

Beaumont Poets' Run

John Forster

For the last Sunday in July we met at the usual Unity Park for a run to Beaumont for a mid winter lunch, although it felt far from winter. We set off at about 10:30 and the intention was to go via Balclutha and Tuapeka Mouth to take the car ferry across the Mata-au Clutha River and proceed to the Beaumont Hotel. However the river was too low for the ferry to run and a contingency plan was put in place with an alternative crossing of the river at Clydevale, thanks to a rather old one lane bridge. It's quite a picturesque drive up the Clutha Valley with the road coming out right at the hotel. We set a task of coming up with a short poem, Haiku or Limerick along the way to suit the occasion and there were 6 entries all very creative. We have printed them here for your enjoyment.



Plenty of good honest mud to show for a day spent in agricultural landscapes – blending in with the locals

There were 27 of us for lunch including 5 of our Central Otago members, who made the effort to come from Wanaka, Cromwell and Millers Flat. It was good to have you join us. We also enjoyed connecting with some new members as well.

The lunch at the hotel was very good with a fairly extensive menu and considering the number of people having lunch the service was commendable.

So after a couple of hours eating and chatting about Jaguars (or not) amongst ourselves we all headed home to wait for the real winter to arrive.

*"A tour de force
Jaguar to Beaumont town
Together we cruise"*

Mark & Jack

*"Grey city streets fade
Metal beauty, drivers' joy
Green hills, lush fields"*

Barbara

*"Early morning drive
All the way to Dunedin
To head to Beaumont"*

Kat

*On a grey winter's day at dawning
The drivers were still mostly yawning
They'd rattled their dags
To get out in their Jags
No sleep-in on this Sunday morning!*

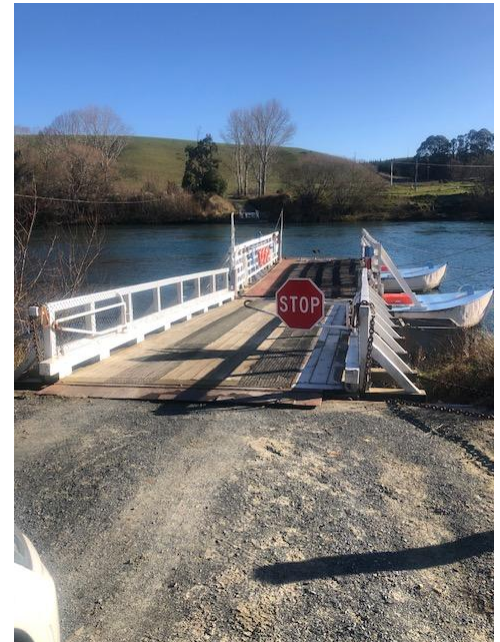
David

*The Jaguars went flying by
Heading south, they were all on a high
They planned for a stunt
Cross the river by punt
But were foiled when the river was dry*

Barbara

*Unity park the Jags meeting place
Start your engines and begin the race
Arrive to big river meant to be blue
Prowling across the bridge observing the view
Valley road to Beaumont to feed our face*

Erynne



The punt that wasn't



The bridge that was



President's Column

Greetings everyone,

This will be my last report as president as my term will come to an end at the upcoming AGM on the 25th of August. This year we have a new venue for the AGM being the Green Island Bowling Club. It would be good to see plenty of people at the meeting. Although it looks like we have good numbers coming on to the Committee it would also be good to see some new faces put their hands up to contribute to the club's wellbeing.

We already have events planned through to the new year with our thoughts going through to 2025. Check the Newsletter for information. It's always good to see new destinations and ideas brought to the Committee's attention so should you have an idea let one of the members know. We try not to repeat runs too often.

Those of you interested in motorsport will have seen the news of Jaguar's overall win in the Formula E constructors' competition. The drivers' competition came down to the last race with both Jaguar drivers in with a chance. What was even more satisfying was that both drivers were Kiwis, Mitch Evans and Nick Cassidy. Eventually Mitch Evans came second and Nick Cassidy third overall in the competition - a great result for both Jaguar and New Zealand.

