willing to help keep our now 55 year old Club going strong, please call me on 021 295 1542, email me at president.jagclubak@gmail.com or contact any of the existing Committee members.

Best wishes,

Tony Wright

Club President



This e-magazine contains many links and hyperlinks. Click on them and explore the world of Jaguar."



FROM THE EDITOR'S DESK

Welcome to another e-edition of our wonderful Club Magazine. The success of this club since its inception in 1969, has no doubt been the membership that volunteered their time and energy into taking on roles within the committee. The committee is always looking to evolve and regenerate. Fresh ideas and enthusiasm do help keep the club moving forward with a variety of different activities and events. With recent departures within the committee, our resources have been stretched. This ultimately hinders our ability to organise events and adventures. If you think you can help in any way, commit to one meeting per month, and assist with an hour or so contacting and collecting information for events, then please contact our President - Tony. A diverse range of events with lunches, drives, and adventures we can offer, will continue to keep the club moving forward. Specific roles on the committee are being advertised but skills in these roles is not always necessary.



These last two months have been relatively quiet as the National Rally in Christchurch over the Easter break took the centre stage. Thanks to Jeff Cartridge and Gail Percy for their delightful report on this wonderful event. Despite the wet weather, the British and European Classic Show held at Lloyd Elsmore was another good display of our members cars. We may not have achieved our goal of 100 club cars due to the weather forecasted, but the variety of different models on display was still a highlight to the crowd. A big thanks to those that braved the persistent drizzle. The club tent got rather crowded, but this added to the warm conversations had by those sheltering from rain.

Keep an eye on our Events page of this edition and particularly, the website Events page. An event that is ready to go is the Go Kart Challenge - 8th Interclub Challenge between Jaguar Drivers Club Auckland and, our new challenges, the MG Club. Check the website for registrations. A midwinter lunch is also on the agenda of activities that may interest you. Also, a re-visit to the Waikato Stud Farm and Ross Brother's Muscle Car Museum is being planned at this moment. A couple of special evening workshop visits are something to look out for also.

I wish to thank all those people that helped produce this special slice of Auckland Jaguar Drivers' Club magazine in electronic form. Please utilise the web and hypo-links on offer in this edition. We will continue to look at making these editions as dynamic as possible so that this becomes your browser of recent interesting content and news associated with Jaguar. I hope you enjoy the interesting reads and hope to see you at some events coming up later this year.

Support our Advertisers as best you can. I encourage you all to thank our Advertisers in the best possible way by seeking their professional services and supporting their businesses. The more we can do for them equates to more things they can do for us.

Kind regards

Gerard Leeuw

Editor



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BRIT&EURO CLASSIC CAR SHOW



Written by: Larry Raynor Olive | Photos: Gerard Leeuw

The Greatest Classic Car Show of the year
- featuring Pride of Jaguar & the Art of Performance





It's four in the morning and once more my yawning just woke up The Passion in me. It's the Brit & Euro Classic Car Show today and it is the combined Jaguar Car Club's and Enthusiasts Big Day Out. For The Tenth Time I have watched The Rain Radar, and it has tried to Change My Mind about going. However, The Foolish Man in me will always rest assured that I will Do The Right Thing. I shall Pay Attention to The Call of the Wild and my Spirit is Rising in me. I'm embarking on The Mission to help make this year's Jaguar Classic Car Display Reach For the Sky and join the Blockbusters to become a part of histories Britannica Chronicles.

The Scene was set, and backdrops were carefully selected. The Past, Present and Future AJDC Presidents were already neatly lined up before The Clubs black Marquee. Now Is The Time for The Director of production to make his Proclamation, Lights, Cameras Action, bring on the Painted Wagons. We parked flanking the ER guards making the strategic Buffalo Horn formation. As the last shall be first in the Queue, and like in The Audition, The Magnificent 37 Jaguar SS owned and driven by John Endean ambled onto The Set

with Pride And without Prejudice. His Immaculate classic, having travelled further along The Pathway less travelled took a Short Cut like a Whisper of Wind In The Willows. He then Settled Down like a Commander And Chief upon the dais reserved only for A Few Good Men.

The Patron, Laurie Hayward must have Devine Intervention with the Rain Man as we were In Time with our Comfort Zone to take a Scout around and admire the many other car club entries and visit the Chuck Wagon for coffees and muffins. The Event was Ambushed by A Star Is Born, The Prime Minister, Christopher Luxon and his Henchmen had Seized their Opportunity to make his Presence known. Obliging with selfies and making The Interview with a local FM Radio D.J. who's music kept the hills alive with The Sound Of Music from Sunrise Till Sunset.

Mark Shorter, the world's best Salesman of Jaguar Memorabilia, had set up his stall in Prime Real Estate within The Teepee. He enjoyed The Captive audience of Potential customers whilst they huddled together to Shelter From The Storm. I think that his Trading Post was lucrative as we





Observers noticed the lucky Pilgrims clutching their Precious, collectables and striding away briskly trying to ignore their wives who questioned 'how much was it Worth'?

The Shower curtains of Heavens Above parted and it literally rained Cats and Dogs. Apparently, a Vision of Laurie Hayward appeared under a Lamppost bright, he was tossing his brolly and clicking his heels Together joyously and Singing In The Rain.

Meanwhile, Back to The Future, The Count of Monte Carlo, aka Larry Price, the proud owner/builder of a D-Type Jaguar replica racing car number 3, was in his Element and dealing with The Swarm of fascinated General Public who were attracted to his car like The Bee's are to The Honey Pot. He reflected upon the beginning of Jaguars most successful era in motor racing history, when Jaguar first applied disc brakes that were adapted from The Aviator technology. Thus, allowing the driver Sir Stirling Moss to Out-brake his rivals Time After Time and whose Nerves of Steel and Heroic skills shall Live Forever in the Hearts and Minds of both Young and Old.

All things considered, The Classic Car Show was a resounding success One More Time and the Target of 101 Jaguars was almost realized. As the saying goes, 'It is what it is', and rain is wet. At The End of the Day, all that matters are the friendships we made, the stories we told, and the Memory of a most successful Brit & Euro Classic Car Show that everyone Totally enjoyed it and it will have Lasting Impressions.

On behalf of all the Auckland Jaguar Car Club members and enthusiasts from Far And Away, we are All Aboard with our Appreciation to Laurie Hayward, The Committee, and also the helpers whose Commitment to erect and dismantle The Gazebo etc, is greatly appreciated. Thank you very much.

The Last Word of gratitude goes out to Jaguars extended family Pride. The dedicated Enthusiasts who drove From Far And Away as Russell with their fabulous original Mark V111.

Also, the owner/drivers from Hamilton and the Bay of Plenty with their Sporty XK 120 coupe's and absolutely Immaculate S-Types, XK150s, XJS and XJ 350s, and the graceful E-Types were all combined to make an Awesome team of Jaguar Classic Cars we shall Always Remember.

We all look forward to Ride Along again in the Futuristic Time-line.

The End

A 1% IQ Club Challenge.

I have incorporated over 100 movie titles in this story and challenge the Eagle Eye readers to try and spot them.

The clue is that they are Bigger than Life.

For example:

Good Luck to You.



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

UPCOMING EVENTS | DIARISE



Garage Raid: Roger's Garage

Coordinator: Simon Crispe

We have an opportunity to visit another special collection of cars including historic kiwi racing cars from the late 1940's through to the late 60's owned by well-known racing enthusiast Roger Herrick. Special GP cars which Bruce McLaren and Phil Kerr owned and raced as teenagers in the 1950's! Bookings are essential. Check the Events page of the Website for more details.

#20240505



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.

#20240526



Edgell Performance

Coordinator: Simon Crispe

A known leader in the industry with our founder Randell having produced some of the fastest engines in rally, speedway and V8 racing categories. Come and view their workshop and ask the important questions. Check the Events page of the Website for more details.

#20240613



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



Mid-Winter Lunch

Coordinator: Peter McElroy
A known winery in the heart of West Auckland will be the venue of our Mid-winter lunch. Details are yet to be confirmed. Check the Events page of the Website for more details.

#20240623



AGM @ Midday 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



WARBIRDS ON PARADE OPEN DAY

Written & photographs by Simon Crispe

The much anticipated dawning of Sunday 4th March finally arrived and it was time for Marianne and I to fire up our 1961 E Type and hit the road for Ardmore Airport. Best of all the weather was glorious with only a breath of wind, so absolutely perfect for flying.

This year the Show was also commemorating the glory days of NZ's Grand Prix racing when Sterling Moss, Jim Clarke, Bruce McLaren and other famous names campaigned XK120's, 140's, C, Types, D Types and Mk2's along with TR3's, Healeys, Coopers and Lotus's at Auckland's GP also held at Ardmore between 1954 and 1962. I wish I'd experienced those heady GP days personally, but I was only 7 in 1962!



We turned off Hamlin Road at 07.15 sharp, just as our stalwart Warbirds man Larry Price with his keen helper Alex were ushering the first couple of cars into a convenient layby on Harvard Lane, to wait for the total of 5 classic Jaguars invited for the day. Our Jaguars formed part of a display of historic cars of the type that had campaigned at Ardmore Grand in period. Whilst none of our cars had actually raced there, we set ourselves up beside the warbird's hangar, along with a wonderful group of actual Ardmore race cars.

Cars on display than actually raced in period at Ardmore were:

- Graeme Brayshaw's 1954 Cooper Mk8 Norton (ran at Ardmore 55, 56 & 58)
- Howden Ganley's 1956 Lotus 11 Climax (ran 57 to 62)
- Mark Garmey's Buckler 90 (ran 58 & 59)
- Jim Barclay's 1961 Gemini FJ (ran 62)
- Nigel Russell's 1959 FMZ FJ (ran 62)

We displayed the following Jaguars.

- The Woolf family's wonderful very original 1953 NZ new XK120 OTS
- Wayne Dicken's superb, again very original 1956 RHD XK140 DHC

- Rob Moston's 51-53 XK120 C Type replica
 - Larry Price's 1955/56 XK120 D Type replica
 - Our 61 3.8 outside bonnet lock E Type OTS.
- The one imposter being our E Type (no E Type ever raced at Ardmore).



All the other Jaguar models on display were similar to those that had raced here, along with the following marques that completed the line up.

- John Holmes' 1960 Lotus 18 FJ (same model ran 61 & 62)
- Jamie Newcombe's 1959 Austin Healey 100/6M
- 1956, 1957 and 1958 TR3's owned by Malcolm Fraser, Nigel Hayman and Warwick Orr
- A 1962 TR4 owned by Dennis Craig.



