



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

# CAFFEINE AND CARS

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# ROSS BROTHERS MUSCLE CAR MUSEUM





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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](http://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.

join the club, go to [www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz)



Cover image: Jaguar Spirit

# FROM THE EDITOR'S DESK

Welcome to another e-edition of our wonderful Club Magazine. With the AGM come and gone, there are still a few key positions that need to be filled. The success of this club depends on these key positions being filled with keen members willing to play their small part in moving the club forward. Functioning without these key roles filled, will make operations difficult. Please, we do need your help. It's time to pay tribute to Tony Wright and Simon Crispe for their wonderful contribution and service to the club these last few years as President and Vice-President respectively. Thanks for the energy, leadership and passion to keep this club moving forward during some very strange and tough times. I know your wisdom and knowledge will be valued as Committee members from this point.



As spring has rolled in, the activities on offer having been flowing thick and fast or is that diverse and entertaining? The 'Super-Charged Sundays' events of Caffeine & Cars at Hampton Downs and the Sculptureum were well attended. Thanks to Dean Wright and Steve Heaney for offering their skills to organise these events and destinations. Some very special events to come. Our mid-week lunch events organised by the Airey's at Akarana and the iconic Smith & Caughy's filled up quickly. The adventure to Cambridge's Ross Brothers Muscle Car Museum combined with the Bay of Plenty Club proved to be another very appreciated event. Special thanks to Bruce Urquhart for his help on this event. It is great to see club members stepping up to help the Committee run these events.

The 'Events' page keeps being updated with some very interesting events for the remainder of the year. More midweek lunches and more Super-charged Sundays. Keep an eye on our 'Events' page of the website for more details. As the weather becomes more and more predictable, the drives can venture further out of Auckland but sometimes some of the best spots are within the city limits. One to note is the super-charged Sunday Rose Garden Event. Hopefully the timing of this event will be rather colourful and spectacular.

A special treat is being planned for 2025. It was announced at the AGM that an exclusive invitation to Jaguar Clubs is being planned at Rod Millen's Leadfoot Hillclimb at his property at Hahei on the East Coast of Coromandel. Rod Millen will no longer be hosting the famous public Leadfoot events, so this will be the first special marque invitation. The Club is honoured to be asked, and the BOP/Waikato JDC has also expressed its enthusiasm to join in. The Giltrap Group are helping out with some sponsoring of this event. A subcommittee has been set up to organise and coordinate the day. Something to look forward to so keep an eye on the events page on the website.

Hope you enjoyed the last bumper electronic issue, and this one is shaping up to be equally packed with Jaguar stuff. I wish to thank all those people that help contribute to this special slice of Auckland Jaguar Drivers' Club magazine. If you have a travel story we would love to share it with the membership. Contributions are welcome so please pass it on to me. With many web and hypo-links on offer in this edition, I hope you enjoy the interesting reads on offer.

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Kind regards

**Gerard Leeuw** Editor



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# 2024 CLUB AGM

## Annual General Meeting minutes

Meeting Minutes plus,  
Photos - Warwick Jenness

**SUNDAY 6 October 2024 at 11 a.m.** at Remuera Club, 27-33 Ohinerau Street, Remuera

Welcome by the Chairman/Club President,

### Apologies

Nigel & Liz Woodd, Gerard Leeuw, Peter Hughes, Pieter Hopkins, Robin & Maureen O'Connor, Graham Applin, Pat Kerr, Paul Marchant, Don Bowater & Roger Munns

**Confirmation of the minutes** of the previous Annual General Meeting held at the Remuera Club, Auckland on Sunday 12 November, 2023.

Minutes moved for acceptance: Peter McElroy. Seconded: Laurie Hayward - Carried

**3.0 Business Arising** - such business was held over until discussion of General Business.

### 4.0 President's Report - Tony Wright

Welcome

Ladies and Gentlemen, welcome to 2024 Annual General Meeting of the Auckland Jaguar Driver's Club. It's great to see you all here this morning and I look forward to sharing a drink with you at the conclusion of the meeting in the bar next door.

Today I want to focus on two broad areas.

### Thank you

Firstly, I want to acknowledge a number of people who've made notable contributions to the running of the club this year. Next, I'll make a few comments about the future direction of the club.

2024 has been another very active year for the club with a full event calendar. With no one taking up the Club Captain's position the last year or two, maintaining a regular flow of events has been a bit of a scramble at times.