And maybe this augers well for the next generation of Jaguar, which will be electric. I suspect their performance will be market leading. Well let's hope so.

On another note I would like to thank the Committee for their support in my role as President. Being quite new to club protocol and politics I am grateful for their understanding as I felt my way throughout my 2 years. In fact I'm still finding my way at times. Thanks also to the club members who have kept in touch by reading the Newsletter and joining in on some of the events we put on.

Nga mihi,
John

**John Forster,
President OJDC.**



Welcome to new members
Mark Dobson and Heidi Douglass, Dunedin
2006 Jaguar XK

Next Club Events

Wednesday
7th
August



Nog'n'Natter – monthly catch up over a drink

7.30pm on the first Wednesday of the month
THE DUKE OF WELLINGTON PUB
Queens Gardens, Dunedin.

All OJDC members & partners are invited to attend

Sunday
25th
August



Otago Jaguar Drivers Club Incorporated

AGM 2024

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

Weekend
14/15th
September

Invitation from South Canterbury Jaguar Owners Club

Overnight Trip to Omarama

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

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

Please inform Barbara if you are attending, thank you. barbiemac@xtra.co.nz

Sunday
6th
October
TBC



Garden Tour *Details to follow*

Saturday
19th
October

Autospectacular 2024

9am – 4pm, Edgar Centre

Come visit the Club display!

“It’s a Jaguar Jim..... but not as we know it! “ Alan Race

One of the strangest things I saw on a recent trip to San Francisco was a Waymo Jaguar. This unusual creation is the collaboration between Jaguar Landrover and Waymo Technology, providing the first premium self-driving ride share operation in the world. Operating in Los Angeles, San Francisco, Phoenix and Austin, the Waymo Jaguar I-PACEs create quite a stir. It is certainly very weird seeing cars driving around with no one in them! In 2018, Jaguar Land Rover and Waymo formed a long-term strategic partnership to further develop the original Google self-driving technology to bring it to real world practicality. Up to 20,000 Jaguar I-PACEs were planned to be built.



The Waymo Jaguars autonomously navigate tens of thousands of ride-only trips daily and can navigate common scenarios, like adhering to road workers directing traffic, as well as more unique interactions like avoiding a swerving vehicle. If the Waymo car encounters an unusual situation, it can contact fleet response for additional help. Much like phone-a-friend, when the car encounters a particular situation on which it is unsure how to respond, it can reach out to a human fleet response agent for additional information to help make sense of its environment.

The fleet response hub always monitors the vehicles and can simulate the data to build 3D images to assist in understanding a particular issue. The cars do not rely solely on the inputs they may receive from the fleet response agent and are always in control. Even after receiving additional help, a car will continue using available information to make its own decision.

The Waymo perception system, including cameras which can take data up to 500 metres away, also takes data gathered from its advanced suite of car sensors and deciphers what's around it including pedestrians, cyclists, other vehicles, roadworks, traffic lights, temporary stop signs and other hazards, hence all those ungainly attachments.

And no, they are not for sale!

