



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$10

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MAGAZINE HISTORY

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FROM THE EDITOR'S DESK

Welcome to our last edition of your club magazine in a 'printed' format. The reality is that costs of producing a printed version continue to rise. The cost of printing, binding, postage, has all increased significantly these last couple of years, and many of our advertisers have moved to different fruitful streams to attract customers. The capital outlay of continually running the printed version of the club's magazine can no longer be sustained. We will continue to deliver the best news and coverage of club events via our electronic magazine platform. I realise this decision is not going to please all members but there are real positives with the e-form of the magazine. It's not hindered by postage requirements, nor is it restricted in size. Adding extra bonus pages for articles and photos adds very little to the overall cost of production. The biggest difference is that the electronic version allows us to use links, with hypo-links for our advertisers, and links of stories to their source, or even, linking each of our events directly to the club's website photo galleries. An important request from the committee is that if you do not have an email address and cannot receive a personal copy of the e-magazine, then please phone the secretary to let the committee know. We will find a way to keep you in the loop of all club activities and news.



As with events these last couple of months, things can change rather quickly. With our Go Kart interclub Challenge against the MG Club cancelled at the last minute due to Hampton Downs' lap timing process breaking down, it's left the Event schedule covered in this issue rather light. The Roger Herrick's Garage proved to be wonderful sporting classic delight. His wonderful collection certainly did not disappoint and his articulate and interesting stories that followed showed his deep passion for New Zealand's motor racing history. Patrons who attended Roger's garage were in for a treat that day when neighbour, Neil Tolich, arrived to open his treasure chest of fine collectables. We will cover his collection (as Part 2) in the next magazine issue.

Chrome Nights proved to be a wonderful success with a good number of club members braving the cold evening weather displaying their Jaguar's at the Auckland Showgrounds. The show had everything from American Muscle to Japanese Drifters, from European Classics to New Zealand Rat and Hot Rods. There was something for everyone on display.

Once again, I wish to thank all those people that have helped produce and provide pieces for this issue. I hope you enjoy the interesting reads, and please check out the Events page on the website. A new activity called Supercharged Sunday's are about to kick off. Check out our Events page in this edition and make your choices on our web site booking system.

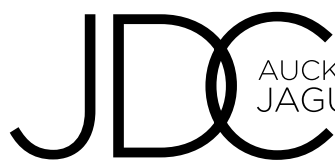
Kind regards

Gerard Leeuw Editor



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A long and proud history since 1969

Jaguar Drivers' Club (Auckland) Inc - was founded in 1969 by 19-year-old Murray Higgins, of Blockhouse Bay. The owner of a 1948 Mk IV, Murray placed an advertisement in the Public Notices section of the New Zealand Herald inviting Jaguar owners and enthusiasts to a meeting. The result on April 16 1969, was the formation of what is now known as the Jaguar Drivers' Club (Auckland) Inc.

The first event, on June 9 1969, was a fun rally and gymkhana, followed by lunch at the Puhoi Hotel (for the princely sum of \$1.00 for adults and 50c for children) and an evening "get together" in the Architects' Clubrooms on Symonds Street.

The Club has grown steadily since its humble beginnings and is now one of the largest single marque car clubs in Auckland. The Club's main aim is to foster interest in and promote owning, driving, maintaining and restoring Jaguar cars. To this end, a wide range of events are arranged on a monthly basis. Although some events are competitive, all are social and family and friends of members are welcome to join in.

Another important person in the Club's (and Jaguar's) history was Lofty England. Lofty, who managed Jaguar's successful competitions department in the 50's, was the Club's Patron until his death in 1995. Norm Dewis (Jaguar's chief test engineer 1952 to 1985) was Patron until his passing in 2019. The position of Patron is now being filled by Ian Callum (CBE). Ian was Jaguar's Design Director for 20 years and was instrumental in a full transformation of the saloons and sports cars, the launch of the SUVs, and the revolutionary I-Pace.

The Club's financial year is from August 1st to July 31st and the AGM is held in October/November. New members will receive a copy of the current magazine which will give them a list of office holders (who are elected at each AGM). A copy of the Club's constitution can be found on the website: www.jaguardriversclub.co.nz.

Each major centre in NZ now has its own independent Jaguar car club, around 14 in all, ranging from the small with a dozen members up to Auckland with over 300.

Life members - for service to the club.

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

REGISTERS

- **Pre-War** | **Swallow, SS** (1925-1939) *John Endean*
- **Early big Saloons; live axle** | **MK4 & 5, MK7, 8 & 9** (1945-61) *TBA*
- **Early sports saloons; live axle** | **MK1 & 2**, (1955-67) *Jeremy Hatch*
- **Early Saloon; IRS axle** | **S Type, 420/G, MK 10, S1, 2, 3 XJ6/12, D5420** (1963-92) *Laurie Hayward*
- **Early XK** | **XK120, XK120C & D Type, XK150, Replicas** (1948-1960) *Don Bowater*
- **E Type** | **S1, S2 & S3** (1961-1975) *Barry Hall*
- **XJS** | **All XJS** (1975-1996) *Barry Eade*
- **XJ40 & X300/308** | **XJ40, X300 & X308** (1986-2003) *Dave Denison*
- **Late Sportscar** | **XK & F Type** (1996-) *Dean Wright*
- **Late Saloon** | **S Type & X-Type** (1999-2009), **X350, X358, X351**, (2003-) *TBA*
- **SUV** | **F-Pace & E-Pace** (2017-) *TBA*
- **Jaguar EV** | **iPace** (2018-) *TBA*

join the club, go to www.jaguardriversclub.co.nz

Cover image: Every cover tells a story...



PRESIDENT'S REPORT

Jaguar Cars are no more...

Well at least for a while. From the end of June, production at Jaguar's Castle Bromwich Plant in Birmingham will cease. This means there will be no 'cars' available in the present Jaguar lineup. With XE, XF and F-Type gone, Jaguar will have only SUV's in its model range, E-Pace, F-Pace and I-Pace.

By my reckoning, it'll be the first time since the 1930's that Jaguar hasn't had a sports car or sedan for sale.

What shape the new electric Jaguars will take, due from 2025 onwards, remains to be seen. However, it's thought that at least two of the three vehicle lineups, are likely to have 'car' silhouettes so traditional Jaguars should march on in the future despite this brief interruption.

Jaguar's Castle Bromwich (CB) site has a very interesting history and holds some special memories for me. It was originally constructed in the 1930's as a shadow factory for Spitfire fighter and Lancaster bomber production during WW2. After the war, it produced car bodies for several different marques but was eventually handed to Jaguar as part of a British Leyland rationalisation in 1977. For the next two decades, it built and painted XJ and XJS bodies which were shipped by road to the Browns Lane Plant (another shadow factory) for final assembly.

When I went to work at Jaguar in 1993, the XJ40 and XJS were still being built using this split site approach. My frequent visits to CB always left me impressed with the many reminders of its wartime history. Numerous pictures of aircraft production lined the hallways and meeting rooms. Propellers and other aircraft memorabilia adorned receptions and entrance ways. Several disused buildings nearby still bore camouflage paint. The site simply screamed history that was impossible to ignore.

Despite plenty of space being available, it wasn't until Jaguar launched the 1999 S-Type that a complete vehicle was built at CB. With closure of Browns Lane in 2005, all Jaguar 'car' production, XJ,

XF, XK, F-Type and eventually XE found its way to CB so this latest move is a milestone. JLR says the site will continue to produce Jaguar body panels after car production ceases going, more or less, full circle back to the 1970's.

Perhaps not quite as mythical as Browns Lane in Jaguar lore, the Castle Bromwich Plant has unquestionably made a significant contribution to Jaguar's history. While it's not clear how big role it will have in Jaguar's future, at least for now it remains part of the family.

Club Committee

Following on from our 'call to arms' of a couple of months ago, I'm pleased to welcome a couple of secondees to the club committee. Peter Hughes and Graham Applin have kindly put themselves forward to help on the committee. Both are relatively new members to the club but bring a wealth of worldly experience and I'm sure they'll help lighten the committee workload as they familiarise themselves with our activities.

In addition, Dean Wright and Steve Heaney also responded to 'the call' by kindly offering to form an events subcommittee. They won't be responsible for organising all events but given their extensive experience, they are keen to ensure we maintain a full event calendar throughout the year. Look out for their 'Supercharged Sundays' which is about to kick off next month. My personal thanks to Dean and Steve for taking this on.

We're still looking for a permanent secretary and we'll need to have someone ready to take over the Presidency at the AGM in October.

Hard Copy

This final hard copy edition of the club magazine obviously marks the end of an era but certainly not the end of the magazine. While sad in many respects, it's an inevitable outcome of the changes associated with the rapidly accelerating growth of online media.

Publishing magazines and newspapers obviously costs money. These costs have been traditionally funded via



advertising which has now all but deserted print media in favour of the online digital world. The major restructurings at Newshub and TVNZ are evidence of that trend and the club magazine is not immune to that. Without advertising, a printed version of the magazine would continue to consume our cash reserves which is clearly not in the best long-term interests of the club.

So here we are, bidding farewell with this edition to the hard copy format which has served the club so well over the last 55 years.

While it's fun to look back at a colourful past, I'm more excited by the opportunities in front of us in the online world by better utilising and expanding our website and communications over the next couple of years. Gerard and the team are committed to producing the same high quality content and format online as they have done for the printed version. In the meantime, I hope you enjoy this milestone printed last edition.

Best wishes,

Tony Wright

Club President

GARAGE RAID Part one @ ROGER HERRICK

Picture if you will, the warmth of a Sunday morning in May that is gently poaching the sleepy North Shore township villagers who were walking or seated on the bright side of the road.

Now add a boulevard that has at least a dozen Cafés all in a row that are bustling to cope with the Café Societies fundamental constitution of sipping petite Piccolo's or slurping varieties of large frothy coffee flavoured hot milks whilst dining el fresco.

Now, as the leaves keep falling, visualize some people swivelling their heads with mouths open wide, a bit like the colourful side-show clowns looking from left to right, because, adding to the awesome atmosphere was a Brigade of Jaguars ambling slowly on, seeking to fuel their own secret passion, a 'double fix' to accompany an a' la carte' of classic cars and racing cars somewhere around here at Roger's Garage.