The Original Ardmore GP cars

Within minutes of setting up we were surrounded by a crowd of interested public wanting to know about our cars and sharing great enthusiasm for our efforts as we waited for the first Airshow.



The crowd gathers

With such beautiful weather, thousands of visitors continued to pour in and Ardmore's grass aprons were fully occupied in anticipation of three sessions of absolutely wonderful flying displays, starting at 1030hrs with 6 original WW1 biplanes both German and British taking to the clear blue skies.



Bristol Scout aloft

These 100+ year old aircraft are very challenging to fly in all by the kind of quiet fine conditions that prevailed that day. The display demonstrated the enormous courage of these early fighting aviators; imagine taking to the air in back 1914 in machines made only of wood and canvas that owed their technology to the first powered flight just over a decade earlier.

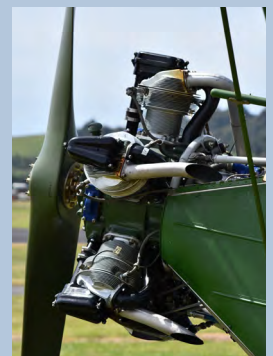
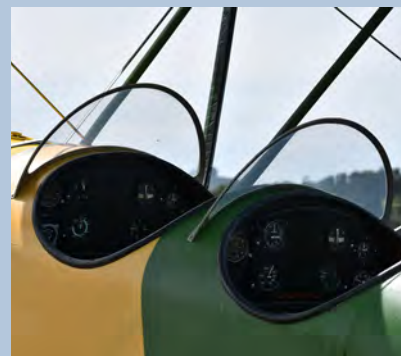


RAF BE

Having said that the amazingly sophisticated radial and rotary engines we saw demonstrated in this first display were a world away from the tiny primitive engines that powered Orville and Wilbur Wright's first 6km flight. The Wrights power plants were heavy and produced barely enough power to propel the aerofoil wing tips forward enough to generate any more than just the few metres of lift they achieved. The German

Fokker Triplane on the other hand powered down the runway and launched into the air in an almost vertical climb after only a hundred or so metres at most. Its dogfight capability was legendary with so much lift from its three wings.

We saw wonderful mock dogfights between the Fokker and the Bristol, the RAF BE-2, the Bristol Scout and the extraordinary roaring and crackling rotary powered Siemens Schukert and the Chipmunk duo.



Tiny open cockpit of WW1 fighter. (right) Extraordinarily complex radial air-cooled engine technology of WW1 aircraft

As if the glorious gathering of shiny Jags and original Ardmore GP cars wasn't enough of a sight to behold, more wonderful treats awaited the crowds of spectators between the air shows. The newly restored Mosquito fighter bomber fully rebuilt at Ardmore and about to have its maiden flight, was wheeled out for the spectators to admire. The superb restoration of this plywood airframe was carried out by Avspecs at Ardmore and was about to take to the air for the first time in over 70 years, at the Wings over Wanaka Airshow in April.



The WW2 Mosquito Fighter bomber

Army volunteers were mocked up as World War two German, British and American forces. A paratrooper team showed off their skills controlling parachutes on the ground and a collection of original Jeeps and Landrovers completed the period feel of these static displays.

Then followed a stunning aerobatic display from the hugely powerful modern MXS; at times virtually at a standstill in the air at the top of a steep climb, hanging on its propeller driven by its spectacularly powerful engine, only to tip over backwards or to one side and plunge into a screaming dive.



INVITE

4 March 2024 | ARDMORE

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for more pictures



MXS Aerobatic speed machine in action

The photos don't really do justice to the extraordinary skill of the pilot and the capability of this amazing sportscar of the sky!

We were then treated to a race between a McLaren 720S and another very fast and capable Extra aerobatic plane. The result was fascinating! In 2020, the aeroplane was no match for the McLaren. This time the Aeroplane absolutely thrashed the McLaren, despite the driver's every including using launch control and with a 0-100kph time of 2.3s!



McLaren 720S vs Extra aerobatic speedster

After lunch we were back on our seats beside the runway for Session 2 with the main Ardmore Harvard Team in the air for another breath-taking display of precision aerobatics from these

now 85-year-old aircraft with their screaming radial engines and propeller tips that verge on breaking the sound barrier to give that distinctive Harvard signature roar.



A pair of Ardmore Team Harvard aircraft take to the air for more jaw dropping displays

A busy afternoon followed and we were treated to yet more spectacular flying of the Warbirds on parade with more Harvard aircraft, the twin cockpit Spitfire and the P51D Mustang buzzing the airfield in highspeed passes of over 300knots/350mph and doing stunning climbs turns and loops.



The Spitfire being expertly piloted by long time Air New Zealand 777 pilot Liz Needham.

The third wonderful air display, complete with mock dogfights and lots of thunder flashes for effect, was suddenly over. All too soon, it was time to pack up and head home. What a marvellous day it was too. The memory of those glorious spine-tingling sounds of wartime radial and V12 engines filling the air, will stay with me and all those lucky people who attended for a long time to come. Again, we all counted our blessings that as a community kiwis can gather to enjoy such fun here in our wonderful green and pleasant Aotearoa NZ.



Rare twin cockpit Supermarine Spitfire buzzing the airfield at 300 knots

A very big vote of thanks to Warbirds and JDCA members Mike Wood for creating the yet another opportunity for Jaguar to participate in the Show and to Larry Price for his endless enthusiasm and help in organising such a great day out for the Club.

Jaguar Drivers' Club,

On behalf of New Zealand Warbirds Association, I would like to thank you and all the vehicle owners for attending our Open Day yesterday.

The day was a great success and we had a near record number of people attending and so far we have a lot of positive comments. The day takes a huge amount of organisational work by a volunteer crew so it has been very rewarding for us to see it go so well.

Your contribution to the day is very valuable to us and we greatly appreciate you taking time out of your weekend to support New Zealand Warbirds Association.

It was great to have the competition cars back at Ardmore. Sorry the red tape got in the way of the runway sprint, we will look at this again with a bit more time to spare and see if we can work around it for next time. Sadly the rules get trickier each year!

Kind Regards

Mike





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Mitch Evans takes second-place podium for Jaguar TCS Racing under the São Paulo sun in electrifying E-Prix



Mitch Evans secures his first podium of the 2024 ABB FIA Formula E World Championship with a second-place finish at the São Paulo E-Prix. This achievement marks the fourth podium the British team have scored in the first four races of the season.





Swapping carnival feathers for electric race cars, energy radiated through the Anhembi Sambadrome this afternoon as the 22 drivers took to the track.

After lining up on the grid in P4, following a strong qualifying performance which included progressing into the qualifying Duels, Mitch and the team executed an impressive race under the São Paulo sun in the Jaguar I-TYPE 6. Holding his own to both defend and attack throughout the 34-lap race, Mitch maintained a second-place position behind NEOM McLaren's Sam Bird, before overtaking him with six laps to go. Mitch and the team strategically managed the race from the front for the remaining laps but with only two corners until the checkered flag, the battery temperature became too high, causing the car to lose power and Sam Bird was able to pass and take the win.

Tackling the 11 turns of the 2.93km track, Nick was determined to climb from his P9 starting position. For the early phase of the race, Nick focussed on energy management and positioning his Jaguar I-TYPE 6 ready to progress at the appropriate opportunity. Unfortunately, the concertina effect caught Nick out resulting in damage to the front wing of his car which caused his eventual retirement from the race.

Now a quarter of the way through the 2024 World Championship season, Jaguar TCS Racing remain at the top of the leaderboard of the Teams' Standings with 96 points, an impressive 35 points ahead of Porsche.

Despite not claiming points this weekend, Nick Cassidy retains his position at the top of the Drivers' Standings, whilst fellow Kiwi Mitch has climbed to third.

Overall it's been another great weekend here in São Paulo and I am really proud of all the team. Mitch has delivered a brilliant performance today - from completing only one lap in FP2 to then get through to the Duels and deliver a race like he did today, was fantastic and testament to his resilience. We always knew this race would be temperature-sensitive, and whilst the team did an incredible job with the strategy, the balance of the battery temperature versus the energy just didn't work out for us in those last two corners of the race - we were so close though.

"It was really unfortunate for Nick here in São Paulo. He had the pace across all sessions, and it was looking promising for a points-finish, but this is motorsport and the concertina effect of this new Gen3 style of racing caught both Nick and the team out today.

"Importantly we have increased our lead in the Teams' World Championship standings, with Nick leading the Drivers' and Mitch in third, we are really look forward to heading to Tokyo.

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL

It's a bittersweet feeling today. It's great to be back on the podium and scoring strong points for the team, but it's also disappointing to have been leading the race and losing it on the last two corners. Unfortunately, our battery overheated meaning that it was easy for Sam to pass. Big congratulations to Sam today. I am now looking forward to keeping this momentum going into Tokyo in two weeks' time.

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

I had a really fast car in FP1, FP2 and the first run of qualifying today, but the race didn't go quite how I wanted or expected it to. I had a couple of touches with the front wing and unfortunately it was too badly damaged. I still think I was one of the fastest cars this weekend, plus, I have come off the back of four podiums in a row and I'm still leading the Drivers' Championship standings so there's a lot of positives to take forward to Tokyo.

NICK CASSIDY

JAGUAR TCS RACING DRIVER, #37

The pinnacle of all-electric racing resumes in Tokyo, Japan, on Saturday 30 March.