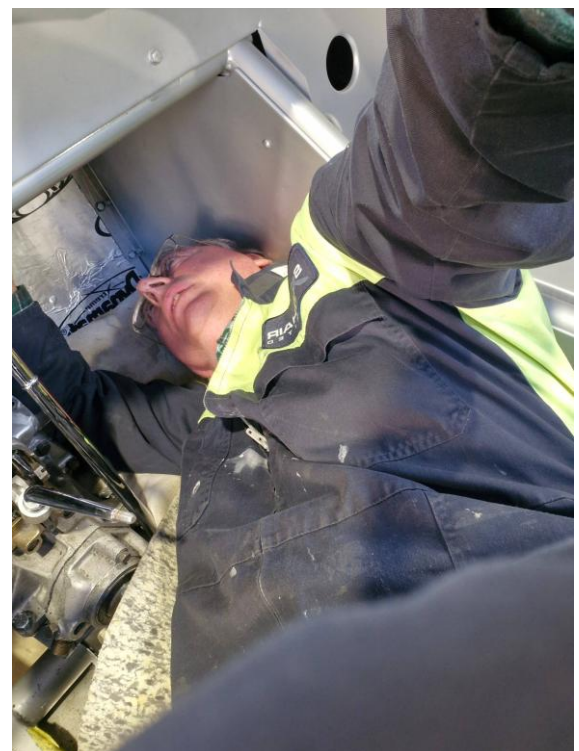


Recently I was fixing a few defects on a recently restored E Type roadster and I noticed that the vacuum pipes from the brake vacuum tank to the brake booster unit were routed incorrectly. The E Type has a single piston master cylinder attached to the brake pedal on the right hand side of the engine compartment and the vacuum tank sits underneath it. The brake booster unit sits on the left side of the engine compartment outside the exhaust down pipes. The booster at rest has a vacuum either side of the piston. When you push on the brake pedal, a valve in the master cylinder allows air in and applies atmospheric pressure to one side of the booster thereby assisting the pedal force and applying the brakes by way of the tandem slave cylinder push rod attached to the booster unit. Two vacuum pipes travel from the master cylinder and the vacuum tank over to the brake booster.

I once hooked the vacuum pipes up around the wrong way on an E type. I hadn't driven one for many years and I was not impressed with the brakes at all on my way to Christchurch. I stopped at Vanessa's Café in Hampden and suddenly realised that I must have hooked up the pipes incorrectly. I had been pushing the brakes one way manually with the fluid from the master cylinder and the booster pushing the brake rod in the other direction. Ten minutes later, after a quick nifty with the screwdriver, I had much better brakes. But on the E Type I have been working on recently, the brakes are very effective if a little abrupt. On early S1 E Types the vacuum pipes in the form of rubber hoses go up to the firewall behind the carburettors and hook up to pipes that run along inside the firewall under the dashboard. This is a neat arrangement but the steel pipes rust out over time and are a nightmare to get at. They re-emerge out of the firewall just behind the exhaust manifolds and then more pipes and hoses run down to the booster. On later E Types the two vacuum pipes and the master cylinder to servo slave cylinder hydraulic pipe are routed and attached very neatly on the outside of the firewall behind the engine and then down to the servo.

On the car I was fettling, some-one had just run the pipes around the back of the engine and they were just hanging free. There was a mixture of rubber hoses and steel pipes and the whole lot was very shabby – not good enough. Also I was concerned about the heat from the engine and the exhaust as they were running very close to both. On top of that the vacuum pipes ran past the top of the dipstick making it very difficult to remove.

Unfortunately it is not a ten minute job to fix the problem. First thing to do – remove the battery. I noticed that the battery earth lead was attached to the engine mount but it is supposed to run down the bulkhead and be fastened to one of the bolts holding the engine frame to the front bulkhead, so I re-routed it. There was supposed to be another earth strap from the chassis rail by the gearbox up to the bell-housing, but that was missing. But there was a strap going from the engine mount to the side of the engine so really there should have been a good earth connection. Unfortunately all the fresh paint on the bulkhead mean the new earth connection was not good enough. I had trouble getting the engine to turn over even with a booster pack. So I used half a jumper cable set to hook the battery straight to the exhaust and the engine spun over. I was sitting in the car with the bonnet open and although the engine was spinning over it was a lumpy spin and it seemed like there was no spark. Then I saw a vertical shower of sparks rising straight up from the front carburettor to the bonnet. Time to remove the battery and have a think about it overnight. I could also smell what seemed like burning rubber which is not unusual with an E Type - but not when they are stationary.



Mark has always bent over backwards for his clients

The problem seemed to be that, faced with a poor earth connection, the mysterious little objects known as electrons had found another path to earth and it must have been a good one to suck so much power and start melting rubber hose. Minis are bad for this. Their battery is in the boot and the battery positive cable

runs along the floor tunnel beside the exhaust pipe up to the starter motor. Over time the rubber sheath deteriorates and melts. I once jacked up the front of a Mini on my driveway to drain the oil (into a receptacle, honest). Then I went inside to have a cup of tea leaving the car on the trolley jack. Ten minutes later I looked out the window and could see flames coming out of the open bonnet. What had happened was that I had shifted the exhaust pipe into contact with the positive battery cable right at the spot where it had lost its rubber sheathing. So the battery discharged itself rapidly through the exhaust system which in turn heated the accelerator and choke cables to red hot setting the rubber sheathing on fire right beside the carburettor. A bucket of water fixed the immediate problem but it was a lesson learnt.