A patron lounging over his almond latte' was overheard saying.

'Well, I do declare, that's the fifteenth cool Jaaag I have just seen cruise past!'

What they weren't privy to was that a conservative group of AJDC members were going to jell at a clandestine Forum for a 'Double Whammy' Secret Shed Visit at Roger Herrick and Neil Tolich's Garages just around the corner.

Roger and Neil are 'legends and great mates in their own time'. They were keenly competitive motor racing drivers with the NZ Team at the Monaco Historic Grand Prix in 2016 and across the world from 2010 through to 2017. Both in Formula Junior race cars; Roger in his 1960 Lola and Neil in his 1959 Jocko.



Roger describes the rare and fast Fiat engine 1959 Taraschi Formula Junior.

Identified as the 'Famous Five' the team raised the Silver Fern flag as they did not wish to be mistaken for any Australian team. Roger said that they had seen a chequered flag a few times as all the Flying Kiwis usually finished the races and some had stood upon the Podium.

A quietly spoken and reserved man, Roger is also a passionate gentleman, especially when it comes to motor racing. From the moment we stepped into Roger's Sanctuary we discovered a different side to him.

As our five culinary senses detected the aroma of CRC sieved with ESSO Oil and a hint of gasoline gently sprinkled with spicy nostalgia, which enhanced the visual smorgasbord of Classic and Collectable glazed steel beauties each is 'untouchable' with their own legends to tell.

The walls were adorned with old motor racing posters, some were yellowish and faded with age yet vibrant with memories, and as the morning sun rose, it's rays filtered through the skylights, illuminating the murals and posters. One of the posters virtually covers an entire wall and celebrates early 1950's kiwi racer George C Smith's domination in his GeeCeeEss Special; home built with an enormous American V8 engine with very special and now very rare Ardu hemi overhead valve cylinder heads. Roger is particularly interested in this historic car because he now owns it and it will soon be sitting alongside all the other cars in his shed, following a very careful restoration to put it back into period race car condition.



Marianne Crispe & Christie Wright enjoying the colourful backdrop in Roger's racer car shed.

The images seemed to come to life, shimmering with the warmth of yarns

from a wonderful era and that our host was only too happy to garnish with a liberal sousing of his own dry (demi sec) humour.

Rogers race cars include one of only two very early Lotus Sevens in New Zealand, in fact the 17th car built in the Lotus factory in Cheshunt, London, describing how he hunted down one of the few examples exported to New Zealand and managed to get it confirmed as genuine. It sat resplendent with its unpainted alloy body work which was under special prep for its next outing. So we were under orders not to touch! Any finger marks would mean Roger would have to start the special oiling and polishing process would have to be restarted from scratch!



Peter McElroy, John Munro and Jack Chapman in quiet admiration of 1959 Lotus 7

We then moved on to his incredibly special 1960 Lola Mk2 Formula Junior which is chassis number 1, the first production Lola single seater built, having originated from the prototype car which had been badly damaged in testing after first racing at Brands Hatch in December 1959. Chassis BRJ1 is a very important car having been campaigned in period by a long list of well-known drivers. The list of names now memorialized on the side of the car.



Illustrious Driver catalogue!



Lola Formula Junior Chassis No. 1

Next and one of the many highlights in this Aladdin's cave of petrolhead treasure was another historic icon of NZ racing history. The Herrick A40 Special. Originally built as a Speedway midget car in 1947 by Roger's great uncle Des Herrick, it was converted to a circuit race car in 1950. After being badly smashed in 1956 it was rebuilt by 18 year old Bruce McLaren, along with Colin Bealand and Phil Kerr. After a few more owners, ended up with Chris Amon in 1959 as his first race car. Abandoned in the 70's it was eventually rediscovered by Roger in 2006 and after 56 years this historic time capsule was resurrected into running condition. Roger campaigns it in hill climbs commenting that it tries to kill him every time he drives it!



The Herrick A40 Special

Among all these cherished possessions but in a separate room for road cars, we were introduced to two extraordinary Citroens,



250,000km one owner survivor Citroen DS Safari...



The extraordinary Maserati engined Citroen SM



Roger explains the complexities of the Maserati power plant. He services the car himself.

Alongside the Citroens stood Roger's masterpiece... a very rare Jaguar XK 120 FHC.

There should be a Michellin 5 Stars Award for the Best degustation and customization rebuild of a Jaguar XK120 Fixed Head coupe in the world.



The stunning XK120 FHC

Roger was like an Executive Chef describing the sauce of all the ingredients of his culinary House Special, scouring the globe in search for that, "Eureka, I have found it", moment. From rebuilding, seam welding and strengthening the chassis to minimise "factory flex", he systematically worked everything mechanical and aesthetic from the ground up to the polished chrome. He had faith in the ability of a young car painter for the outstanding gun-metal/dark green paintwork just gleaming and changing hue like a chameleon under the soft glow from the skylights.

If only the wire wheels he handmade could spin tales of bygone days and reflect upon Roger's dedication and attention to detail in what must have been the most difficult and challenging project he has ever undertaken.

The Jaguar XK 120 Coupe had literally been lifted from the saltflat roads of Canada and is now one of the finest shining examples of the most successful and ambitious projects in Classic Jaguar Restorations and a tribute to Roger and his cherished Jaguar car.

Roger redesigned the front and rear suspension to "make it work correctly", moved the engine back and lowered it slightly to give more neutral handling. He installed Jaguar disc brakes all round, added a limited slip differential and warmed the engine to north of 300bhp. Roger also moved the rear bulkhead back to enable the seats to be adjusted rearward to accommodate his 6'+ frame! With all that power that car also has a 5 speed gearbox of secret provenance. Given the enormous attention to period detail that is apparent under the bonnet (the car is indistinguishable from stock except to a serious concours judge), we suspect an original Jaguar gearbox casing contains the highly innovative 5 speed cog set!



Immaculate period looking engine bay, despite significant but subtle revisions

On behalf of the Jaguar Drivers Club Auckland, we sure wish to thank you Roger.

I know that I shall enjoy digesting our AJDC visit to your Garage with much embellishment whilst reading a history lesson or two about 'The Famous Five'.

Your candid presentation put everyone at ease and allowed us the opportunity to relive wonderful moments from the past as told by the Master, and the characters who brought it all to life, and got the heart rate going.

Many thanks again Roger from JDCA members.

Quote: "There are only three sports, mountaineering, bull fighting and motor racing, the rest are only games". Ernest Hemingway

Part two: Neil Tolich's Garage. To come next month.

UPCOMING EVENTS | DIARISE

Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

Problems with event bookings?

please contact
events.jagclubak@gmail.com
or Secretary -
jagclubak@gmail.com



#20240718

Edgell Performance

Coordinator: Simon Crispe

Come along to see how one the top engine rebuilders restores the performance back into the old blocks. This should be a very interesting evening in Wairau Valley. Further details and bookings via the website.



#20240728

Supercharged Sunday

Coordinator: Steve Heaney

Take a drive, meet up with fellow members and enjoy a nice coffee & chat at the local café. Further details and bookings via the website.



#20240825

Supercharged Sunday Caffeine & Gasoline, Hampton Downs

Coordinator: Tony Wright

Take a drive, display your beautifully polished Jaguar, and enjoy a nice coffee & chat, with fellow members at Aoraki café. Further details and bookings via the website.

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



Supercharged Sunday Sculptureum, Matakana

Coordinator: Steve Heaney

Take a drive, meet up with fellow members, display your Jaguar, and enjoy a nice coffee & chat at a local café.

Further details and bookings via the website.

#20240922



AGM @ 1pm REMUERA CLUB

Coordinator: Malcolm Edgar

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

#20241013



Horse Power Event, Waikato Stud

Coordinator: Simon Crispe

Take a drive, meet up with fellow members at the Waikato Stud. Enjoy a nice coffee & chat at a local café afterwards.
Further details and bookings via the website.

#20241020

EVENT | 25 May 2024 | GREEN LANE

www.jaguardriversclub.co.nz
for more pictures

CHROME NIGHTS

Despite the totally unpredicted heavy rain, wind and near freezing conditions, hundreds of polished cars and thousands of people descended on the Auckland Showgrounds last night for some serious petrolhead party fun!

At 4pm on Saturday 25 May, 14 Jaguars, mostly late saloons and XKs mustered at the Cornwall Park's Sunken Gardens under looming dark clouds. However, the group did include the intrepid owners of two OTS E Types, Warwick & Sue Jenness and Laurie Hayward accompanied by Roger Munns. Both cars with soft tops firmly up, despite the impending downpours that started as we headed down Pohutukawa Drive and on to Gate 2 of the Showgrounds.

Despite the atrocious weather that continued throughout the evening, we were soon lined up (well sort of) with our Club tulip in place and showing off Jaguar Drivers Club Auckland as an early arrival at the Show. Dale and Michelle Carline quickly noticed that compared to all the other cars that were lining up with laser like precision, our Jaguars were not!! Maybe a coordinated club parking lesson is required!?

However, with night descending fast, along with the rain, any concerns over parking precision in the Jag camp, was soon replaced by the urgent need for hot drinks and something to eat. A great array of food trucks was set up alongside the old ASB Pavilion that provided a sheltered area to have a chat and munch the plentiful junk food, hot chocolate and coffee.

In between the downpours, we all spread out across the acres of extraordinary British, European, Japanese, and American marques that had flooded into the event. A Chrome Night in-

deed with countless hundreds of thousands of dollars' worth of shiny bodywork and engines on display. From hot rods to custom bikes, very highly modified sports cars to saloon race cars, to huge custom trucks, as well as one tiny mini utility and trailer dressed up to the nines in decorative lights!

By 6pm the crowd was large and absolutely heaving! Our age demographic was in the minority as most people were under 40 and it was just great to see the younger generations (right down to toddlers in prams) all out enjoying the spectacle of amazing ICE powered cars, bikes and trucks. Not a BEV or Hybrid in sight!