ZERO EMISSION POWER

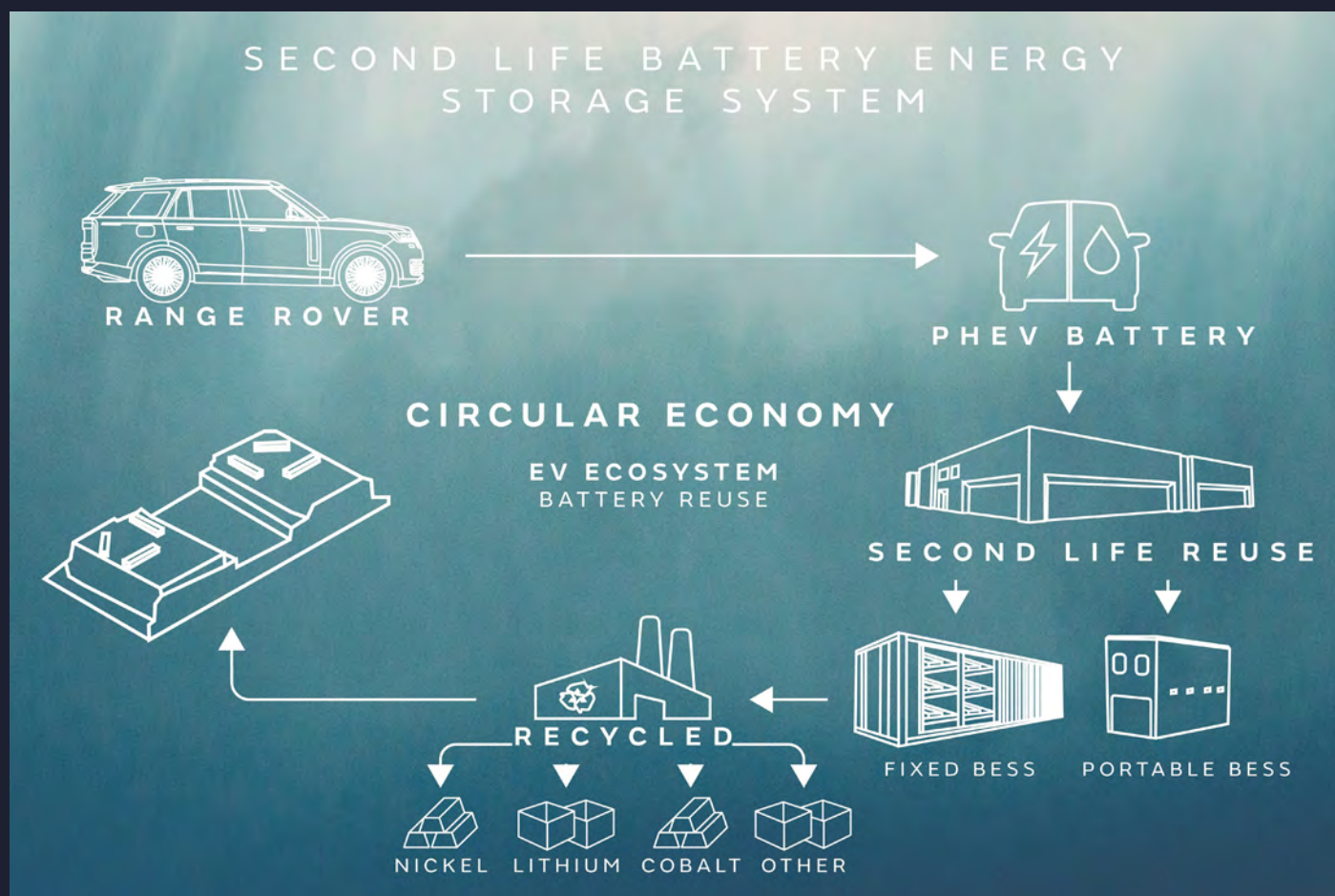
JLR powers up zero emissions charging on the go with first battery energy storage system using second-life Range Rover batteries

JLR has partnered with energy storage start-up, Allye Energy, to create a novel Battery Energy Storage System (BESS) to provide zero emissions power on the go.

A single Allye MAX BESS holds seven second-life Range Rover and Range Rover Sport PHEV battery packs that are simply removed from the vehicles and slotted into customised racks, without unnecessary additional processing. Each BESS can store 270kWh of energy at full capacity, enough to power the average UK household for nearly a month*.

The BESS, which is the first to use JLR's second life Range Rover batteries, can charge up to nine Range Rover PHEVs at any one time, and is designed to be easily charged by simply plugging it into any CCS-capable Vehicle Charger using the same input as JLR's existing PHEV and BEV product portfolio. In addition, multi-input connectivity via powerlock connections enable it to be connected to renewable power at fixed or off-grid sites.

The MAX BESS can be used to replace diesel generators, historically relied on by the automotive industry, to power



off-grid vehicle launches, events and vehicle tests in remote areas. JLR's Engineering team are the first to utilise the new BESS, providing zero emissions power during testing of the new Range Rover Electric, due to launch later this year.

The average Diesel generator would typically use 16L of fuel per hour, equivalent to a daily total of 129.12kg of CO₂ for three hours' usage***. JLR's Engineering team will use the BESS to power over 1000 hours of testing, saving more than 15,494kg of CO₂ during the course of a year - equivalent to one passenger taking seven round-trip flights from London to New York.

The versatile BESS weighs less than 3.5 tonnes, allowing it to be fully portable or stationary, to provide energy storage for retailers or JLR sites. This would help JLR's network of over 3000 retailers better leverage renewable energy such as solar and act as energy buffers to support fast charging where the local grid connection may be restricted. The unit will also be commercially available for use outside of JLR.

As part of its Reimagine strategy, JLR is investing £15bn into electrification by building a comprehensive EV ecosystem. This includes considering the full lifecycle of EV batteries, one of the new circular business models JLR is exploring in energy storage and beyond.

One example of how the BESS is being used practically in the development of Range Rover Electric is through the Engineering team's prolonged endurance testing at remote off-road sites where only low power connections are available which would only enable a slow charge. The engineers can top up the BESS from a low power supply during testing and then transfer the power to the Range Rover Electric via fast charging from the BESS, much more quickly than directly charging the vehicle from the supply. Working in this way allows the testing to be completed in a much quicker time frame than would normally be possible.

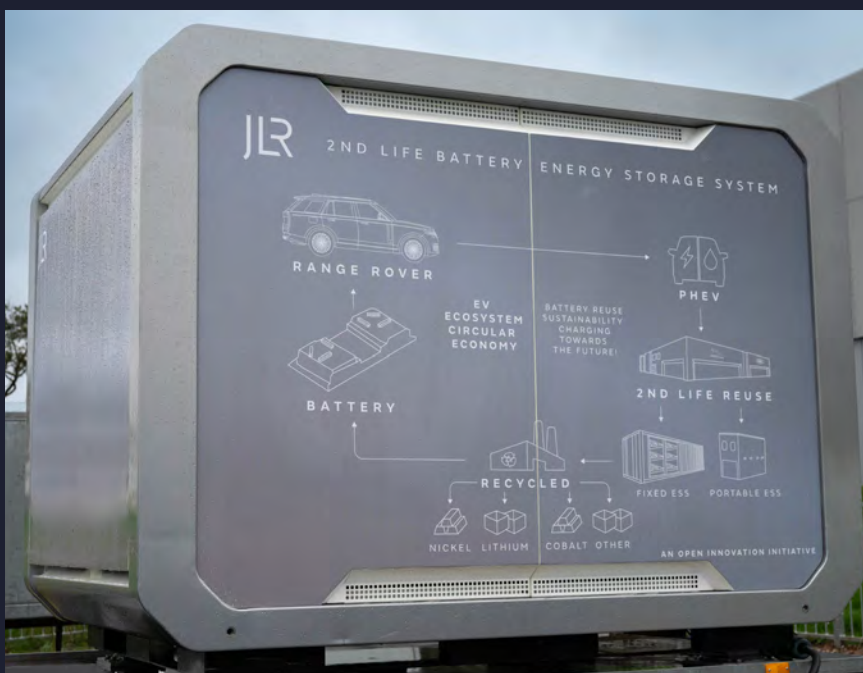
Battery value chains are predicted to grow 30 percent annually from 2022 to 2030, to reach a value of more than \$400 billion. Second-life battery supply for stationary applications is predicted to exceed 200 gigawatt-hours per year by 2030, creating a global value over \$30 billion****.

Engineered to the highest standards, JLR's batteries can be safely deployed in low-energy situations once their health falls below electric vehicle requirements, which typically leaves a 70-80% residual capacity. Following these second-life use cases, JLR will recycle the batteries so that raw materials can be recovered for re-use as part of a true circular economy.

Our Reimagine strategy is all about shifting our mindset to consider circular over linear business models. This battery innovation and partnership with Allye demonstrates the value we can create from repurposing and reusing batteries, such as from our Range Rover vehicles. We are creating new value from a used commodity that would otherwise go directly to recycling, keeping them in use for longer, and providing innovative renewable energy storage solutions.

FRANÇOIS DOSSA

EXECUTIVE DIRECTOR, STRATEGY AND SUSTAINABILITY, JLR



We are delighted to be working with Allye Energy on this next generation sustainability project that will help demonstrate the potential of our circular supply chain ambitions. Developing second-life battery projects like this is crucial if we want to make sustainability real in JLR and drive us towards achieving our carbon net zero target by 2039.

REUBEN CHORLEY

SUSTAINABLE INDUSTRIAL OPERATIONS DIRECTOR AT JLR

Allye is a DeepTech start-up developing distributed energy storage at the grid edge, putting batteries at the final step, feeding electricity directly to the consumer.

Our collaboration with JLR exemplifies a shared commitment to sustainable innovation, driving us closer to a future powered by clean energy solutions. The deployment of Range Rover PHEV batteries in the MAX underscores Allye's agnostic approach to integrating batteries from different models, of different states of health (SoH), and cell chemistries to maximize efficiency and sustainability. The Allye team is grateful to Andrew Whitworth, and Battery Business Unit team at JLR, for their commitment to closed-loop battery innovation. We are looking forward to continuing our partnership and the opportunity to give every JLR battery the chance to live a second life in energy storage.

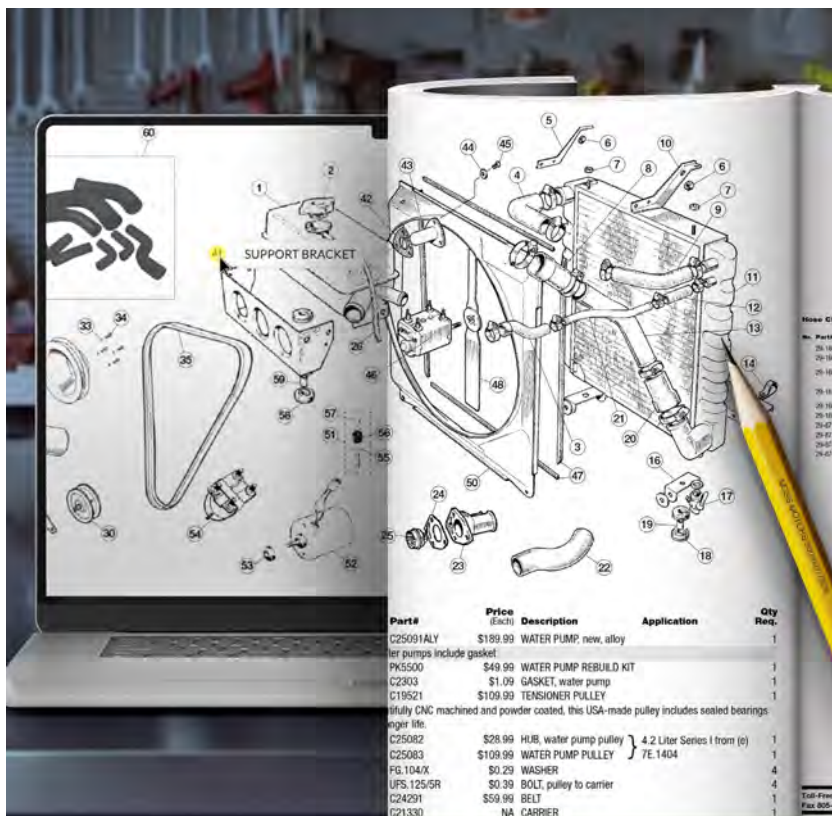
JONATHAN CARRIER

CEO OF ALLYE

The initiative builds on the previously announced collaboration with Wykes Engineering Ltd, where second-life Jaguar I-PACE batteries are being utilised in one of the largest energy storage systems in the UK, helping to balance the Grid at a renewable energy park in Chelveston, Northamptonshire; the BESS built by Allye marks the first time JLR has reused full Range Rover PHEV batteries for use in energy storage systems, a precursor to Range Rover BEV batteries, which have the same module structure.