So what was going on with the recently restored E Type?

It just so happened that the booster pipes were resting on the starter motor and were also sitting against the exhaust manifold. The starter motor is earthed through its case to the bell-housing and so the electrons had found a new earth path, which explained why I needed so much juice to turn over the engine. It just shows how careful you need to be with electrical components and, for that matter, brake components. So now I have to make up the new pipes and route them correctly and safely. They are very inaccessible so it was off with the carburettors and inlet manifold and anyone who has done this knows it was not an easy job. Good for exercising the back however and encouraging regrowth of the skin on your hands and auto-trimming your finger nails at the same time.

And the moral of the story is? Never leave the battery hooked up at the end of a job involving anything heavy duty electrical. Disconnect overnight or remove the battery. It's always safer. Or wear grey shoes, buy a Camry and never again experience the joys of motoring that only British classics can truly provide.

Name That Movie.....

*In this series we will publish a still photo featuring a Jaguar car from a film.
The correct identity of the car and film will appear later in the issue.*

Car No12



Jaguar TCS Racing – The 2024 Formula E Teams' World Championships

Alan Race



Jaguar TCS Racing, with the Jaguar I-Type 6, have won the 2024 ABB FIA Formula E Teams' World Championship. The win follows a dramatic season finale E-Prix in London, but one that ultimately ended with a record season points score of 368 for Jaguar TCS Racing. It is Jaguar's first World Championship win since 1991.

Drivers Mitch Evans and Nick Cassidy finished second and third respectively in the Drivers' World Championship. Jaguar have also won the newly created Manufacturer's Trophy. During the season, the team took four wins, 14 podiums, seven fastest laps and four pole positions.

Jaguar started their Formula E programme in 2016 and were determined to add to their rich racing legacy. The team scored its first points at its fourth attempt and a maiden podium came a year later with Evans, who then scored Jaguar's first victory in 2019. The team just barely missed out on the teams' championship in 2021, missing out to Mercedes by four points, and then again in 2023, this time to Jaguar powertrain customers Envision. To finally win the 2024 ABB FIA Formula E Teams' World Championship, the pinnacle of electric racing, is a fitting reward for a company that is so totally focussed on the development of their all-electric road car line-up.



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Jaguar – Reflections in Miniature Part 31

XJ (X350)



In 2003, Jaguar introduced the seventh series of XJ saloons in the form of the X350. This car broke new ground in car manufacturing with the bodies produced in a new aluminium, rivet bonded process as used in the aviation industry. New engines were introduced with the V8 now being offered in 3.5 or 4.2 litres and the re-introduction of the XJ6 now powered by the successful 3 litre V6. With the lighter weight offered by the aluminium body, the 3 litre XJ6 was a lively performer and very economical. The X350 was a much larger car than the outgoing X308 and provided greater interior and boot space. Whilst the overall style was unmistakably an XJ Jaguar, the dimensions of the new car were more akin to the earlier Mark 10/420G of the 1960s rather than earlier XJ saloons. The X350 also saw the introduction of an all-new air suspension system giving a superb ride. Other options offered included TV screens fitted to the back of the front head rests. The X350 XJ6 and XJ8 reverted to the same cross hatch grille style which featured on the Series 1 and Series 2 XJ saloons. These were not to all tastes especially as all Jaguar saloons, other than the XJR, featured traditional vertical grille bars

This is a model by Vanguards (VAO09104) of the XJ8 and is very well detailed. The interior is adequate, and the overall proportions of the model are accurate. Some chassis detail has been created adding to the overall authenticity of the model





As with the previous supercharged Jaguar saloons, the X350 XJR once again featured mesh grille insets; being synonymous with their sporting performance. In keeping with previous XJRs, bright work was given a matt black finish. These new cars now featured the 4.2 litre supercharged V8 engine introduced in the S Type R which could propel the new XJR from 0-100kph in 5.3 seconds. In 2005, the side rubbing strips were deleted on all variants and in 2008 a series update was released with the X358 featuring a revised front-end treatment which created a more aggressive style improving the overall appearance considerably.