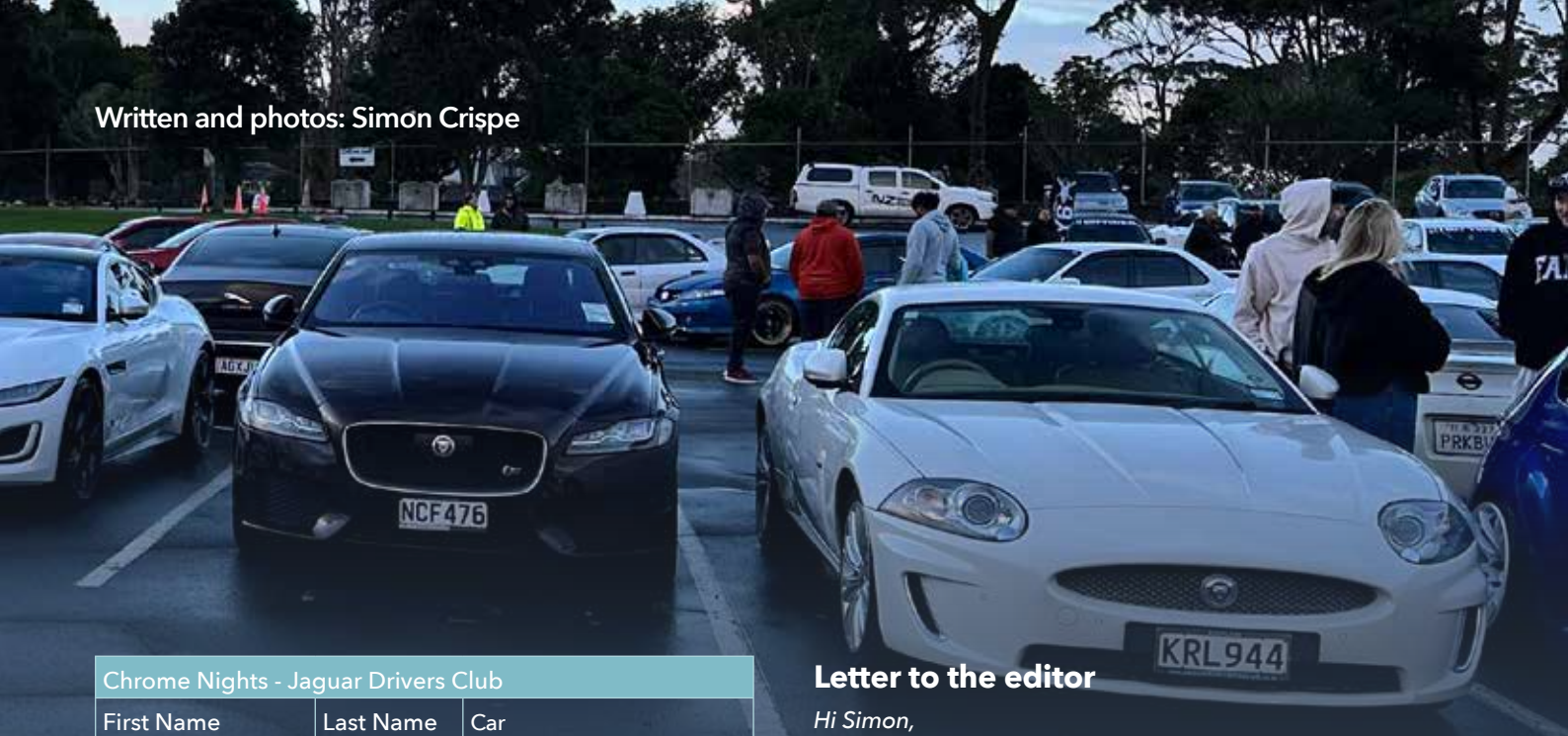
The whole event was quite remarkable especially when considering it was only marketed via social media, primarily Facebook. The organization behind the event is a commercial operation that is organising these kinds of events nationwide. It would be fascinating to find out more about how they fund this kind of event and are funded from a business perspective, given entry was free.

By 7pm the Jaguars crew were all feeling rather damp and cold and so we made a move to head home, very slowly moving in convoy down the well-spaced rows of cars. We were guided out very professionally by organiser staff armed with night glow wands. No issues with queues or navigating round all the pedestrians and from what had concerned us that this event might be a totally disorganized free for all, it was good fun. BUT oh, how much better it would have been on a warm summer's night!

Huge thanks to all the twenty or so Jag Club members who ventured out in such a stormy night. It was great to see you all.



Written and photos: Simon Crispe



Chrome Nights - Jaguar Drivers Club

First Name	Last Name	Car
Larry & Diane	Olive	XKR Coupe (X150)
Paul	Marchant	XJ
Shane	Bellingham	XJS 5.3
Jeff	Royle	F TYPE Coupe
John	Hedges	XK 5.0 Coupe (X150)
Warwick & Sue	Jenness	E TYPE S1 4.2 OTS
Simon & Marianne	Crispe	XK 5.0 Portfolio Coupe (X150)
Iain	MacGregor	XJ 5.0 Super Saloon (X351)
Tony & Gabriel	Beaton	XJ (X350/358) 2003-09
Dale & Michelle	Carline	XFS saloon
Laurie Haywood & Roger Munns	Hayward	E TYPE S1.5 4.2 OTS
Jim & family	Rentoul	XJ8 R (X308)
Anthony & Moira	Flannery	XKR CONVERTIBLE (X150)
Jack	Chapman	XKR CONVERTIBLE (X150)

Letter to the editor

Hi Simon,

I hope that you and Marianne have thawed out after last night and avoiding hypothermia.

I am impressed by our hardy AJD club members who braved the evening chill and squally showers to represent our club at the Chrome Car Show at the ASB Showgrounds.

My apologies for departing early however I was becoming uncomfortably numb and needed a thermal blanket to combat being chilled to the bone. So, while my right foot hadn't succumbed to frostbite, I chose to skate off.

I have attached some images for your interest however I think that the lighting in the carpark was a tad inadequate for highlighting the overall huge turnout of special vehicles.

If the show was held during the daytime, it would probably have broken the all-time attendance record for a one-day car show event. However, it would also have needed more than the 6 food caravans and only one hot drinks pod provided on the night.

I think that we had some of the earliest classics on show and certainly the bravest senior owner drivers in the arctic conditions experienced at a venue.

Thank you for making all the arrangements and I look forward to my brain freeze on the future 'Tour de Antarctica'.

Kind regards from Frosty Knuckle.



PISTON BROKE! ABBREVIATED!

Part one

As you may recall from an earlier article I wrote, Marianne and I attended the historic Ardmore aerodrome "Warbirds on Parade" festival day in South-East Auckland on 4 March. A stunning day just made for flying and driving an open top sports 3.8 E Type!

We also encountered an "interesting" issue with said OTS on the outward trip to Ardmore which is about 60kms return trip from our home. Hence the reason for my return to the keyboard.

I fuelled the car up the day before with 98-octane as usual and Marianne and I headed out bright and shiny in the E at around 6.45am on a glorious blue-sky morning. While cruising at 60mph in light traffic, oil pressure over 50psi, water temperature 750C, everything perfect and running superbly, the engine suddenly rattled like the whole herd of 265 horses had escaped for about 10 seconds then stopped with the red ignition light on! Luckily, we were able to safely coast off at a very convenient exit ramp and stop safely on a wide hard shoulder below an over-bridge.

I lifted the bonnet - no oil, water or petrol leaks evident, engine temp still at 750C. I turned the engine over on the starter with ignition off to make sure there were no untoward noises and there was nothing audible. With ignition back on, it started immediately but running with a regular miss. I decided to nurse it home and we moved off heading back onto the motorway heading North. Engine ran fine, revved up OK, not missing and plenty of power, so change of mind; we u-turned and headed back South and on to Ardmore. We had no issues; the engine running OK, a tad rough at idle, normal/high oil pressure 50-60psi and engine temp 70-750C. Had a really great day and drove home after without issue, taking it very easy keeping the revs below 3500.

Step 1 diagnosis: Once cold back in my garage, I pulled plugs (I'm running NGK iridium) and expected fouling, but all clean and nice tan colour centre electrodes except No.2 which was sooty, but no oiling. I cleaned, checked gaps and replaced. Started up and still same slightly rough idle.

Step 2 diagnosis: With engine warm, I did a compression check and 4 of 5 were 170psi. No. 2 though was down to 2psi...oh dear! I concluded a stuck exhaust valve must be the problem from lack of use and had potentially been smacked by the No. 2 piston, hence no compression. Next job - remove the head.

Having drained the fresh-looking green Castrol pre-mixed coolant, I found another potential issue! Lots of rusty gunk in the water jacket and radiator despite using only high-quality premixed antifreeze, albeit not changed for 5 years, because it always looked so clean in the header tank. The top hose connection of my special custom-built replica Marston Excelsior radiator was a lump of green acid chewed corrosion! Auckland Radiators soon sorted that giving it a very efficient clean and TIG repair so it's back to spec now. I removed the upgraded 8 vane impeller in original water pump housing I fitted during the 2010-2014 build. It was not leaking or worn, but the pump chamber heavily encrusted so I dis-

mantled that too and had it bead-blasted and refinished in Hyper-cote. I fitted a new bearing seal, despite it only having done 1,500 miles since the earlier build. I've since done quite a lot of research on coolant and it is vital that any of the glycol coolants are changed every 3 years max.

Step 3 Diagnosis: I removed the cylinder head, expecting to find a bent exhaust valve on #2 and a smile on the piston. Nothing of the kind was evident. I turned the head on its side and poured a bit of clean paraffin in first the exhaust port of No.2 and then the inlet. Both were sealed tight. I poured half an inch of paraffin into No.2 bore and it disappeared instantly. Slight scoring about an inch wide evident on opposite lengthwise sides of the bore. All other cylinders appeared perfect. No liping and pistons all reciprocating normally, even No.2.

Step 4 Diagnosis: I pulled the engine and gear box out. I like to lift the car off the engine using an engine trolley I had made specifically when building the car originally to ensure no damage to body or subframes. Whether lifting the up and down out of the subframe, the front suspension still has to come apart to release the torsion bar reaction plate that runs under the gearbox.



Empty engine subframe. Note front suspension dismantled to remove reaction plate for torsion bars (1)

I decided to use specialist engine builders Edgell Performance to do the build on my engine, with lots of my own hands-on involvement in the process which I am absolutely loving. Randell Edgell has decades of experience preparing race engines for American muscle cars as well as Formula Ford, Mazda and Honda. They also know Jaguar XK and V12 engines and are currently building no less than three 70's Aston Martin 5.7 litre DOHC V8s. They are currently building an early XK120 3.4 motor along with mine. Randell and Tim test all their builds on one of their two dyno's for 5 to 10 hours. Their workshop over on Wairau Road is immaculate and quality builds evident everywhere you look.