Nevertheless, through a combination of committee members and other individual club members we delivered a full schedule of excellent events throughout the year.

I want to spend a few minutes thanking some of the club members who've gone 'above and beyond' to organise events throughout the year:

Around the middle of the year, after the committee's call to





# 2024 AGM – Annual General Meeting minutes

arms, Dean Wright and Steve Heaney volunteered to form an events subcommittee to organise events like Supercharged Sundays which kicked off in July. I know they have other events in the pipeline so thanks to you both for helping out.

Next, I'd like to thank Bryan and Helen Airey. Like last year, they've arranged several events including mid-week lunches for retired club members. Your continued efforts are very much appreciated.

Finally, I'd like to thank Peter McElroy for again organising another very successful lunch at the Westbrook Winery and a Pétanque Picnic tournament. Peter is another who regularly organises a couple events a year that helps to keep the club calendar full of quality events. Thanks Peter.

I'd also like to thank my fellow committee members who, because of reduced numbers, have taken on a heavier workload.

Sue has covered both the Membership Officer's duties as well as the Secretarial tasks.

Simon has run a number of events as well as continuing to represent us on the Ellerslie Car Show committee which incidentally has contributed over \$2,000 to club funds this year.

Both have been critical in keeping the club functioning smoothly throughout the year.

Finally, thanks to Gerard for keeping the magazine up to its usual high standard during the transition from hard copy to the online digital format. As you will see in the annual financial report, the magazine is no longer a major drain on our financial reserves allowing us to run 2024 in the black, a first for a couple of years.

Before we move on to the club direction, we need to congratulate Paul Marchant and Dean Wright on winning the team prize in this year's Ellerslie Concours beating out some very stiff competition from the Mustang Club. Well done guys, you did us proud.

## Club Officers.

The next item on the agenda is the Treasurers report after which we'll move to the annual election of officers.

But before John gives us his report, I want to remind the meeting that Simon Crispe and I will be stepping down as Vice President and President respectively. We will not con-



# 2024 AGM – Annual General Meeting minutes

tinue in the roles temporarily as we have done for the last 12 months.

So that means if no one is willing to stand for election to these roles, they will be vacant from today. If that happens, we will not be functioning in line with the club constitution, and I believe we would need to consult members on the future structure of the club.

In simple terms, we have two options. Continue to run the club under the current constitution which requires us to elect a President and Vice President. If we fail to do that, we'll need look at a different way of organising and running the club.

In many ways I think it might be the right time to do that. In recent years, we've struggled to get members to join the committee and take on officer roles and it's just not happening in our club. I know several car clubs experiencing similar difficulties.

We'll discuss this more later in the meeting but now I'd ask John to take us through the annual financial report.

Tony Wright

## 5.0 Treasurer's Report and Presentation of financial statement - John Phibbs (Treasurer)

- Very good year due to a lot of hard work by the committee. Saving on production and printing costs of the magazine and by sending it to members electronically. On call account totals \$37,707
- We have had 40 resignations, following receipt of their subscription invoices. Mostly due to members downsizing, moving away and/or selling their car(s). Members with outstanding invoices have until 14th October to become financial before their membership lapses.
- One of our resignations was from Barry Eade who served as Club President and was one of the original members. Barry was thanked for his long membership and service to the club. The Committee noted it was sorry to see Barry leave but he is unable to participate in the club, now that has moved to the Bay of Plenty.
- Membership stands at 240. We welcomed 32 new members from 1 August 2023.
- John Phibbs noted the Club will be cancelling our GST membership which will save us about \$2k.

Financial report moved for acceptance: John Endean. Seconded John Hedges - Carried

## 6.0 Election of Officers

In accordance with Rule 14 the current President - Tony Wright and Vice President - Simon Crispe are both stepping down but will remain will on the committee.

No nominations were received and therefore both roles are vacant as of 6 October 2024.

In accordance with Rule 26a the following current Committee members will not be seeking re-election:

Graham Applin

In accordance with Rule 26a the following Club members are seeking election:

Chris Mills as Secretary

In accordance with Rule 26a the following current Committee members/officers are seeking re-election:

Simon Crispe, Pat Kerr, Sue Jenness, Gerard Leeuw, Robin O'Connor, Tony Wright, John Phibbs (Treasurer) and Peter Hughes.

The applications of the above Committee members for re-election were approved by the Committee before 20th September 2024.