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This is YOUR magazine, please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.



TCS Racing celebrate International Women's day with exclusive headquarters tour

Jaguar TCS Racing are today hosting young women at their technical facility in Kidlington, Oxfordshire. 30 girls from across the UK are due to join the British race team at their state-of-the-art innovation centre, which opened last year.



The students, aged between 11 and 18, will take part in a series of interactive experiences – immersing them in the technology behind the Jaguar I-TYPE 6 race car – along with discussions and workshops with some of the women in the Jaguar TCS Racing team, from a variety of commercial and technical roles.

Visiting students were via the FIA Girls on Track programme, which focuses on increasing female participation in motorsport; TCS' Ignite my Future, which is a pioneering effort to empower educators through a transdisciplinary approach that integrates computational thinking into core subjects; and Females in Motorsport, a volunteer-run platform.

As part of their Race to Inspire mission, Jaguar TCS Racing aim to encourage young women and girls into motorsport and STEM careers through education initiatives, school visits and events.

In addition, Jaguar TCS Racing are celebrating the women who have each played their part in the team's success. Women from the commercial team – including Events, Business Operations, Partnerships and Finance – and the technical team – including Engineering, Procurement and Programme Management – came together for an empowering content shoot, with the aim to inspire inclusion by illustrating how positive a career in motorsport can be.

The content was created by an all-female crew – photogra-

pher, videographer, producer and editor – to equally celebrate women in the creative industries.

International Women's Day gives us the opportunity to celebrate some of the incredible women who contribute to Jaguar TCS Racing's success. By showcasing these women, we hope to inspire young girls to consider a career in motorsport, or within JLR more widely.

JAMES BARCLAY

MANAGING DIRECTOR, JLR MOTORSPORT AND JAGUAR TCS RACING TEAM PRINCIPAL

Back in 2016 when I helped set up Jaguar TCS Racing, I was the only woman within our small team, so I'm very proud that today we have a whole host of talented women in a variety of roles, who each play their part in our success. It can sometimes feel like a male dominated world, both in motorsport and in leadership, so it's really important that we have brought so many young girls and women into our facility today to learn more about the women in our team and their roles. This is just one example of our Race to Inspire mission which sees us aim to inspire future generations into motorsport and STEM careers within the team.

SARA MORROW

HEAD OF MOTORSPORT BUSINESS OPERATIONS



TRIBUTE

IN MEMORY OF SIR COLLIN GILTRAP



Many tributes have been made this week regarding Sir Colin's far reaching philanthropy and massive support for the automotive sport in New Zealand. In endorsing all these sentiments, I would like to add a personal anecdote to illustrate what an iconic motor industry legend he was.

My first contact with Colin was back in the 80's when he supplied our total company fleet which numbered over 50 cars. His entrepreneurial spirit was at the forefront when it came to the special "deals" he presented that left other dealers in his wake.

His passion for the Jaguar brand was consummated when he took 100% ownership of Archibald and Shorter about 10 years ago. At an event announcing the purchase Colin confided in me that the leaping Jaguar emblem was his favourite marque.

At the last Leadfoot Festival held in Hahei, Coromandel, I had the opportunity to meet up with Colin, and Rod Millen joined our group. They both recalled the early days when Giltraps G supported Rod in the Heatwave rally driving his RX3 to success. His support for all facets of New Zealand's motor racing community was renowned.

His last comment to me on a personal note was how much he appreciated the enthusiastic support for the Jaguar brand by all members of the AJDC, who he rated as the best unpaid sales ambassadors he had.

Vale Sir Colin.

Peter McElroy

On behalf of the Jaguar Drivers' Club Auckland our deepest sympathy and condolences to the Giltrap family.

Tributes to Sir Colin Giltrap -



Newshub



NZ Herald



TV1





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ELECTRIFICATION

JLR TO GENERATE OVER A QUARTER OF ITS UK ELECTRICITY THROUGH OFF-GRID RENEWABLE ENERGY PLAN

JLR today announced it will generate more than a quarter of its UK electricity** from new onsite and near site renewable energy projects, slashing energy bills and reducing reliance on grid energy.

The plans form part of its global renewable strategy, which aims to increase self-generated energy to 36.4% of its global consumption by 2030.

JLR's new off-grid energy projects aim to produce almost 120 Mega Watts (MW) of renewable energy at their peak, enough to power nearly 44,500 homes or charge 2.7 million I-PACE batteries annually.

Central to these plans is the installation of a variety of solar types designed to maximise the unique qualities of each of JLR's global sites, initially focussing on key manufacturing and non-production locations in the UK, including its Halewood plant in Merseyside, the newly named Electric Propulsion Manufacturing Centre (EPMC) in Wolverhampton, and its Gaydon headquarters.

A mix of rooftop and ground-mounted panels, as well as solar car ports to power processes and electric car charging, will boost self-generated energy capability from solar by 16%. All sites will retain import grid connections to ensure security of supply.

Work is now underway to deliver these projects with the first three scheduled for completion by the end of 2026. Planning is already granted for an 18.2MW ground-mounted solar array at the company's headquarters in Gaydon. Combined with a roof-mounted solar array already onsite, the electricity generated will provide the facility with around 40% of its energy needs.

Self-generated solar capacity at the EPMC will increase by a staggering 145% through the expansion of existing rooftop arrays to generate 18.9 MW, enough power to cover 37% of the site's total consumption.

JLR is committed to managing its net zero energy transition against the challenging backdrop of volatile energy prices. We are working hard as a business to improve our energy efficiency across our entire global operations. These new projects will diversify our energy portfolio, to reduce our reliance on Grid electricity and help us to reduce our energy bills. The steps we are taking further support our ambitious goal of achieving net zero emissions by 2039, and to hit our mid-term science-based targets along the way.

FRANCOIS DOSSA, JLR STRATEGY & SUSTAINABILITY EXECUTIVE DIRECTOR

JLR has already rolled out energy efficiency projects across the business, reducing emissions by 26% in 2023 compared to 2020. A total of 53 energy optimisation projects were successfully implemented in the last year with savings in CO₂e of 10.9kt, equivalent to 5,450,000 fire extinguishers.

JLR is also piloting a global smart energy metering system at its manufacturing sites with the support of a strategic partner, while continuing to purchase 100% renewable-backed electricity for all core UK operations.

Combined, these additional efficiency measures, renewable initiatives, grid decarbonisation and degasification projects, will deliver JLR's goal to cut carbon emissions across its operations by 46% by 2030.

This announcement is a further example of JLR accelerating delivery of its Reimagine strategy, ensuring sustainability is at the heart of the business, aligned with parent company Tata Sons' ambition to become one of the most sustainable business groups in the world.

tion cars announced by Jaguar Classic earlier this year: <https://media.jaguar.com/news/2023/06/jaguar-classic-unveils-tribute-first-e-type-race-wins-e-type-zp-collection>.

Unique interiors with horizontal seat fluting, plus Gloss Black exterior accents and Gloss Black brake calipers, complement exclusive F-TYPE ZP Edition branding details on the fenders, Gloss Black Diamond Turned 20-inch forged alloy wheels, tread plates and dashboard. Each car features a 'One of 150' SV Bespoke commissioning plaque.

Ever since earning accolades including 2013 World Car Design of the Year, F-TYPE has continued to set the benchmark for truly involving, engaging, driver-focused sports cars, with a distinctive V8 soundtrack. The exhaust note is so iconic it is archived in institutions including the British Library.

The F-TYPE ZP Edition is available in both Coupé and Convertible body styles. With 575PS, 700Nm of torque and an all-wheel drive system with Intelligent Driveline Dynamics (IDD) technology, performance is exceptional on all surfaces and in all weathers: 0-60mph takes as little as 3.5 seconds, while top speed is an electronically-limited 186mph.

For details on the Jaguar F-TYPE line-up: www.jaguar.com/jaguar-range/f-type



JLR RAMPS UP RECRUITMENT with 250 new electrification jobs

JLR has today announced it is recruiting 250 electrification engineers to work at its Gaydon and Whitley facilities. The roles will further propel the development of JLR's next generation pure electric vehicles launching by 2030 under its Reimagine strategy.

Within the 250 new roles, the luxury car manufacturer is specifically recruiting over 40 battery engineering roles, working across disciplines including advanced energy storage systems, battery cell design, and cell stack assemblies, as well as hardware and software essential to battery and electrical systems. These roles will be dedicated to JLR's next generation vehicle architectures.

These additional roles will strengthen JLR's core competencies in battery cell chemistry, design and systems, reinforcing a modern BEV value chain covering Agravas' Somerset gigafactory which will supply cells to JLR as the main anchor customer.

The remaining roles span specialisms in propulsion, including propulsion software, calibration and controls, HV system integration, electrical system component design and more. Aspects of the roles will also focus on improving fast charging experiences for JLR clients.

All 250 roles are now live and accepting applications online for global candidates with the relevant skills.

The roles will be based at JLR's Gaydon Engineering Centre and the company's £250m Future Energy Lab in Whitley, Coventry, where JLR develops and tests batteries and Electric Drive Units (EDUs). This facility enables JLR to rapidly test electric vehicles in extreme-weather climate chambers, reducing emissions associated with sending fleets of prototypes around the world.