I was still very unsure about what caused the horses to escape on the 4th March because there had been no sign of any problems with oil pressure or cooling. So, I took the short block over to Edgell's to strip the motor down under their watchful eyes. I wanted them to see any wear and witness marks as I dismantled the bottom end and removed the pistons.



Piston Broke! All pistons but #3 & #4 damaged (2)

The result continued to be perplexing. No. 2 piston had picked up significantly on the bore, seizing the rings into the piston lands, hence, the loss of compression. The pistons in

the three other "Siamese" cylinders (on all 3.8 XK engines) had also slightly picked up as well although none had lost compression. I noticed that all had picked up adjacent to the gudgeon pins which is where the bores of the Siamese cylinders are very close to their neighbours. See the photo below that shows difference between the Siamese cylinders 1, 2, 5, 6 and the spaced centre cylinder 3 and 4.

Diagnosis 5: It now started to dawn on both me and the Edgell's that despite the engine not indicating overheating on the temperature gauge, perhaps a sudden rise in temperature (caused by poor cooling on the Siamese cylinders) might have created a sudden hot spot and the pistons to slightly seize? The strange thing is that the engine rapidly returned to normal in terms of running smoothly albeit with a miss, but sufficiently well to drive another 60 kms, without issue?

I decided to phone up specialist engineer Rob Beere of Rob Beere Racing (RBR) fame in the UK who I have purchased parts from in the past. Rob is a very friendly and well-known guy in UK Jaguar racing circles. He's developed a number of excellent upgrades for Jaguar engines over three decades. When I described the symptoms that I had encountered. He instantly knew what the problem was as he seen on multiple occasions where XK engines with this failure.

Rob insists that on all 3.8 and 4.2 litre XK engines he builds, the original plain factory liners are removed and replaced. He said it is folly to just rebore or hone the original factory dry liners on these engines many of which are now between 55 and 70 years old. The liners must be removed before acid dipping the block because without doing that the two little coolant slots (hidden behind the liners in the block casting) at the top of each Siamese cylinder simply do not clear. The result... local superheated cylinders and piston seize-up on the non-thrust faces.

I now had a final conclusive diagnosis! A simple lack of...

Part two: to come in the next issue.



My 3.8 engine stripped down. Note how tight the space is between cylinders 1 & 2/5 & 6 (4)

THE PACE OF CHANGE

MAGAZINE HISTORY – FROM TYPEWRITER TO INTERNET

A summary of the magazine over the years I have been involved with the JDC.

Joining in 1983 I remained out of the running of the club until 1987 when both Maureen and I joined the then Competitions Committee of the club. I assume that up till that point the magazine would have been produced on a typewriter and photocopied, looking at the early magazines I have. The editor in 1983 was Jennie Tavern. Her husband was one Paul Tavern, and the club has a trophy for a concours division in his name as he was quite fastidious in his preparation of his cars. The president was John Karnon, and Vice President was Grant Henderson (a founding and still current member). Interesting to note was at this point in time, the club did not have a Patron. The production of the magazine was a slow process with the covers printed in batches and then the photocopied written inserts were stapled in place. Each cover was correctly and carefully hand stamped to identify the month and year.



Because the XK engine was the driving force of the cars (pun intended) the magazine incorporated the bore (83mm) and Stroke (106mm) of the 3.4 engine as the title.

This format lasted through until April 1994.

1984: Judy Day has now taken over as the new editor and the magazine continued in fine fashion with John Karnon again the president until the Annual General Meeting when Bruce Dowling took on the role with Ross Hindman taking on Vice President.

Browsing through the back issues, it's interesting to see current members in earlier years (some never had a chance not to be involved with Jaguars)



Rather than go 'year by year', the changes were very subtle so we could easily look at it 'decade by decade' from here on.

1994: The A5 format still dominated and it was during this decade, the club had the First Lady president - Noelene Eddelston.

Stephen Ward is now president with support from Mike Westall as Vice President

We also acquired F.W.R (Lofty) England as our Patron. Even at this early stage, cost cutting measures were considered. To fit in a standard envelope, the magazine was folded in half. The magazine editor is still Judy Day. From memory, the magazine was at one point a combined effort on the part of most of the committee to assemble using a laser printer and a long-arm stapler. Cost savings to the fore on the postage and printing front, sound familiar?

In April 1994, we saw the next change to the look of the Magazine. This year was also the 25th anniversary of the club being formed. Still the standard A5 size but some colour was added to the cover. Interesting to note that reading one of the magazines, I was surprised to find that the committee comprised of 13 bodies. Oh, how times have changed.



2004: Stephen Ward is still President with John Munro as Vice President. We also had co-patrons in the form of Norman Dewis and Tom Walkinshaw. At this stage, Denise Ward had taken over the Secretarial role and, took the reins of Magazine Editor. This brings the total people involved with running the club to 18! Looking at an events page for August of this year would probably have some members in apoplexy these days:

- August 17th - Nog and Natter Toyota Glenfield.

This was to preview the new Toyota Prius, I was one of the people who managed to sit in a seat where a key had been secreted so became a designated driver to ferry other club members around a short test route.

- Aug 22nd - 10 pin bowling Jag V Daimler
- Aug 27th - Driver training day at Pukekohe



as Vice President, and our Club Patron was still Norm Dewis. I requested at the time of taking on the presidency that we change the Clubs Constitution to make the tenure of President and the Vice President a 2-year period to ensure new blood took the helm. To this point, I would echo the current President's plea for members to consider becoming committee members. It's not an arduous job at all.



- September 12th - Fish and Chips run to Orewa followed by a piano recital by Chris Jackson
- Sep 21st - Nog and Natter at the Northern Sports Car Club rooms for a talk on the 6 hours race that Eddie York, Andrew Turpin and Rob Moston undertook in 'Christine' Eddie's S11 XJ6 race car that unfortunately was hit from behind while Rob was driving, it ended up backwards into the Armco, the car was a write off but Rob was OK.
- Sep 26th - 6th Annual Jaguar Car Show.
- October 17th - Gymkhana
- Oct 19th - Nog and Natter Jaguar restorations
- Oct 23-25th - Weekend Away (details were still to be firmed up)
- Oct 26th - AGM held at NSCC
- November 6th - Prizegiving dinner Langton's guest speaker Greeta Hulme
- Nov 21st - Visit to Monterey Park Private car collection (long since closed)
- December 5th - Gymkhana in Kumeu

Talk about being busy.

Moving to 2014: After 20+ years in the position Stephen has now retired, this leaves the President's position empty. As I am in the position of Vice

President, I am effectively in the hot seat. Our Patron is now only Norm Dewis. Denise Ward was still the editor and doing a magnificent job as always. This year also marks another milestone in the Magazine with the introduction of the 4 centre pages containing colour photos. First introduced in the May edition. Another stamp of Denise's editions were the small quotes she inserted at the bottom of each page. One such quote: 'I've learned to take everything I hear with a grain of salt... and a shot of Tequila'.

I'm going to deviate from the format slightly here as with the move to Kati-Kati for Stephen and Denise it became necessary for a change of editor. This occurred in 2016. Due to the software that Denise used being incompatible with our new editor William (Bill) Crook's computer, a decision was made to update the current format.

To this end a sub-committee met to thrash out a potential new design and a new format. We attended the meeting with our own re-hash of the 'A5' magazine but were blown into the weeds with the mock up that Bill Bate and his Graphic Designer Bryan Hefer (Bryan design Ltd) had brought to the table. This full colour 'A4' magazine produced for that meeting has now been enjoyed by our membership for the last 9 years. I'm not sure if the members realise but the publication first under Bill's guidance and lately under Gerard's leadership, is being sent to the Jaguar Archives in the UK. By this time, I was the President with Laurie Hayward

At this stage, due to the number of pages, keeping the costs of printing and postage in check, the decision was made to produce the magazine on a bi-monthly basis.

As we all know 2020 was a watershed year for the world as we knew it and one of the casualties was the number of Advertisers that the magazine attracted had reduced. Some losses were quite major ones to boot. The upshot was that the magazine was now draining the club's reserves both from a production perspective (paper, printing and binding) but also the rates for postage were continually being increased.

So, we will continue to look forward as the Club Magazine will continue on a bi-monthly e-magazine but this edition you are holding in your hand will be the last printed magazine the club will be producing.

E-TYPE TO NEW XJ

Fifty Years of Design Integrity



Fifty years ago, the New York Auto Show played host to the launch of an automotive classic: the Jaguar E-Type - or XKE as it was known in America.

If any country took the E-Type to its heart, it was the United States. More than two-thirds of all models built were sent across the Atlantic, establishing a special relationship that persists to this day.

On first sight of the E-Type at its launch, Frank Sinatra is reputed to have said: "I want that car and I want it now", and old Blue Eyes was just one in a long list of Hollywood greats to covet the two-seater sports car. Steve McQueen, Tony Curtis, Britt Ekland and Brigitte Bardot were all celebrity owners.

The beauty, performance and passion that all Jaguars embody still resonates strongly in America to this day. The 21st century XJ limousine turns as many heads in New York with its lithe, powerful and captivating presence as the E-Type did when Sinatra first saw it 50 years ago.

Here, Jaguar's Design Director Ian Callum explains why:

Two cars, two eras, one company. Both are entirely of their time but, crucially, both are Jaguars and therefore share a definitive purpose - to be fast and beautiful.

Few companies are fortunate enough to have the design heritage enjoyed by Jaguar; one that stretches back half a century and more. It's this visual integrity that allows comparisons to be drawn between the groundbreaking new XJ luxury saloon and the legendary E-Type sports car, a machine so beautiful that it holds a permanent place in New York's Museum of Modern Art. These two cars may be separated by a gulf of 50 years, during which time the global automotive industry has changed beyond all recognition, but both are unmistakably Jaguars.

Jaguar's Design Director Ian Callum explains how two cars separated by more than a generation can share the same design philosophy: "Part of the purpose of a Jaguar is to look

beautiful. We always try to make our cars visually that little bit wider, lower and longer. That's what our proportions are about. When you see them together, the XJ and E-Type speak the same language."