Approval of Committee nominations moved: Bernard Wood. Seconded: Peter McElroy - Carried

**6.1 As a result of the AGM's failure to elect a new President and Vice President**, a special subcommittee was agreed to be set up including two members from the floor (Peter Gant & John Munro, volunteered their services) to prepare a proposal to a Special General Meeting for:-

- i) how the Club will be managed/lead without the traditional President and Vice President roles and,
- ii) any changes required to the Constitution to reflect part i).

## 7.0 Appointment of Auditor

The meeting was asked to vote on whether the Club Accounts were required to be independently audited.

Proposal that the Club accounts do not need to be audited was moved: Bernard Wood. Seconded: John Roundtree - Carried.

## 8.0 Setting of Membership Subscription

Subscriptions for the 2025-2026 financial year will remain unchanged at \$120.

## 9.0 General Business

Action points from general discussions throughout the meeting:

- Website, magazine and Facebook need to be integrated. We have the offer from JLR to help develop our communications.
- Laurie Hayward noted that with an ageing membership we need the ability to encourage young people who can afford to buy older cars that need servicing/restoring. We have the expertise within the club.
- Strengthen our model registrars' involvement to assist owners of their respective models.

- **10.0 Meeting closed.** At 12.07pm





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 Parnell Roses

Coordinator: Steve Heaney

Further details via the website.  
Bookings are essential.

#20241103



### Club mid-week lunch event – Ampersand Eatery

Coordinator: Bryan Airey

Further details via the website.  
Bookings are essential.

#20241113



### Horse Power Event, Waikato Stud

Coordinator: Simon Crispe

This event is once again planned, booked and ready to go. A pleasant drive to the Waikato Stud followed by a lunch at a local Café.  
Check out the website to make a booking.

#20241117



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 Chris Mills, Secretary -  
jagclubak@gmail.com



## Christmas Club Evening Remuera Club

Coordinator: Tony Wright

Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Bookings are essential. Further details and bookings via the website.

#20241127



## Club Mid-week Lunch Event – Bays Club

Coordinator: Bryan Airey

Further details via the website. Bookings are essential.

#20241211



## ELLERSLIE INTERMARQUE CLASSIC CAR SHOW

9 February 2025 10:00 am - 4:00 pm  
The 53rd Show - Ellerslie Intermarque  
Classic Car Show and Concourse  
d'Elegance - Don't miss it!.

#20250209





Words - Larry Raynor Olive Photos - Gerard Leeuw

# SUPERCHARGED SUNDAY CAFFEINE & CARS, HAMPTON DOWNS

It was on the last Sunday in August, and after days of hunkering down from the winter's wild weather, the sun had appeared in the east at last, albeit a tad hazy after a very long sleep in.

The surging energy of springtime was pulsating through my veins, and I was either going to blossom like a peach tree or arise from my dusky den with a compelling desire to stretch my retracted legs, and romp over hill and dale to satisfy my hunger.

My mission was to search for the other like-minded, fair-weather Jaguar Drivers, who had also been hibernating, and for us all to gather at the Hampton Downs Supercharged Sunday event and represent the Auckland Jaguar Drivers Club.

Upon arrival at Hampton Downs, the serene backdrop of lush green rolling hills contrasting with the attention grasping sounds of racing cars and motorcycles emanating up to us from the iconic racetrack, immediately creates a welcoming atmosphere.

As the sun rises casting a warm golden hue over the lineup of vehicles, the excitement begins to build.

Classic and Modern car owners proudly showcase their beloved automobiles, each telling its own story through gleaming paint jobs and meticulous restorations.

From vintage Ford Mustangs to elegant Jaguar E-Types, the variety of makes and models was mesmerizing.

The Waikato Jaguar Enthusiasts Club had arrived earlier and set the benchmark for parking neatly. However, it was in the Aoraki Coffee Roaster Cafe that parking was at a premium, but it was the foresight of the Waikato Club's committee to reserve a quite area near the rear of the Cafe for them all to be seated together for lunch.

I caught up with them situated adjacent to the awesome eclectic collection of racing cars and motorcycles museum, and with Mad Mike the drifters racing Lamborghini





# SUPERCHARGED SUNDAY CAFFEINE & CARS, HAMPTON DOWNS

crouching in its cage like a cat about to pounce on its prey.

Patiently awaiting the command from Kiwi driver, Mad Mike, to spring into action and showcase their exceptional skills at Hampton Downs drift track.

Mike is the world's best drifting champion racing driver and with his twin turbo-charged Lambo can burn it up shredding rubber while going sideways from left to right at 200 kph.