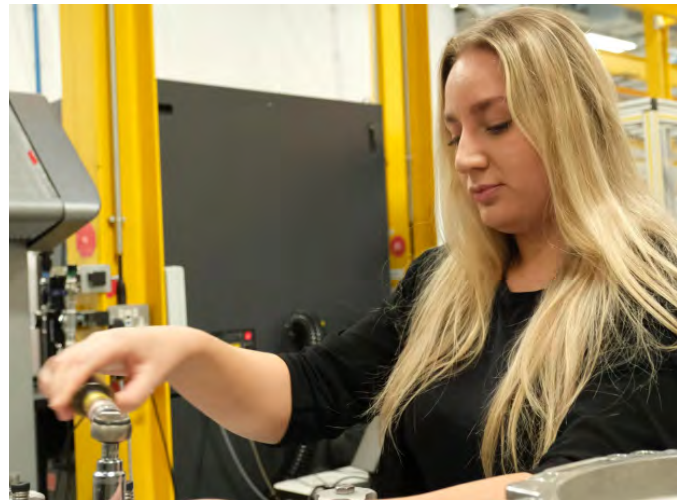
The realisation of our Reimagine strategy is dependent on our investment in people and technology. As we continue to invest in our facilities, we are now seeking very talented people to help us develop advancements in propulsion technology that will underpin our next generation modern luxury vehicles.'

THOMAS MUELLER, JLR EXECUTIVE DIRECTOR OF PRODUCTION ENGINEERING

We are ramping up our work, converting cutting-edge science into battery propulsion systems that offer our clients unique driving and charging experiences, expected of modern luxury vehicles. This is an exciting opportunity for battery chemistry experts to help define the next generation of electrical powertrains.

FREDDY GUNNARSSON, JLR CELL DESIGN MANAGER

The next electric vehicle to launch will be the new Range Rover Electric manufactured in Solihull, UK, for which clients can join the waiting list.



2024 NATIONAL JAGUAR RALLY CHRISTCHURCH

Photos: Steve Heaney & Warren Tait, Bernie Wood, Jeff Cartridge and Gail Percy. Introduction written by Pat Kerr

Old friendships re-kindled, new ones made, ferry crossings in convoys from North to South, theatrical Airforce Museum of New Zealand dinners and entertainment, Show and Shine and Concours, trips to Akaroa and Hanmer Springs and visits to collections – all were part of the 2024 National Christchurch Rally over Easter. Our Club contingent of 37 members in 19 Jags enjoyed all on offer for the full complement of 320 delegates and 130-140 cars.

This was the 15th National Rally, with some of our members being true veterans. Allison Ingram said it was hers and Paul's 14th and that "We saw friends we've known since the very first Rally in 1982!". (The only glitch enroute to Christchurch was that three F-Types in their travel group ended up as "deck cargo" on the South bound ferry. Despite a calm crossing the cars needed a big salt water cleaning effort on landing.)

The collections (seen by invitation only) at Auto Haven and Auto Restoration were highlights for Warren and Jan Tait. Warren said the cars were "perfect, unbelievable and stunning" including a Stutz Blackhawk, a hand built aluminium body Delahaye replica, a bevy of Packards, Cadillacs, Mustangs, motor bikes, Supercars, Jaguars (of course) and many more.

Bernie Wood enjoyed having his red E-Type in the company of several other red beauties during the Show and Shine with all the Jags parked in groups by model. That was in addition to Bernie's E-Type backgrounding a luscious looking crayfish and wine lunch. And for many the Rally was a perfect beginning for even more touring of the South Island's beauty, as did Robin and Maureen O'Connor with a Jag group of eight. "In addition to joining about 30 cars on the Rally trip to Akaroa, we did Oamaru, Wanaka, Hokitika and more after the Rally, a total of 3300 km travelled on our return to Auckland."

By all accounts the awards dinner on Sunday night was a grand affair, and members are already looking forward to 2027 in Tauranga.







YOUNG OR OLD, BOTH HAVE THEIR BENEFITS

We are in the fortunate position to drive both an "everyday" Jag (2013 XF) and an old Jag (1958 Mark VIII). When it came time to head south for the winter, oops wrong hemisphere, I mean the National Jaguar Rally in Christchurch we had a choice to make.

We could hop into the Jaguar XF with its fully adjustable, heated and cooled seats, air conditioning, climate control, pollen filters, surround sound and be whisked away to Christchurch on cruise control stopping occasionally for some refreshments for both the car and the driver. Or we could take the old Jag which has travelled over 180,000 km (117,000 miles) in its 65 years of use. The decision was obvious to take the old Jag even if it took some courage, stupidity or endurance. We set off one fine Sunday morning to drive from Russell to Christchurch 1300km away in TWO days.



When you make it to 65 years of age you may find a few things are not working as well as they used to when you were younger.

Before we set off to the National Jaguar rally a new outfit was required, which included new shoes, (tyres) all round and orthotics (wheel alignment) to keep the old toes pointing the right direction. A new outfit in the form of carpets were installed to keep us looking at our best as our old clothes no longer looked the part and where full of holes. For the top half we waxed the wrinkles and polished our skin to a gleaming glow.

Regular check-ups are an essential requirement with the mandated 6 monthly health check of the car required, even though we only drive a short distance between WOF inspections. When the mechanic notes that the bump stops are showing

their age, he means they are completely and utterly knackered after 65 years and have to be replaced. Daily checks are also required of the fluid levels, checking water, oil, brake fluid to make sure it is all still there and despite Jaguars best efforts to keep oil inside the motor they failed miserably at this. Missing one of these checks due to our packed schedule throughout the rally meant we had to stop suddenly to top up the oil when the oil gauge started to dance around indicating a low level. It also meant we had to overtake an inconsiderate campervan for the third time after this stop.

At 65 years of age our vision may not be all it was and that is the case in the old Jag. Visibility out of the rear of the Mark VIII is extremely poor and who ever thought it was a good idea to mount tiny mirrors on the front guards. Night vision is not what it used to be and our headlights are so dim we left them on high beam to see if it was possible to annoy other drivers. It appears they can see a lot more than we can as we had to stop this after a couple of flashes from oncoming cars.

The copilot in a modern car might have to occasionally look up from their phone to avoid motion sickness, but when it comes to older cars the copilot is a valuable participant. They are essential when changing lanes to make sure there is no one in the blind spot, which encompasses the entire area behind the driver's seat. They also have a role to keep an eye on the gauges for oil pressure, water pressure, charging and fuel. With two tanks it is important for the copilot to switch tanks before you empty one which seems to happen at a fairly alarming rate. Even though the car is 65 years old and qualifies for a super gold card there is no fuel discount on offer and we do not get a fortnightly pension to pay for the fuel used.



The copilot is also useful for turning on the windscreen wipers as having to reach through the steering wheel to turn the switch can be challenging especially when trying to keep the car following a twisty road. The grab handle, placed conveniently in front of the copilot, provides useful driver feedback as to how quickly they are driving and stops the copilot sliding across the bench seat and crashing into the driver when cornering hard. It also provides the copilot with a sense of control, which the driver is often lacking due to the excessive play in the steering.

In a modern car we are so isolated from the exterior world that it is necessary to have a readout of the external temperature. In an old car when it is hot outside, it is hot inside and when it is cold outside, it is cold inside the car. If we are driving slow, the wind noise is loud, and when we are going faster, the wind noise is even louder. Without pollen filters we can clearly distinguish between the smell of the sheep truck we are following and the local pig farm we passed on the way to Hanmer Springs.

With the speedo calibrated in miles per hour and fluctuating by 10 mph or more when driving steadily, we managed to avoid the conversation with a police officer "Do you know how fast you were going? Sorry officer, honestly, I have no idea."



As we age it is tempting to try to hold onto our youth with medical procedures. We do the same with the old cars by installing modern "reliable" electronics to keep the cars running smoothly. While the ferry crossing was smooth sailing, for many of us the rest of the trip wasn't so easy. Leaving behind the greener pastures of the North Island, the stark difference of the brown hills in the South Island was sobering. Despite the dry conditions on land the sea on the Kaikoura coast was teeming with life. We saw hundreds of seals on the way South and also hundreds of dolphins as we drove North.

A number of cars got caught on the Thursday before Easter due to a fatal crash involving a motorcycle on the Kaikoura coast. Delays of up to 7 hours or a major detour back to Blenheim and then on to Christchurch via the Lewis Pass added up to a late arrival for some. Unfortunately for us about 20 minutes out of Christchurch at 10pm at night, having to slow for road works, the old Jag died. The "new" ignition module had completely failed and the old Jag got a ride on the back of a truck into town. Ignition parts for the old Jag were easier to get than a replacement ignition module so a day later the old Jag was back on the road converted back to its former unreliable self. It turns out we got all the way home to Russell with the points in the distributor, so maybe the old school way is best.



We all gathered for the welcome dinner at the Wigram Airforce Museum on the Friday evening of Easter and winter arrived in Christchurch the same time we did. With temperatures plummeting from the balmy summer Christchurch had experienced, 320 people kept close together to try to stay warm. Even a warm welcome from the two Murphys to Christchurch was not enough to keep people from shivering. If you think you have trouble keeping your house warm it is a lot harder when it is the size of an aircraft hangar. During the war the Jaguar factory was repurposed to make planes and parts for planes utilising the expertise of the Jaguar craftsman. Seeing the aircraft up close at the Wigram Museum was a reminder of this link. It was way past the old girl's bedtime by the time the welcomes were over.

Social skills are dramatically improved with age and the amount of conversations that we have when stopped for petrol or food in the old Jag is astonishing. From compliments about how good she looks to reminders of when someone we knew had one of those. While the Wellington Jaguar Club had organised their own bus others were waiting on taxis. Grace, Pace and Space in the old Jag allowed us to shuttle a few lucky passengers back to their accommodation, with one of the riders Phil reminiscing about riding in the back of our exact car when it was owned by Laurie Bell, the original owner for more than 40 years.



No matter how old you are everyone wanted to look their best for the Concourse, and Show and Shine the next morning. Liberal amounts of cleansers, polishes and cremes were applied to both the owners and the cars. After the long drive we had way too many bugs in the old Jag radiator to enter in the concourse. With a huge area for the display we were all lined up the next morning nice and early to show off our cars and chat to other owners. For those that had spent hours preparing for the concourse they were pleased to know that it was not to be staged on the grass.



From the 1937 SS Jaguar owned by John and Linda Endean, through to the latest iPace and F-Type from Archibald's there were a wide range of Jaguars on display. It is interesting to see the progression of the Jaguar designs over the years and how they have evolved.





Age once again proved to be a benefit with only a few representatives of the early Jaguar cars around. The Jaguar Mark VII was the first of the "Big Saloons" to use the XK engine with a 3.4 litre capacity. The Mark VIIM, VIII and IX were very similar cars. The Mark VIIM had more horsepower than the Mark VII and relocated fog lights. The Mark VIII did away with the central bar down the centre of the windscreen and had a one-piece curved glass windscreen. Power steering became an optional extra. The Mark IX had a bigger engine 3.8 litre capacity, disc brakes and power steering as standard along with different tail lights that had a separate orange indicator.