This is true even though the two cars fulfill very different needs. One is a high-tech limousine with sporting intent, whose unique flowing design is conceived to turn heads in the modern world. The other an iconic two-seater created for the '60s boy (or girl) about town.

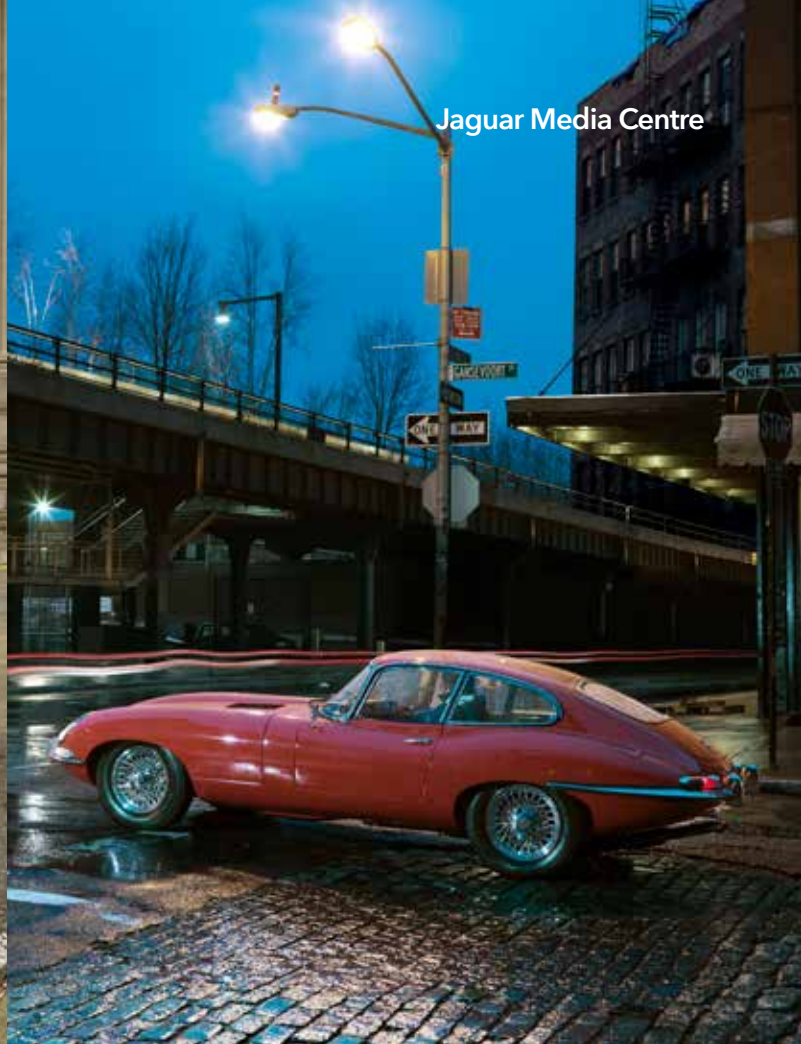
According to Callum, the E-Type demonstrates the overriding principle of sports car design: minimum bodywork encapsulating maximum performance. He explains: "The excitement and beauty of the car were almost created as a by-product. You've got beauty derived from its scientific purity of surface and excitement from its proportions."

"We still work very hard to get the proportions of our cars as tight to the mechanicals as possible. Unlike the E-Type, of course, the XJ has to carry five people in total comfort but the principles of wrapping the body around the package to create exciting proportions are exactly the same now as they were 50 years ago."

As envisaged by its designer, Malcolm Sayer, the primary aim of the E-Type was to be fast. Indeed, topping out at 150mph, it was the world's quickest production car.

As an aerodynamicist, Sayer employed a uniquely scientific method of design, which involved the use of slide rules and logarithmic tables to plot the complex curves and straight lines that gelled so harmoniously to create not just the E-Type but its C-Type and D-Type racing predecessors.

"Malcolm Sayer shaped the E-Type with absolutely pure geometric lines," explains Ian Callum. "He wasn't driven by aesthetics for the sake of it, he was trying to build something that was shaped by mathematics. That's how he built his cars up and their beauty is determined by purity and simplicity. That same restraint of line guides us to this day, in everything we do, as we create the next generation of Jaguars like the XJ."



The E-Type, however, was more than the epitome of automotive beauty. It came to symbolise excitement, embodying Jaguar founder Sir William Lyons' words that: "driving should be a pleasure not a chore."

In its profile, stretched lines, prominent rear haunches and the arc of the rear window it was the archetype of sporting performance. The same is true of the XJ, which although it is very much a product of the 21st century, shares key styling attributes with the E-Type that have become firmly established in the company's design language.

Flourishes such as the E-Type's famous bonnet bulge - necessary to cover the straight-six engine - have been carried over to the XJ as a symbol of its potency. Both cars share the same sense of front-end drama to give that quintessential Jaguar 'rear-view mirror' presence.

Callum explains that it was Lyons' ability to focus on the future that led to such distinctive designs: "The E-Type was ahead of its time, just as the XJ is now. Williams Lyons' philosophy was all about taking that next step. He was very adventurous and knew that it is Jaguar's job to break the rules. He never looked back, always forward."

A question Callum is often asked is whether he would design another E-Type. His answer is always the same: "I would refuse, it had its time and place. What I will do is create something as dramatic now as that car was then and I think the XJ achieves that."

"Jaguars should be bought for reasons other than simply pure pragmatism, they should be bought for their style, excitement and beauty. The XJ is the most dramatic, captivating car in its class. Job done."

Ian Callum, Design Director, Jaguar Cars

Hailed as the architect of Jaguar's future success, Design Director Ian Callum has a passion for the marque that stretches back to his formative years.

Having shown a talent for drawing from the age of four, it was as a teenager that Callum realised his calling lay in automotive design. Aged 14, he was inspired by the original XJ saloon, designed by Sir William Lyons:

"That was a car of great proportions and excitement; it was the best looking and handling saloon in the world at that time."

This prompted the youthful Callum to send Bill Heynes, Jaguar's engineering guru, some of his own designs. In response Heynes advised Callum that in order to pursue his dream career, he should study engineering draughtsmanship and industrial design.

Callum earned a place at the Glasgow School of Art in Scotland, followed by a Masters degree in Design at the Royal College of Art in London. After graduating,

he designed cars for Ford, Tom Walkinshaw Racing and Aston Martin. In 1999, a mere 30 years after seeking Heynes' advice as a young boy, Callum was appointed Design Director of Jaguar. He had moved into his dream job.

Callum recognises the huge legacy left in his care by men such as Lyons, Heynes and Jaguar design legend Malcolm Sayer, insisting that it is their determination to explore the possibilities of design and performance that inspires his work today: "I know how intently my predecessors pushed the boundaries. Jaguar has always been a forward-thinking company and that philosophy guides us now."

Despite the ever greater legislative, safety and comfort constraints on design freedoms, in just over a decade at the helm, Callum has created an award-winning range of Jaguars that capture the drama and passion of the cars of old while remaining entirely focused on the future. As Callum explains: "My task is to look forwards. The car I am most proud of is the next one."

JAGUAR HISTORY

The New XJ: A True Jaguar Flagship

Created without compromise, Jaguar's flagship XJ limousine is a class-leader in the mould of Jaguars of old and yet is a beguilingly cutting-edge offering that places its rivals firmly in the past.

The XJ's construction is as innovative as its appearance, utilising state-of-the-art techniques pioneered by Jaguar. Crafted from high-grade aluminium, the car is lighter than much of its opposition by up to 150kg with the commensurate gains in performance, agility and economy. Up to 50 percent of the structure is made from recycled aluminium allowing for a potential saving of up to 3.3 tonnes of CO2 per car.

In order to maximise the potential of its class-leading architecture, the XJ is powered by the latest highly-efficient Jaguar AJ-V8 petrol direct-injection engines, in both naturally aspirated and supercharged forms. Smooth and powerful, these provide effortlessly refined performance.

Once inside, passengers will find themselves cocooned in unparalleled luxury. Bathed in natural light from the panoramic glass roof, the interior is meticulously crafted from the finest materials in a manner that is strikingly contemporary.

Standard and long wheelbase versions are available, while new for the 2012 XJ range is the Rear Seat Comfort package, which offers an advanced new entertainment system, as well as electric recline, lumbar adjustment and massage functions.

Jaguar is justly renowned for its innovation and the company has, in the cockpit of the XJ, created a haven in which cutting-edge technology is unobtrusively and instantly at the command of the driver. In place of the traditional instrument panel is a 12.3-inch high-definition virtual information interface that can be customised to display a range of driver-critical information.

A unique central 8-inch Touch-screen incorporates exclusive dual-view technology allowing the front-seat passenger to watch a DVD while the driver receives satellite navigation information.

A range of premium surround-sound entertainment systems is topped by the 1200W, 17-speaker system from British experts Bowers & Wilkins and provides concert-hall levels of audio fidelity. All infotainment systems feature hard disc-based music storage and connectivity for audio and video devices via a powerful Media Hub.

Available in three trim levels – Luxury, Premium Luxury and Portfolio – the Jaguar XJ offers a truly unmatched ownership experience.