Vanguards have produced this die cast model of the 2003 XJR 4.2 litre (VAO09100) which is a very well scaled model and well detailed externally for a relatively modest price. These models look better in the flesh than in photographs. The scaling is just right when placed beside the Auto Art X308 models, which as with the actual X308 cars shows them to be considerably smaller than the later X350. This difference is clearly highlighted when viewing the models together. The Vanguards models of the X350 would benefit from more highlighting of the interior which is an obvious omission when comparing them to the Auto Art X308 models.





After an absence of two years, the Daimler name was re-introduced for 2005. Featuring all the benefits of the X350 range, the Daimler came fully optioned and was only built-in limited numbers. The familiar fluted grille adorned the more traditional vertical grille bars which created a much neater frontal appearance than the Jaguar XJ6 or XJ8. As in previous Jaguar-derived Daimlers, the X350 version offered a similar overall appearance to the XJ range but the Daimler offered luxury to a much higher level. Daimlers have traditionally been used by Heads of State, Royalty or the gentry who desired luxury limousine comfort and the opulence offered in the X350 version certainly lived up to previous cars that bore the fluted grille. The Daimler X350 series being offered in very limited numbers is quite rare.

This model of the Daimler Super Eight X350 is made by Universal Hobbies as part of their James Bond Car Collection series (70). The car was intended to represent an X300 Daimler which featured in the James Bond movie, Quantum of Solace, but they incorrectly used an X350 XJ8 model to build their Daimler version. With some modification including black outlines on the window edges, the removal of the side rubbing strip and the chroming of the door handles a realistic version of the X350 Daimler can be created. Interior detail is good. The Daimler grille, however, does not feature the characteristic flutes which is a very basic error to have made.





As with the Wilcox Eagle based on the lengthened Jaguar X308, Wilcox of Buckinghamshire, also offered such coachwork on the Jaguar X350. Vehicles were built to special order to suit the individual requirements, including conference seating and plush fittings. Many such vehicles were purchased by funeral directors as part of their support fleet.

This is the model of the Wilcox Eagle limousine made by GLM (GLM213401) based on a Daimler X358. A photo of the actual car on which this model is based is on Google but is of very poor quality. These superb models handmade in resin include a lot of very fine detail

Alan Race



The items featured in these articles formed an extensive collection of over 225 models created by Alan Race over a period of 25 years. The collection included many models built by Alan. In 2015, the collection was sold to Archibald's in Christchurch for display in their showroom, but with the recent sale of Archibald's, the collection was retained by one of the former shareholders and is now displayed in Auto Restorations. When in Christchurch, be sure to visit this amazing world class restoration facility and view what must be one of the most extensive Jaguar model collections.

This series continues in the next issue of CATalogue Express, Ed.

Otago Jaguar Drivers Club – Members Merchandise

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- You can order & pay directly with **PromoX Ltd**.
- Out of town members contact Greg for assistance with ordering – gregjohnsen@xtra.co.nz
- Car grille badges & replacement name badges are ordered from the Membership Secretary.



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Mens : XXS XS WS S M L XL XXL 3XL 5XL
½ chest: 49 51.5 54 58 60.5 63 65.5 68 70.5 75.5



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WHITE



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(MENS STYLE)

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1302 / 2302
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\$33.10



(LADIES STYLE)

NAVY / GOLD



TEAL / BLACK
RED / WHITE

MENS	XS	S	M	L	XL	XXL	3XL	5XL
I/2 CHEST	50.5	53	55.5	58	60.5	63	68	73
variations +/- 1 cm (guide only)								
LADIES	8-10	12-14	16-18	20-22	24-26			
I/2 CHEST	43	48	53	60	67			
variations +/- 1 cm (guide only)								

GIL-M6001 CAP
BLACK/WHITE
NAVY/ WHITE
BOTTLE/YELLOW
\$16.35



Grille Badge \$35.00

Name That Movie: *Car No 12 2000 Daimler X308 Super 8 - "Quantum of Solace" 2008.*



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