According to John Graham the owner of a Mark IX for the last 42 years, the Big Saloons were designed to do 100mph carry five people and their luggage, or two sets of golf clubs, and be better than anything else on the road at any price. Given a Bentley of the same era cost 2.5 times the price, the Big Saloons were a bargain.

While Alan and Margot Vliet Vlieland managed to win the survivor prize with their Mark VIIM the star of the show was the Mark V restoration of Ian and Gay Bingham. The car looked stunning in Maroon and Grey. Most concourse competitions stress originality as important and having a 5 speed Toyota gearbox in the winning car might make it easier to drive, but does raise a few questions as to the judging criteria.



In addition to these prizes the post 1962 saloon car went to Graham Worthington for his 2002 XJ (X308) Jaguar. The pre 1961 sports car category was won by Grant and Karen Ford for their XK140 and the post 1962 saloon car award went to Philip and Phillipa Redmond for their 2014 XKR. The most original Jaguar cup was presented to Gordon and Rose Stone for their beautiful Mark II.

With an afternoon of talks on hand most people were glad to shelter from the icy winds and get inside to hear about European River cruises, the Jaguar factory in Nelson and leather restoration. Numbers dwindled as the day went on and people chose to explore the revitalised Christchurch city. A test of driving skills was lacking in the program with no Gymkhana on offer. The heaters were on for the Saturday Dine and Dance and with an aircraft hangar sized dance floor people danced the night away with plenty of space to enjoy their moves.

Day two gave a number of options for tours to Akaroa, Hanmer Springs, Lyttleton Harbour or a visit to Auto Haven and

Auto Restorations in Christchurch. The local tours were very popular and visitors were wowed by the world class workshop of Auto Restorations and the stunning cars being restored including a Ferrari, a D Type Jaguar and an Alfa 6C.



While young girls at the hot pools might attract most of the attention that is not the case when it comes to cars. Old cars definitely outshine their younger models. The amount of people that wave, smile, stare and take photos when we drive past in the old Jag is astounding. The Alfa 6C at Auto Restorations was not for sale, at any price, and kept the cameras clicking and comments going long after the days runs were over.

For the prize giving and awards dinner we were hosted in the Wigram Aircraft Museum and dined among the aircraft on display. A third late night to end the 15th National Jaguar Rally which has now been running for 42 years. Two people have attended every one and one of them has been in the same car for every rally. Now that is staying power.

After the main event, Richard Waugh hosted a breakfast for those with an interest in the Big Saloons as he puts in some of the groundwork and research for his next book, focussing on these Jaguars in New Zealand. Richard estimates there were about 1000 Big Saloons bought into NZ, with Australasia being the second largest export market for Jaguar outdone only by the US. Of these cars he has identified 50 Big Saloons by chassis number and knows of another 50 cars that exist but does not have specific details of these yet. Of these known cars there are only about 15 that are currently operational. If you have any information on the Jaguar Mark VII, Mark VIII or Mark IX I am sure Richard would be keen to hear from you.



The next National Jaguar rally is in Tauranga in 3 years' time. I would say put it in your calendar now, but the date is still to be confirmed. It will not be at Easter but planned for some time in March 2027.

Whether you are young or old there are benefits to BOTH. The same goes for our cars.

Jeff Cartridge and Gail Pearcy

1958 Jaguar Mark VIII



Pole position and points finish for Mitch Evans and Jaguar TCS Racing in Mayhem Misano E-Prix

Misano, Italy – Mitch Evans secured a brilliant Pole position in the inaugural Misano E-Prix for Jaguar TCS Racing. The British team finished the chaotic and extreme peloton-style race in Italy with valuable points for their World Championship campaign and head into the next round tomorrow maintaining their lead in the Teams' World Championship.



At the Misano World Circuit Marco Simoncelli, Qualifying saw both Jaguar TCS Racing drivers in Group B. Kiwi Mitch Evans lined up on the front row of the grid after defeating the McLarens of Sam Bird and Jake Hughes, and the DS Penske of Jean Éric Vergne in the Duels, securing Mitch and the team a further three points. Nick Cassidy narrowly missed out on a place in the Duels, lining up on the grid in eighth place after Jake Hughes was disqualified from Qualifying.

In the opening laps of the peloton-style race, track position rotated several times as drivers and teams worked to conserve energy and avoid the energy penalty of leading the pack too early in the race. Mitch and the team delivered a strategic race from the start but contact caused damage to the front wing of his Jaguar I-TYPE 6 and meant he crossed the line in seventh. A post-race time penalty for Vergne and disqualification for Antonio Felix da Costa, meant Mitch was promoted to fifth.

Nick Cassidy made strong progress at the start and by lap three was leading the race. However, in lap five of the hectic E-Prix, Jean Éric Vergne caused a collision which forced Nick to come into the pits for a front nose change, dropping him to the back of the pack. Nick and the team revised the strategy with the hope that there would be a safety car but was forced to retire in the last lap of the race due to a technical failure.

Jaguar TCS Racing maintain their lead in the Teams' Championship standings. Nick Cassidy is fifth in the Drivers' Standings, with Mitch Evans in sixth.

It's been a day of two halves here at the inaugural Misano E-Prix. We had an amazing result in Qualifying with Mitch taking his first Pole position of the season. However, just as we suspected the race was incredibly chaotic due to the extreme peloton effect. For Mitch, we felt a podium was possible but in the shuffling of the pack and multiple position changes he incurred damage and he had to nurse the car home in P5.

Nick took an early lead in the race and we were trying to race cleanly and efficiently but the collision forced us to pit for a new front nose and effectively out of contention. We hoped for a safety car but that never came and in the end we had an issue which forced us to retire. Nick had really strong performance today but we couldn't use it through no real fault of our own. We know we have all the ingredients for a good result so we will nurse our wounds, reset and come back tomorrow to give it our best as always.

JAMES BARCLAY

MANAGING DIRECTOR JLR MOTORSPORT AND JAGUAR TCS RACING TEAM PRINCIPAL:

Today started well after securing Pole in Qualifying, but



ON THE TRACK

unfortunately went downhill from there. The race was messy and it was difficult to stay out of trouble, and ultimately front wing damage ruined my chances of a podium today. Overall, a frustrating day but we'll give it what we can tomorrow.

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

I made progress at the start of the race today and by turn eight of lap one, I was up into second place, however a collision and damage to my front nose cone ended my chances of points. We have a quick car with the Jaguar I-TYPE 6 and a fantastic team at Jaguar TCS Racing, so let's go again tomorrow.

NICK CASSIDY

JAGUAR TCS RACING DRIVER, #37:

Nick Cassidy was in Group A and Mitch Evans in Group B for Qualifying. Nick made it through to the Duels, topping the group timings and showing the one-lap pace of the Jaguar I-TYPE 6. In the quarter-final, Nick's lap time was deleted for track limits, meaning he lined up eighth on the grid.

At the race start Nick progressed through the field, initially cycling in the top three, and by lap six took the lead of the E-Prix. The early ATTACK MODE strategy to the cars around Nick meant he dropped back into seventh position and focused on maximising his efficiency for later in the race. In the final two laps, Nick used his energy advantage to push forward and overtake Maximilian Günther and in a dash to the line he pipped Nico Müller by 0.05 seconds to take the final podium position.

Mitch had a challenging start to the day after he didn't make it through to the Qualifying Duels and lined up P15 on the grid. The team had implemented a strategy which would see Mitch progress through the field – and he made it up to P11 with over 3% energy advantage to the cars in front of him. As Mitch began to make further progress he had a technical issue with his Jaguar I-TYPE 6, which forced him to stop temporarily and put him to the back of the pack. Having circulated for the remainder of the race he finally pitted to retire on the last lap.

Jaguar TCS Racing continue to lead the 2024 ABB FIA Formula E World Championship after the second race of the double-header weekend in Misano. Nick Cassidy moves up to fourth in the Drivers' World Championship standings with Mitch Evans in seventh.

It was a fantastic technical and strategic race today and another podium for Nick is a great achievement in this challenging peloton format. We managed the traffic well, took our ATTACK MODE activations at the right time and just managed to snatch that third-place finish on the line from Nico Müller. It was a fantastic race from everyone at Abt Cupra but a much-deserved podium for Nick and the team and I am very proud of everyone.

Unfortunately, we had a problem on Mitch's Jaguar I-TYPE 6 which required him to stop to reset his race car, at a time when we were in a strong position with energy to spare. It's a shame because I believe he could have come through into the points. In addition to today's podium, we are still leading the Teams' World Championship and now look forward to Monaco. Racing in the principality is always an honour and it's a circuit we have performed well at in the past, but in this World Championship you can take nothing for granted so we will be working hard to replicate that this year.

JAMES BARCLAY

JLR MOTORSPORT & JAGUAR TCS RACING TEAM PRINCIPAL



Another frustrating day for me. I'd made good progress up into P11 and was feeling confident we could end up within the points but a technical problem with the car ruined my chances and ultimately, we retired the car in the final stages of the race. Congratulations to Nick and his side of the garage for their podium. We now look to Monaco, a home race for me, so hoping we can have a more positive race.

MITCH EVANS

JAGUAR TCS RACING DRIVER #9

I'm happy with the result today. It has been tough three races for me, so I'm really pleased to be back on the podium. The late battle with Nico until the end made for a close finish. Thank you to all of the team and now we turn our focus on Monaco.

NICK CASSIDY

JAGUAR TCS RACING DRIVER #37





OPEN DAY & CAR SHOW



All members of VCC branches and One-Make car Clubs were cordially invited to join the North Shore Branch of the Vintage Car Club for:

Car Show
Coffee and Ice cream Cart
Sausage Sizzle
Tours of the restoration and Storage Sheds
Villa Clubhouse
Prizes
Live music

Well it's not every day that you get such a warm invitation like that, and all for free. What a wonderful opportunity for getting out of the house to see some fascinating cars and meet some interesting characters. Dedicated owners whose unique pride and joy is a wonderful mechanical motoring masterpiece from yesteryear, that most likely I had never seen before, and a high probability that I may never get to see again.

There's a saying, 'no such thing as a free lunch', however I would have to say that this open day event was the best value for your money and yet, absolutely for free. I had a déjà vu feeling like I was visiting an automobile interpretation of the Ardmore Warbirds, only it's a 'four wheeled' kind of thing. My confusion was because a few vehicles did have 'wings'. There were a couple that are undergoing restoration and had wooden framework akin to the famous Mosquito aerial fighter planes. Also, a couple of fascinating four-wheeled fliers resembled the cockpit of a Sopwith Camel and leather helmets would not have been out of place.