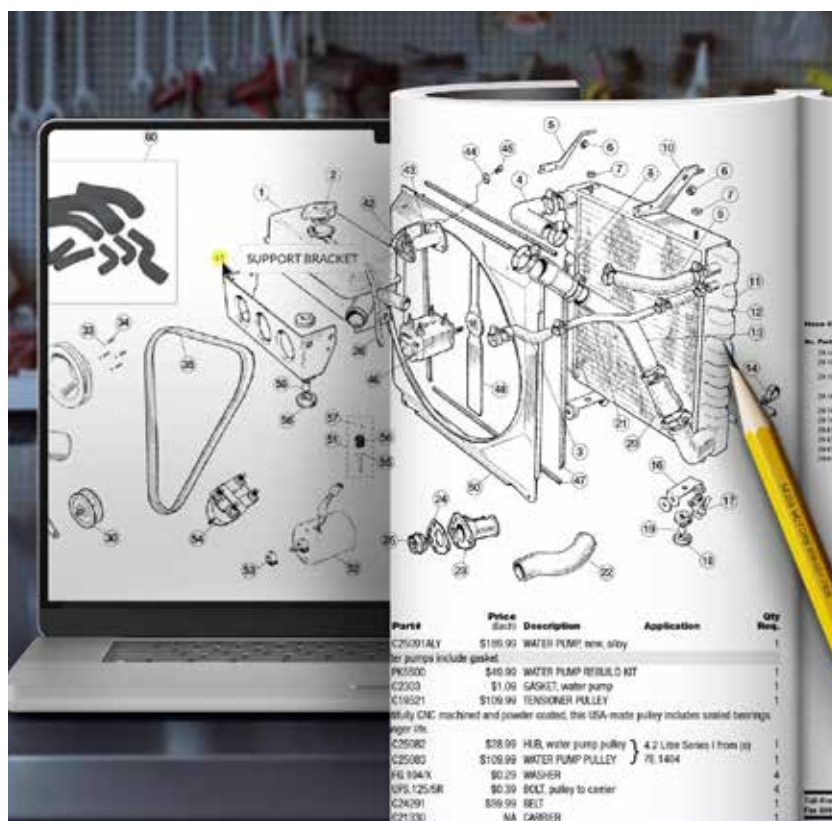
Jaguar E-Type: A Work of Modern Art

The E-Type is still revered as the ultimate artistic fusion of mechanics and mathematics and if proof were needed of its aesthetic credentials, it came in 1996 when it was the subject of an exhibition at New York's Museum of Modern Art.

Entitled Refining the Sports Car: Jaguar's E-Type, this was only the third time a car had been exhibited at the museum and was made possible by the donation of an opalescent, dark blue 1963 Open Two-Seater to MOMA by Jaguar.

The exhibition traced the genesis of the E-Type's design and engineering from that of the revered 1950s C-Type and D-Type endurance racers with which it shared a stylist in aerodynamicist Malcolm Sayer. Alongside the flawless E-Type was an example of its legendary, race-winning, straight-six engine, images of its predecessors and original engineering sketches.

The E-Type was one of the first production cars designed



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along aerodynamic principles, worked out by Sayer using complex mathematical equations to design the ellipses and other elements that defined the car's timeless appearance.

The organiser of the original exhibition, Assistant Curator of the Department of Architecture and Design, Christopher Mount said: "Rarely has a car inspired the kind of passion in both motoring enthusiasts and the general public that the Jaguar E-type has. Even today, the E-type is considered an icon of the post-war British sports car."

The E-Type was so well received that it is now on permanent display at MOMA.



1966 SERIES 1 E-TYPE

Top speed: 151mph

0-60mph: 7.0secs

Engine: 3781cc, six-cylinder, in-line; triple SU carburettors

Power/torque: 265bhp @ 5500rpm; 256lb ft @ 4000rpm

Chassis: Steel monocoque, torsion bar and wishbone front suspension, independent rear suspension

Dimensions: Length 444cm; width 165cm; height 122cm; weight 1219kg.

2012 JAGUAR XJ LWB Supercharged

Top speed: 155mph (limited)

0-60mph: 4.9secs

Engine: 5000cc, supercharged, 8-cylinder, V-formation

Power/torque: 470bhp @ 6000-6500rpm; 424lb ft @ 2500-5500rpm

Chassis: Aluminium monocoque, wishbones front and rear, Adaptive Dynamics Dimensions: Length 525cm; width 211cm; height 145cm; weight 2365kg.

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F-PACE 90TH ANNIVERSARY EDITION CELEBRATES NINE DECADES OF INNOVATION



Jaguar is celebrating 90 years of pioneering design, performance and innovation as it approaches an all-electric future, with a new special edition of one of its most successful vehicles – the F-PACE luxury performance SUV.

Marking the final model of the F-PACE, 90th Anniversary Edition (available on all models except SVR) features subtle badging, with R-Dynamic exterior cues and a choice of options including diamond-turned alloy wheels, privacy glass, panoramic roof and 3D Surround Camera technology. Inside, supportive sports seats with contrast stitching, ebony headlining and aluminium interior trim provide luxurious surroundings.

Clients can choose from S, SE and HSE specifications with a choice of engines – including mild-hybrid and plug-in Electric Hybrid. The latter offers up to 40 miles (64km) (WLTP) of electric-only driving range and fast DC charging capability to top up the battery from 0-80% in as little as 30 minutes.

At the pinnacle of the F-PACE line-up, the SVR 575 Edition is a celebration of the internal combustion engine with its powerful supercharged V8 providing epic performance and – thanks to its Variable Valve Active Exhaust – a soundtrack to match.

The F-PACE SVR has performance at its heart, powered by Jaguar's characterful 5.0-litre supercharged V8. The SVR 575 Edition, with its power increase of 25PS, to 575PS, makes it the most powerful F-PACE ever, providing a unique blend of performance and excitement. With 700Nm of torque, it can accelerate from 0-60mph in just 3.8 seconds (0-100km/h in 4.0 seconds).

The SVR 575 Edition benefits from unique SVR bodywork with a performance optimised front bumper, Black Exterior Pack with black grille surround and bonnet louvres, and SVR rear bumper with black detailing. The SVR 575 Edition also features 22-inch forged alloy wheels with Diamond Turned finish and Satin Technical Grey contrast.

Inside, Suedecloth and Windsor leather performance seats – heated and cooled with 14-way electric adjustment – provide tactile comfort, with semi-aniline leather performance seats also available. SVR branding adorns the steering wheel, while the aluminium veneer is unique to SVR models.

F-PACE has given new clients to the brand a choice of models from the efficient plug-in Electric Hybrid to the high-performance F-PACE SVR. With its inherent quality and design leadership, it has delighted our clients globally.

As we prepare for an all-electric future, the 90th Anniversary



ry Edition is a fitting tribute to nine decades of pioneering design, performance and innovation

RAWDON GLOVER: MANAGING DIRECTOR, JAGUAR

Both the F-PACE 90th Anniversary Edition and SVR 575 Edition will be available to order from 16 May 2024 at www.jaguar.com

90 Years of Innovation

Behind the F-PACE 90th Anniversary Edition is a story spanning nine decades (1935 to 2025) of automotive leadership. It occupies a notable place in Jaguar's heritage as its first ever SUV, among a remarkable lineage of vehicles and innovations.

The pioneering spirit of Jaguar can trace its roots back to the 1930s, which was accelerated in the 1940s with the development of the XK engine that would stay in production for 40 years and be the backbone of motor-sport success.

Jaguar's first sports car was a two-seat roadster with unrivalled refinement and comfort. The first 240 cars used a hand-made aluminium body and featured the company's all-new, 160hp 3.4-litre, double-overhead cam XK straight-six engine. The XK120's 120mph top speed made it the world's fastest production car. To demonstrate this, Jaguar ran the car on a closed motorway in Jabbeke, Belgium – and achieved 126mph. Victories in the 1951 and 1952 Alpine rallies were among the XK120's many motorsport successes.

In 1951, the C-type with its weight-reducing multi-tubular triangulated frame, became the first Jaguar to win the 24 Hours of Le Mans, on its first attempt – breaking records for distance covered and average speed in the process. Following that victory, Jaguar engineers developed pioneering disc brake technology in collaboration with Dunlop. At Reims in 1952, the C-type became the first vehicle with disc brakes to win an international race.

One of the world's most iconic vehicles, the Jaguar E-type was unveiled in 1961 – setting new standards in automotive design and performance. More than 70,000 were built over 14 years. Offered as a two-seat roadster or fixed-head coupe, the iconic design was a result of an obsession with aerodynamics. With a 265hp 3.8-litre, triple-carburettor version of the XK engine, it was a capable of 0-60mph in 6.9 seconds. In 1964, the XK's displacement increased to 4.2 litres, and then in 1966 a 2+2 fixed-head coupe joined the line-up. In Series 3 form, E-type became the first Jaguar to use the new, all-aluminium 5.3-litre V12, which developed



an effortless 272hp and set new benchmarks for smoothness and refinement.

Another Jaguar to have claimed the title of the world's fastest vehicle is the XJ220. Entering production in 1992, the XJ220 was constructed using an advanced aluminium honeycomb structure, bringing both immense strength and light weight, at just 1,470kg. With a top speed in testing of 213mph in 1991, it remains the fastest ever Jaguar production car.

The illustrious 5.0-litre V8 engine was launched in 2009, replacing the highly successful 4.2-litre Jaguar V8. Like its predecessor, the quad-cam, 32-valve all-aluminium engine was originally offered in naturally-aspirated and supercharged versions – in a number of Jaguar vehicles – and offered more power, more torque, and greater refinement. This engine has featured in the F-TYPE since 2012 and in the F-PACE SVR since 2018.

Pioneering engineering continued as Jaguar introduced one of the world's first premium electric vehicle in 2018 – the I-PACE. Using bespoke EV aluminium architecture, it is Jaguar's most torsionally rigid structure to date, with 50:50 weight distribution and twin Jaguar-designed motors delivering 400PS and 696Nm. Since launch, the I-PACE has claimed more than 90 awards including an unprecedented treble at the 2019 World Car of the Year Awards: winning World Car Design of the Year, World Green Car and World Car of the Year, as well as European Car of the Year 2019.

From 2025, Jaguar will transform into an all-electric luxury brand, with uniquely expressive vehicles defined by pioneering technologies and visionary design.

CHRIS WOOD'S RESTORATION OF HIS 1969 4.2 SERIES E-TYPE



I grew up in Papatoetoe in the 50's and in my parent's world, the only way to get a car was to "buy a bomb" and do it up! Therefore, I grew up with cars being worked on at home – my Grandad a toolmaker – and my Dad a panel-beater. So, Dad would dismantle, panel-beat and reassemble – and Grandad would do all of the mechanical overhauls.

Once the stunning Jaguar "E" came on the market in the early 1960's it became my "dream car". In the meantime, I gained my engineering qualifications in the Royal NZ Airforce (RNZAF). Time moved on, and in the early 90s I was working in retail in Pukekohe. One day I asked local physiotherapist Malcolm Hood if he would give me a ride in his E Type the next time he was passing by? His reply was "...well it needs a bit of work doing to it – would you be interested?" How could I refuse, and I worked on that lovely car for Malcolm over the next 30 years! I also joined Auckland JDC. Malcolm said I could use his E for Club things if need be. I never did – but over the years I have attended lots of JDC Technical evenings.