The North Shore Branch VCCNZ surely have an awesome property, with paddocks for parking, large storage and restoration sheds housing completed projects, works in progress or in original condition, and a few were for sale. The Clubhouse is a majestic early 1900's villa, lovingly and appropriately restored back to its original charming character (of course).

Speaking of characters, I was stoked to discover some stalwarts from our Jaguar Car Club. Jack 'TOMCAT' Chapman and Paul 'XJ40 T' Marchant had spent their morning at the Maguires Car Show and Shine (now held @ ASB Showgrounds). They appreciate and enjoy motor cars so much that it was a no brainer for them to cap off an overcast autumn Sunday afternoon at the North Shore Vintage Car Open Day. I spied 'MCAVITY' in the carpark yet the search party for Paul Martin, owner of the Super Charged Sleeper was reportedly tied up gathering valuable intel from the veterans. A stand-alone red Jaguar E-Type was attracting spontaneous admirers. The proud owners, having only recently returned from the National Jaguar Car Rally NZ in Christchurch.



NORTH SHORE BRANCH VCCNZ

Alison and Paul 'J4FUN' Ingram revealed that they had attended almost every NZ national rally throughout the last 50 years.

After midday, as some of the early bird enthusiasts were graciously departing the level playing field, their posts were being replaced with new recruits who were attracted to the Open Day event and only too willing in sharing the love of all things great and small, with wheels. A much-loved Austin 7 in original condition joined the front line and the delightful owners revealed that after their wedding almost 60 years ago, they went on their honeymoon trip aboard this cute bridal chariot. Time is the answer, as in cellaring a precious Cabernet Sauvignon, the ageing process has obviously enhanced the couple's devotion for one another and in their relationship with the 'Baby who never grew up'. Bolstering the 'Rare and Collectables' entries was a Morris Special 8. The very proud new owner Jeremy 'Clarkson' Cole-Baker revealed that he had only just purchased it that morning and plotted a course directly to the NSVCC Open Day and instantly began receiving much praise and recognition for the extraordinary and yet Sporty looking tail section made out of wooden panels. Just when we thought we had seen them all, an impressive homebuilt Auto with a Jaguar XJ engine and running gear aptly Christened the JANZUAR was turning heads and teasing the mechanically minded. Like a mini 'Brit and Euro Car Show' the NSVCC Open Day was well patronized by owners, enthusiasts and the general public who were all treated to an awesome Open Day that had something for the hunters and collectors or the family outing, nobody was disappointed.

On behalf of the JDCA members, I would like to thank and congratulate the North Shore Vintage Car Club for a most successful and entertaining Car Show event that ran like a well-oiled Model T. There is also a saying that 'some of the best things in life are free' and this Open Day has become one, for (North) Shore.

Looking forward to seeing you all on the road again soon.



JAGUAR AROUND THE WORLD

— NEWS CLIPS

1. Jaguar C-X75 supercar finally made road-legal

By Charlie Martin

Designer Ian Callum's firm has heavily re-engineered one of the stunt cars from film Spectre



The Jaguar C-X75 has finally been made road-legal, some 14 years after it was revealed, after designer Ian Callum heavily re-engineered one of the original James Bond stunt cars.

The C-X75 was revealed at the 2010 Paris motor show and signed off for production in May 2011, packing a twincharged (turbocharged and supercharged) 1.6-litre petrol engine and two electric motors for combined outputs of 888bhp and 590lb ft.

However, the project was abandoned in December 2012. Jaguar's then global brand director Adrian Hallmark (now CEO of Bentley) said it was "the wrong time" to launch an £800,000-£1 million supercar, in light of global austerity.

But that wasn't the end of the C-X75 story, for it would go on to feature as the signature car of villain Mr Hinx in the 2015 film Spectre.

Several stunt cars faithful to the concept were built by Williams Advanced Engineering. These used a tubular spaceframe

chassis and Jaguar's 5.0-litre supercharged V8 engine, rather than the original concept's complex and costly hybrid system.

An unnamed collector acquired this example – car number seven – and commissioned Callum's eponymous design consultancy to convert it for road use.

According to the Callum firm, obtaining Individual Vehicle Approval for UK road use required several changes.

For example, it had to fit E-marked glass, a quieter exhaust with catalytic converters and genuine wing mirrors to replace the foam dummies used in filming.

It also reduced the panel gaps, removed the quick-release latches required for filming and resurfaced the carbonfibre finish on the bodywork.

Under the skin, small adjustments were made to the damping and ride height to make it easier to use on the road.

The first road-legal C-X75 will be displayed at the Bicester Scramble car meet in Oxfordshire on 21 April.

Callum engineering director Adam Donfrancesco said: "Stunt cars are arguably the true stars, bringing to life the legendary scenes that stay with us as car enthusiasts. So few actually survive the rigours of filming [that] preservation was key whilst meeting the legislation, and it's great we can reveal it to the enthusiastic Scramblers."



Read more: Movie Chase



Read more: Car Overview

2. There's now a second Jaguar XJ13 - sort of....

By Mike Bartholomew

JD Classics debuts "True Spirit of XJ13", a painstaking recreation of Jaguar's Le Mans racer that never was.



JD Classics' "True Spirit of XJ13"

The Jaguar XJ13 should have been one of the legendary Le Mans racers of the 1960s, trading blows with the likes of the Ford GT40 and Ferrari 330 P4 at the famous endurance race. Instead, the whole project was cancelled in 1966 after a regulation change rendered it illegal before it could ever race.

Only one car was built and since then, it's been owned by



JAGUAR FUTURE

Jaguar. It was crashed in 1971, rebuilt, and has since been brought out as a showstopper at events like the Goodwood Festival of Speed. Nobody's quite sure how much it's worth, but supposedly, someone tried to buy it for £7 million in 1996 and was turned down by Jag.

Now, though, 60 years after the project began, there's another one - or at least as close as we'll get without travelling back to 1966 and stopping the Le Mans organisers from limiting prototype cars to 3.0-litre engines.

This is the JD Classics "True Spirit of XJ13" - yes, that appears to be its real name - and it's a faithful recreation of the original, built with Jaguar's blessing.



Details of the JD Classics "True Spirit of XJ13"

This car's origins can be traced all the way back to an XJ13 replica built in the 1980s by Bryan Wingfield, an engineer who in his later career, specialised in replicas of Ford GT40s and Jag's 1950s Le Mans racers. His XJ13 replica was owned by an American Jaguar collector named Walter Hill and was occasionally displayed by Jaguar North America.

It was later acquired by JD Classics, who specialise in the sale and restoration of valuable retros but have a particular focus on Jaguar. To create the "True Spirit of XJ13", they meticulously 3D-scanned the original car, and from that scan, created a buck over which aluminium panels could be hand-beaten. That means that everything down to the spacing of the rivets in the body is as close as possible to the original.

The engine is not only faithful to the existing car but was actually intended for it: JD managed to secure the only other known existing example of the XJ13's 5.0-litre, quad-cam V12.



The original, Jaguar-owned XJ13.

There is one difference: the XJ13's chassis engineer, Derrick White, originally designed it to have an independent rear suspension setup, which had to be shelved for cost reasons. JD has managed to fit it with the suspension setup it was intended to have, so it should, in theory, outdrive the original.

The "True Spirit of XJ13" will be on display at the upcoming Retromobile Paris show, but what JD plans to do with it after that isn't clear - presumably, it'll do the rounds on the interna-

tional show circuit. There's also always the chance they might sell it later down the line.

We're in two minds over this car. It's undoubtedly a delight to have another example of this beautiful machine in the world but does its existence make that mythical, one-of-one original just that little bit less special?



Read more:

3. A 1950 Jaguar XK120 'Duncan Hamilton' Competition Roadster

By Woodham Mortimer Sales



One of the world's most famous XK120 Competition Roadsters

Quite simply, one of the most significant and famous Jaguar XK120 Competition Roadsters in the World!

Exquisite and renowned, this Jaguar XK120 Competition Roadster holds a special place in automotive history. It is one of the most celebrated examples of its kind, with a notable racing heritage that includes being driven by Duncan Hamilton during its heyday. As a right-hand-drive vehicle, this competition XK120, with the chassis number 660332, was crafted on November 22nd, 1950, and swiftly delivered to its first owner, Mr. Philip Fotheringham-Parker, through Henlys of London just a few weeks later. Originally adorned in a captivating suede green shade with a matching interior, it epitomizes classic elegance.

Fotheringham-Parker was a passionate amateur racing driver of the pre- and post-war era, combining his wealth, talent, and enthusiasm to achieve commendable success in national and international events. His early racing endeavors involved an Alvis at Brooklands, where he had a harrowing experience in 1932 when he lost control on the wet track and tumbled over the banking. Fortunately, he emerged from the accident without severe injury. He later piloted a Lancia Lambda and Ford V8 in other races at Brooklands and Donington Park. However, the outbreak of World War II interrupted his promising career. When racing resumed, Fotheringham-Parker, already 38 years old, found himself older than many up-and-coming drivers, including his friend Duncan Hamilton, a larger-than-life character and former Lysander pilot. Despite the age difference, Fotheringham-Parker persisted in his racing pursuits and achieved notable feats with his pre-war Maserati, including a second-place finish in the Wakefield Trophy at the Curragh in 1949.

When the XK120 made its triumphant debut at Silverstone in 1949, Fotheringham-Parker joined a growing list of eager drivers who desired this remarkable vehicle. Upon taking delivery of LXF731 in late 1950, he promptly loaned it to Hamilton, who raced it in various national and international events throughout 1951. This marked the beginning of a fruitful association between the Jaguar marque and Hamilton, culminating in their victories with the works team at Le Mans in 1953 and Rheims in 1956.

The first recorded event for LXF731 took place on May 5th, 1951, at the 1-hour production car race during the Daily



JAGUAR FUTURE

Express Silverstone Trophy Meeting. With Hamilton behind the wheel, LXF731 secured a commendable third-place finish, trailing behind Stirling Moss and Charles Dodson. The car's next outing at the Portuguese Grand Prix on June 17th was less successful, as Hamilton retired from the race. However, he quickly made amends by clinching two victories in the XK120 at Boreham in the Williams Lyons Trophy race and the Unlimited race on August 11th. Just a week later, Fotheringham-Parker himself achieved two second-place finishes at Goodwood in the Sports Car and Handicap races during the BARC 7th Members meeting. Hamilton added to this success by securing two second-place finishes in handicap races of his own. At the September Goodwood International Meeting, Fotheringham-Parker attained a respectable fifth-place finish in the Sports Car race and a third-place finish in the Handicap race, facing strong competition, including Moss driving the new C-Type, chassis XKC001. The car participated in the Winfield event in October, concluding the 1951 season. With the introduction of Jaguar's new sports racer, both Hamilton and Fotheringham-Parker decided that a faster car was necessary for 1952. Hamilton upgraded to a C-Type, driving XKC004, while Fotheringham-Parker transitioned to an HWM-Alta. Nonetheless, LXF731's competition career was far from over. It soon appeared in action under the hands of C.M. Kemp in the RAC and Morecambe Rallies in the spring of 1952. Returning to Silverstone on August 30th, Kemp competed in the 750 MC Six Hour Relay race, representing the Sporting Owner Drivers Club team, which finished fourth overall. Notably, Kemp's XK120 emerged as the highest-placed finisher, surpassing more experienced drivers such as Jim Swift and Denis O'M Taylor, who had been handicapped. Although LXF731's appearances in competitions diminished thereafter, it did participate in the MCC race in September 1952, as well as sporadic minor events in the late '50s and '60s, exemplified by R. Brodie's entry in the car at the Dunfermline driving tests during that period. Subsequently, the car made its way to Northern Ireland, where it was purchased by David Bazire before returning to England by 1968. In 2011, J D Classics acquired the car from Bazire and embarked on a comprehensive restoration project, meticulously recreating the car's original racing specifications and color through a chassis-off restoration. Since then, the car has been impeccably maintained regardless of cost and has triumphantly completed the Mille Miglia on two occasions, as well as participated in the Le Mans Legends Support Race. It is accompanied by a comprehensive history file, featuring period photos and correspondence between Bazire and Hamilton, making LXF731 a truly remarkable opportunity to acquire a historic Jaguar that played a pivotal role in the early career of one of Britain's most charismatic and successful drivers of the 1950s.

[Read more:](#)

[Read more:](#)

4. If Jaguar were to make a Sports Bike. - Project 7MC

By Mike Shouts



There is no telling if British luxury car maker Jaguar will ever make motorcycles, but if it did, we sure hope it will look like the Jaguar Project 7MC, a concept bike dreamed up by Hungary-based designer Tamás Jakus (of Jakusa Design). Jakus is no stranger to conceptualizing dream rides, be it two- or four-wheeled, but Project 7MC is the one that caught our attention. Not just because it is sleek ride. Not because it is a 'what if Jag made a bike' concept, but it is also a synthesis of two of the UK's most iconic marques: Jaguar and Triumph. Most importantly, it looks like a lovechild of the Jaguar F-Type Project 7 and a Triumph Speed Triple.

[Read more:](#)

5. If Jaguar XJ220 - Quick Cat '94

By NZ Classic Car



The XJ220 has a complicated past, but it's still one of the few cars that will impress every person who sees it in the flesh, car fan or not. We spent some time with Jaguar's game changer and discovered there's more to the Jaguar than sordid tales of lust and anger.

Like other supercars of the time, the XJ220 was a skunkworks project. It was undertaken by a ragtag team of Jaguar engineers who called themselves the 'Saturday club'. They would spend their nights and weekends on a mission – essentially, to save the ailing brand from the scrapheap following a decade or two of production-car failures and mediocrity – and all for no pay or a guarantee their project car would see the light of day. Fresh out from under the thumb of British Leyland (which was effectively a government department, and was being run as such), the team at Jaguar knew it had an opportunity to rebuild a quintessential British brand from the ground up. No small task.

[Read more:](#)

6. Decades-long mystery solved - Dame Ngaio's XK150

By Ngaio Marsh House - Trust

The story of how a super sleuth volunteer has tracked down Dame Ngaio's rare Jaguar XK150 has featured on New Zealand television's Seven Sharp.



JAGUAR FUTURE

Dame Ngaio was a distinctive sight around Christchurch driving her rare black Jaguar XK150 sports car in the 1960s, 70s and early 80s.

The XK150 has been described as the best post-war production sports car in the world. Just 99 of Dame Ngaio's rare type of right-hand drive XK150 3.8 litre Special Equipment Fixed Head Coupe were ever produced.

She ordered it through Jaguar dealer Archibalds in Christchurch (still a Jaguar dealer today), picked it up in July 1960 and drove it in the UK before exporting it back to New Zealand. It arrived in NZ in January 1962. She drove it as her everyday car...

Dame Ngaio in her car photographed by local newspaper The Christchurch Star

 [Read more:](#)

7. The Story behind the Jaguar's Leaper Mascot.

By Ian Cooling



The Leaping Jaguar by Frederick Gordon Crosby is one of the most instantly recognisable motoring symbols in the world. Yet intriguingly, when SS Cars launched the Jaguar line in 1935, the brochures and other sales literature for the 1935-36 model year did not feature the feline.

Instead, the catalyst for SS Cars adopting a mascot...

 [Read more:](#)

8. The Story Is The Most Important Part of a Car.

By Blake Z. Rong



On its own, this Jaguar XK120 is special. Its history makes it one-of-a-kind.

When Jon Strader was 17 years old, he was living at home with his parents in Galesburg, Illinois, across the river from Iowa. His best friend was Danny Saul. They had spent all summer driving around western Illinois, looking for British sports cars to buy. Parked in the Strader driveway was the family's 1968 Dodge Dart GT, along with a 1965 MGB and a Jaguar convertible, both Jon's. He was searching for his next one.

The year was 1971. He had inquired...

 [Read more:](#)

9. I-Pace Review. 8/10?

By Top Gear

WHAT IS IT?

A Jaguar all-electric SUV. The I-Pace signalled the start of something big when it first launched in 2018 - that mainstream manufacturers, not just Silicon Valley start-ups and BMW, were prepared to invest properly in building new-from-the-ground-up electric cars you might actually want to own, and might be able to afford. Indeed, it was the first credible rival to Tesla's premium EV dominance, a car that beat its German rivals (and everyone else) to market, remember.

HOW FAR WILL IT GO ON A TANK OF ELECTRONS?

After incremental updates over the years, headline facts are...

 [Read more:](#)

10. Iconic E-Type goes Electric.

By Top Gear

Iconic model gets electric retrofit with reversible results.



EV conversion specialist ElectroGenic's latest project has electrified the iconic Jaguar E-Type, again. This time, the brand makes use of its 'plug'n'play' electric conversion kit in the car Jaguar now wants you to forget.

Lighter than the original 1960s predecessor, this E-Type clocks 0-60mph in less than six seconds and is rated

 [Read more:](#)



JDC

AUCKLAND
JAGUAR DRIVERS' CLUB



This is YOUR magazine,
please send us articles of interest or technical
requests, there are many riveting stories that
are just waiting to be published. Remember
the cutoff date for all any submissions is the
20th of the month.

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advertise in here...

For booking in our next issue,
contact susan.jdca@gmail.com



JDC

AUCKLAND
JAGUAR DRIVERS' CLUB



Welcome! new members

- 22 February. Nigel Stoker & Judith Sunderland
2022 I Pace, Fallon black
- 5 March. Martin & Alayne Rees
1958 Xk150 OTS, Howick
- 10 March. Harold & Pauline Kidd
1997 XK8 Convertible Aqua
- 17 March. Dave & Jinkee Warren
2008 X type, Emerald Fire
- 20 March. Peter & Sharlene Hughes
1967 S Type, British Racing Green
- 27 March. Peter & Fiona Lawrence
1997 XK8 Convertible, Black

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

Thank you to all members who have paid their subs.

JAG ON THE NET

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



The Story of Reggie - XJR - Part 1



**My Jaguar is so much worse than I
expected! Jaguar XJR - Part 2**



**I DID THIS ON PURPOSE! Fixing My
Cheap Jaguar XJR - Part 3**



**I Didn't Listen To The Naysayers.
Rebuilding Cheap Jaguar XJR - Part 4**



Part 5... to come.



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



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



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



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



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



CLASSIFIEDS

More photographs & details on
JDC website

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



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@extra.co.nz or 0212417591

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



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



Jaguar Parts Wanted

- 1957 XK150 Fixed HC - front and rear windscreens, 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

It is free for club members to advertise classifieds in this magazine (\$10 to include a photo)
Please e-mail the text/photo to jagclubak@gmail.com
Non members may also advertise @ \$50 per issue (\$80 to include a photo)

The views of the correspondents, contributors and advertisers in JDC Auckland Jaguar Drivers' Club magazine are not necessarily the views of the Editor or the Jaguar Drivers' Club Auckland Inc.

Articles of interest, comments or letters to the editor, please forward to PO Box 11043, Ellerslie 1542, Auckland, or email: Editor.jagclubak@gmail.com, by the 20th of the month.

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CLUB BUSINESS

“REV UP YOUR LIFE AND GET BEHIND THE WHEEL”
“PUT YOUR HAND UP”



or in other words

“YOUR CLUB URGENTLY NEEDS A REPLACEMENT SECRETARY”

Dear Member,

Due to unforeseen personal reasons our Club Secretary, Malcolm Edgar, can't continue in the role although he will be able to remain as a committee member. Sue Jenness has kindly agreed to temporarily fill the role (in addition to her current committee role as Membership Officer) until we find a replacement.

While we are very grateful to Sue for her help, we need to find a permanent replacement as soon as possible so that we are not imposing on Sue's generosity any longer than absolutely necessary - Sue has 'done her bit' in the role previously. It really is time for someone else from the Club's membership to step up and contribute. It's neither acceptable nor fair that the running of the club's administration and events fall to the 'same old hands.'

A small remuneration will be paid monthly.

Please contact Sue on membership.jagclubak@gmail.com or me on President.jagclubak@gmail.com to confirm your interest.

See alongside for key responsibilities of the Secretary:

Regards,

Tony Wright: President

Key Tasks

- Call Committee meetings (in person or via the Club's Zoom account) in consultation with the Club President
- Liaise with Committee members for agenda items to be discussed at the next Committee Meeting; compile and issue the agenda
- Call the annual General Meeting in accordance with the Club's constitution and in consultation with the Club President.
- Take and issue minutes of monthly Committee meetings and the Annual General meetings
- Undertake training by the Committee members for the Secretary to familiarise themselves with using the Club's web based digital management system (MoST)
- Generate emails to members via MoST (the Club's on line web based database) as and when needed in consultation with Committee members.
- Handling emails from members and enquiries from the public sent to the Club Secretary's dedicated gmail account jagclubak@gmail.com.