Back in 2003 I saw a wrecked E Type for sale in the Club Magazine – so I bought

it and started collecting parts for the rebuild which I started in earnest in 2017. By then I had got to know Greg Bracewell, a Pukekohe panel-beater and I worked on several different projects for him – dismantling and reassembling! The last E Type project I worked on before mine, was a complete dismantle and rebuild.

In 2017 I began working on my own wrecked car that I bought as an OTS, which suited me. It is a matching numbers car, but a search of the body number shows it started life as a coupe.

I started the job with a heavy fabrication jig that I had acquired earlier when working on a Jaguar Mk 2. I used the jig to ensure the correct alignment of all parts of the entire monocoque and body shell which

I built from scratch using all new panels that I bought Martin Robey in the UK, and via Club member Rob Waters of RJR in Warkworth. I set up each panel and welded them together under the supervision of Greg Bracewell in conjunction with our local Repair Certifier, Paul Downes in Thames, who was involved from the outset.

The rebuild was slow, despite most

of the panels fitting reasonably well. After many, many, months of work it was ready for paint which was done by James of Advanced Auto Refinishers in Kopu (Thames). Then came the reassembly, which is always a fun time because although the E Type can be a bit fiddly, if you love what you are doing that overrides any frustrations... and the satisfaction is immense.

Mechanically it was complete and original except for the carbs and inlet manifold which were missing. I stripped the engine down, which needed reboring, to .020" oversize with new pistons. The head was fully overhauled as well with new hardened valve seats and 12 new valves. I had the crankshaft reworked to fit an aftermarket oil seal. I also fitted a spin-on oil filter housing. All the specialist machining was done by Rex of Danby Machine and Development in Thames. I also had the original Lucas alternator and starter motor overhauled by Stu Frisken in Thames.

For the upholstery I bought a kit from well-known UK classic car trim specialists BAS International and had Rusty Wiggins in Pukekohe restore the seats.

I replaced all of the plumbing, including



the heater tubes in the front bulkhead which I made up in stainless steel. I installed new wiring and had all the instruments overhauled. I replaced all of the chrome work (with new parts) apart from the top trims on the doors.

As noted above, I approached Paul Downes (a certified vehicle repair inspector) of Thames Panel-beaters to do all the compliance inspections. Paul was so helpful, and he talked me through the whole process, starting right at the beginning when he inspected the wreck and witnessed the very start of the rebuild. He paid me a number of visits and took photographs at each of the different stages of the build.

Once the car was complete and running it had to be precisely measured. Paul had mentioned measuring – but not how it had to be measured! The car had to be transported to Morrinsville to get measured electronically for squareness and flatness. It was within the 3mm tolerance. Paul then certified it and completed all the necessary paperwork ready for the car to go to Pukekohe VTNZ for compliance and registration, where it flew through.

It was great to finally drive the car and

feel the torque of that big 4.2 triple carb engine! I've now covered just over 60kms since completing this rebuild and I am delighted with the result.

Footnote by Simon Crispe, who recently visited Chris and his wife Daryl at their home in Kopu.

I had the recent pleasure of visiting Chris and Daryl and to see their lovely car now complete and looking superb. Although Chris is thoroughly enjoying the thrill of driving his "new" E Type on the road, his passion is definitely in the build, the fine details, getting it right and the satisfaction of completing such an ambitious task.

Having seen the car in the metal, it really is like new! Being a "clean car" nut myself, I can appreciate the conflict between using the car as it was designed to be used and keeping it perfect in the garage, remaining the immaculate result of all those years of personal effort. Chris is also getting on for 80 and finding it quite hard to get in and out of it as well!!!

So, after all the fun of the build, Chris has come to the conclusion that he would rather sell the E to someone who will use and enjoy it. The car along with



a cache of new and good used parts is now on the market. Contact details for Chris to follow.

Please contact Chris to arrange to view the car. It must be seen to be appreciated. Offers over \$160,000

Chris also has a Series 3, V12 E Type FHC project for sale with a ton of new parts to go with it. Although needing a full restoration, again, this needs to be seen to be appreciated. Offers invited.

Email: wood45196@gmail.com or canddwood@xtra.co.nz

Jaguar TCS Racing secure historic one-two finish in Monaco on the same weekend they commit to GEN4 era of Formula E

This first win for Jaguar in Monaco comes on the same weekend it committed to be a manufacturer with Jaguar TCS Racing in the GEN4 era of Formula E through to 2030.

After a strong performance in the Qualifying Duels, both drivers lined up on the second row of the grid, with Nick in third and Mitch in fourth. Having swapped positions at the first corner, Evans and Cassidy were one-two after 11 laps. The team and drivers perfectly managed the strategy which saw Mitch first extend his lead while Nick kept the field at bay, and then reversed roles, before Mitch moved to the front again on lap 17. Despite two safety cars, which eventually led to two laps being added to the race, Mitch and Nick brought their Jaguar I-TYPE 6's to the chequered flag. To cap off a perfect race, Nick also scored an additional point for the fastest lap of the E-Prix.

The result sees Jaguar TCS Racing extend their lead in the Teams' World Championship by 44-points, with Nick Cassidy moving up to second place, and Mitch Evans to fifth place.

I am so incredibly proud of all the team today. The way the team and drivers worked together was exemplary and the unity demonstrated by every single member of our group enabled us to make history here in Monaco. This was an incredibly strategic race, and the team executed it to perfection. We have two highly intelligent and fast racing drivers in Mitch and Nick, but their strength under pressure and team-work enabled us to achieve what we did here today.

"We've made history and broken a number of records - Jaguar's first win in Monaco, Mitch's first win in the Principality and Formula E's first ever 1-2 on the streets of Monte Carlo. A moment we will remember forever that is also now cast in Jaguar's fabulous history."

JAMES BARCLAY: MANAGING DIRECTOR, JLR MOTOR-SPORT AND JAGUAR TCS RACING TEAM PRINCIPAL

Today has been amazing. A one-two for Jaguar is incredible but to do it in Monaco makes it even more special. I've led the race here in Monaco many times and have achieved podiums on the streets of Monte Carlo but to have my first win of Monaco and of the season has come at such a good time for me. I need to keep scoring big points consistently and I hope that I can keep this momentum heading into Berlin.

"Most importantly, this win is for Colin Giltrap and his family. Colin has supported my career for over 20 years and I



wouldn't be racing and following my dreams without him."

MITCH EVANS: JAGUAR TCS RACING DRIVER, #9

Mitch was a deserving winner of the Monaco E-Prix. I was lucky enough to be in this position with him the other way around last year, so I am so happy for him and for everyone here at Jaguar TCS Racing this year. We had the performance today on my side of the garage, we struggled slightly more in practice and qualifying but we were there when it counted, so great team result overall. We can all be really proud of our efforts today."

NICK CASSIDY: JAGUAR TCS RACING DRIVER, #37

Mitch Evans led home Nick Cassidy for a historic one-two finish for Jaguar TCS Racing around the streets of Monaco – motorsport's most iconic street circuit – in Round 8 of the 2024 ABB FIA Formula E World Championship.





is all about making your life better

We operate with lower overheads so we can pass fuel savings on to motorists... helping the family budget go further each week. Our fuel sites are easy to use, with weather protection, good lighting and plenty of room, making your day a little bit better. As a 100% New Zealand-owned family business, we're locals just like you. Filling up at NPD is great for your budget and for our local economy too.

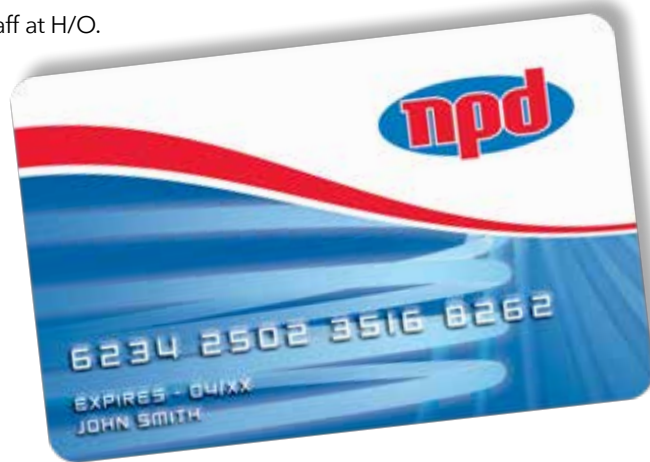
From NPD - At NPD we work of an 'Area Card' pricing. We will offer you a '12 cent' discount on this Area Card pricing. (not pump pricing). We can confirm that the Club membership is the enabler, but the liability and responsibility are with the individual via the application form and credit obligations. The card that is issued to the individual is \$5, however all the costs such as transaction fees and other admin fees a stripped out as again this offer is a monthly account.

Below is a link to an application form should you wish to proceed but please add in that you are a member of the Jaguar Drivers' Club Auckland.

With the completed form, then this is all information needed for the staff at H/O.

<https://www.npd.co.nz/wp-content/uploads/2023/06/NPD-Credit-Application.pdf>

From JDCA Committee - We need to stress that this arrangement is totally at the discretion of members and not based on any recommendation from the Jaguar Drivers' Club, which is simply passing on an offer from NPD that members may wish to consider. Members must decide for themselves if they are happy with the fuel that is on offer from this supplier, and, if they wish to enter a contractual arrangement with NPD. Note that as a card holder of NPD, the "Area Card Pricing" (ACP) is updated each week and notified to you by email. The ACP pricing is apparently less than the NPD pump price. There are a growing number of NPD outlets, 3 in South Auckland so far (Wiri, Otara & Manurewa) but, many more dotted throughout the North Island with the majority of their outlets in the South Island.



PANEL & PAINT | MECHANICAL REPAIRS, PARTS & SERVICING | RESTORATIONS
WELDING & PLASTIC WELDING | AUTOGLASS | ACCIDENT / INSURANCE REPAIR

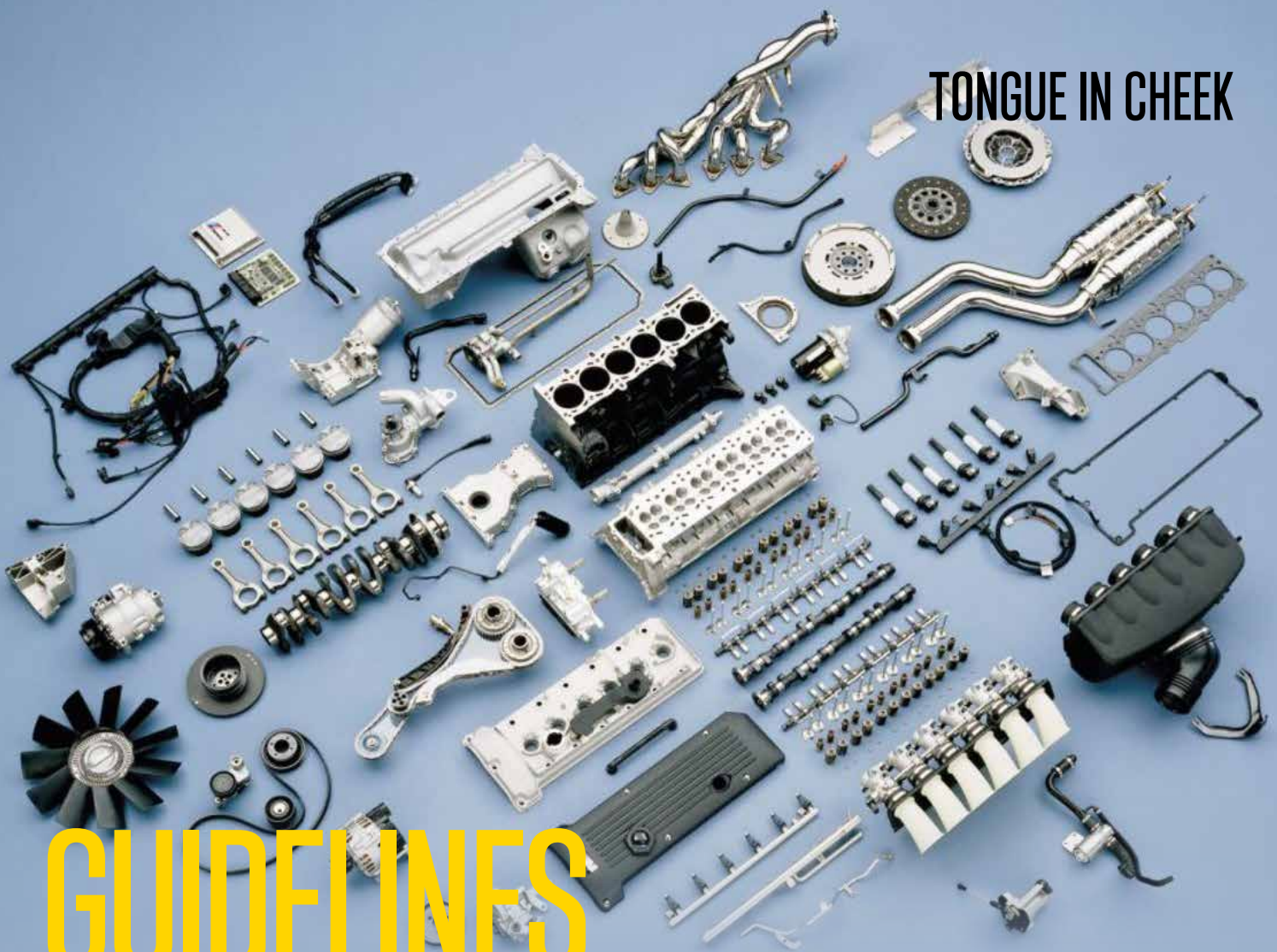


JAGUAR WORKSHOP
YOUR JAGUAR EXPERTS

Ph: 09 236 3715

Mobile: 027 274 8937

Email: info@jaguarworkshop.co.nz



GUIDELINES FOR THE WIFE OF A CAR RESTORER

1. Never venture into the shed with your good clothes on - you're bound to be given a dirty job as soon as you poke your nose around the corner.
 2. Never waste your time manicuring your nails - they'll all be gone in a day or two.
 3. Develop the patience of Job and learn to bite your tongue - a hasty rejoinder only makes matters worse
 4. Develop super human hearing - no matter where in the house or garden, you must hear the call when you are required to hold this, push that, prop this up, pass that bit, tighten that up or loosen that off.
 5. Just know that anything to be done in the shed take precedence over households chores or gardening.
 6. It is imperative that you learn to recognise the size of nuts, bolts, washers at a glance, and must never be guilty of handing over an 'Ajax' job, for the uninitiated the Ajax reference is to an incorrect bolt, they should be manufactured by BEES as used by Jaguar.
 7. You must accept that keeping moisture is more important than getting it out of the washing when the dryer is situated in the shed.
 8. When cleaning the shed for the workers you must never throw anything away that lies on the floor, regardless of its apparent condition, unless it has Ajax stamped on it, (see #6)
 9. You may permit the grandchildren to view the car with suitably reverent expressions, but preferably they should be handcuffed and on a lead.
- And most importantly:
10. Always make sure there are cold beers in the fridge.



RODNEY JAGUAR ROVER SPARES

New Zealand's largest stockist of new, used and rebuilt parts for Jaguars and Daimlers from 1950 to current models.

Celebrating over 50 years in the business of keeping Jaguars and Daimlers purring along.

10% discount to ALL club members on ALL parts (except parts on special)

VISA, MASTERCARD accepted for phone orders

Phone: **0800 4 JAG PARTS (0800 4 524 727)** Fax: **09 425 7234**
17 Clayden Rd, Warkworth email: sales@rjr.co.nz www.rjr.co.nz

JAGUAR DRIVERS CLUB OF QUEENSLAND

50th Anniversary Celebration INVITE 17 -18 May 2025

It is very early days but we need to start bookings so we are asking for expressions of interest to us and for you to reserve accommodation.

Our major events will be Display Day at the TAFE Oval behind Cobb and Co Museum and our Anniversary Dinner, to be held at Toowoomba Turf Club, both on Saturday 17th and in Toowoomba.

Sunday 18th May is the David Hack Classic held at Aerotec and includes Classic Cars and Warbird aircraft. We are welcome there if one day of displaying your beautiful puss is not enough. (This is also a fundraiser for various charities and has a charge for display). We will also plan driving excursions for those who want to explore the beauty and the history of the Toowoomba area.

It is a busy time in Toowoomba and you need to book accommodation soon.

We certainly hope to see you there. If you are interested in attending please contact secretary@jagqld.org.au or 0498203257 by 30th June 2024

MEMBERSHIP BENEFITS

Do not put your Membership Card in a safe place and forget about it. Put your membership card to good use.

1. Fuel Discounts:

Offer to the Auckland Jaguars Drivers Club members from NZ Fuel Cards

- BP: 9 cents per litre off BP's National Price
- Mobil: 11 cents per litre off the pump price
- Caltex and Z:
 - 7 cents per litre off the pump price
 - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
- Card fees are only \$1/card/month (normally \$1.53 incl GST)
- No transaction fees
- Payment by Direct Debit, twice-monthly.

If you are interested, please

contact Robin O'Connor, robinconnor29@gmail.com to receive Online Application Details.

2. Archibald & Shorter: 10% discount on ALL Parts and Service.

3. Mainland Motoring: NZ's largest domestic shipping forwarder - See Advert in this Edition.

4. Rodney Jaguar Rover Spares: 10% on ALL parts - See Advert in this Edition.

5. A1 Hearing: Free audiological assessment worth \$75 - See Advert in this Edition.

6. Clubs Tool Hire: Contact John Munroe - See Advert in this Edition.

7. Swann Insurance: Classic or Modern Classic Car insurance at very competitive rates. Phone: 0800 807 926

8. Arvensis Consulting: GPS Tracking for your Jaguar. Contact; info@arvensis-consulting.com. Quote 'trackmyjag' promo code to enquire about a 24 month subscription.



JAG ON THE NET

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

The Story of Reggie - XJR: Part 1

<https://www.youtube.com/watch?v=00gLSVhYGtU>

The Story of Reggie - XJR: Part 2

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

The Story of Reggie - XJR: Part 3

<https://www.youtube.com/watch?v=D4IMwvXNrDo>

The Story of Reggie - XJR: Part 4

<https://www.youtube.com/watch?v=mj5s7aZUkpQ>

The Story of Reggie - XJR: Part 5, How much did it cost?

<https://www.youtube.com/watch?v=byJmBM6eNfo&t=554s>

JDC AUCKLAND JAGUAR DRIVERS' CLUB



**don't miss an issue...
join the club!**

The official magazine of NZ's most exclusive club. For a one-off joining fee of just \$50 and an annual fee of \$100 your magazine will be delivered as a hard or digital copy every two months!

go to... www.jaguardriversclub.co.nz or email us... jagclubak@gmail.com



JDC AUCKLAND JAGUAR DRIVERS' CLUB



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

Thank you to all members who have paid their subs.

Welcome! new members

- John Hedges
2010 X150 - White
- Jason & Liz Roberts
1996 XK8 - Burgundy
- Rex & Irene Kingsford
2008 XFS - silver & 2016 F-Pace - Blue
- Grant & Kirsten Horne
NB. no car at the moment - looking at buying.

JDC

MAY | JUNE 2024

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CLASSIFIEDS

More photographs & details on
JDC website

1960's Jaguar MK2 Racer

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

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



For Sale – 2006 Jaguar XK 4.2

Done 205,000 kms.

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

Full service at 200,000km.

Balance of a Three year Autosure Mechanical warranty is available.

Asking Price: \$20,000

Contact: David Gilligan. Mobile: 021 2118380



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

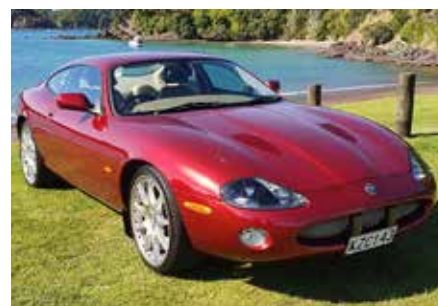


2003 Jaguar XKR

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



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.

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@xtra.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@xtra.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@xtra.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.