Some might say the Waikato folk are just so friendly, they were like one great big happy family, and it was like I was welcomed into the open arms of the long-lost Southern Jaguar pride from the country of the mighty Waikato.

As the spring-time sun reached its peak, the atmosphere continued to thrive with an endless exchange of laughter and the sharing of anecdotes is an undeniable joy of being around fellow enthusiasts.

The Hampton Downs Supercharged Sunday event transformed an empty carpark into an orderly and structured assembly of up to 400 magnificent specimens.

However, behold, there was nothing else that stunned the crowd more than the beautiful black vintage Jaguar sedan very proudly owned by Jeremy Hatch of Jaguar Workshop. She just looked so majestic and stood out so proudly above all the rest.

The Mini Car Club was a huge convoy of at least 100 extremely well-behaved





# SUPERCHARGED SUNDAY CAFFEINE & CARS, HAMPTON DOWNS

Mini Coopers of all models, colours, mag wheels or original.

Even a wee Hillman Imp and a Riley Elf.

Suddenly, the distraction of the ear-splitting scream of an utterly stacked and double turbocharged Mazda Rotary discretely departing caught everyone's attention.

So, we were all inspired to also make some noise and show our unanimous appreciation for all the World to hear and reflect upon the morning all the way home, and feeling a sense of warm contentment, and appreciation for another well managed Super-charged Sunday event.

In conclusion, the Hampton Downs Supercharged Sunday event encapsulates the spirit of Classic Car ownership, fostering a real sense of community by gathering informally and to just appreciate one another's contribution and share in the car-linary delights and their love for these cherished machines over a cup of coffee or two.

I feel confident in saying on behalf of all of us JDCA members that the morning was truly special, and we wish to thank you Tony Wright very much for your talent in arranging such memorable events.

*A quote from Jeremy Clarkson - 'We all think that small cars are good for us, but so is cod liver oil and jogging.'*





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EVENT | 7 September 2024 | Cambridge

[www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz)  
for more pictures

# ROSS BROTHERS MUSCLE CAR MUSEUM

Written by Larry Raynor Olive & Gerard Leeuw  
Photos: Gerard Leeuw





# ROSS BROTHERS MUSCLE CAR MUSEUM

The morning sun was just beginning to rise above the trees, casting long, golden shadows across the Pakura BP car park this Saturday morning. It was the perfect time for the Auckland Jaguar Drivers Club to gather for their drive to the Ross Brothers Muscle Car Museum near Cambridge.

As members arrived, their sleek, purring Jaguars lined up like a row of gleaming jewels, attracting curious glances from passersby. At the precise departure time, instructions were given and the convoy set off. A symphony of engines roaring to life as they rolled out of the car park and onto the motorway heading south.

The drivers, a mix of seasoned enthusiasts and newcomers, navigated the traffic with a sense of camaraderie and shared passion. Along the way, the occasional admirer would join the procession, their eyes wide with excitement as they followed the Jaguars. Traffic was heavy and there seemed to be a new virus that humans need to be wary of called Cone-itus. The spread of this new virus has now filtered into the Waikato and has attacked many of their roads.

As they approached Hautapu, the anticipation began to build. The Ross Brothers Museum was a legendary destination for car enthusiasts, and the sight of the towering tow truck seemingly bursting through the wall was a sure sign that they had arrived. We arrived just after the large Bay of Plenty Jaguar Drivers' Club had parked up. The car park was now bursting with a host of different breeds of cats.

Stepping inside, the members were greeted by a breathtak-

ing display of automotive history. A collection put together by a brood of brothers Mike, Tony, Tim, and Simon, all with similar interests but each has quite an eclectic taste in cars. Their main focus of business, C&R Developments, is moving and pushing dirt, hence the myriads of trucks, excavators and bulldozers.

Our introduction to the museum was well explained and the background of some of the special exhibits were very interesting indeed. Walking through the door, we were greeted with walls clad in automotive and classic rock memorabilia, an American-style kitchen diner, and Scott Dixon's 2005 G Force IndyCar. According to our tour guide for the day, this is probably the highlight of the collection as it's not often that someone twists the arm of Chip Ganassi to relinquish a prized possession.

From classic Jaguars, Kenny Smith's Lola T332, Nascars, a special Zodiac, a Nissan GTR, Valiant Charger, Walkinshaw VL Commodore, Holden Monaro, Ferrari to vintage American muscle cars such as the Dodge, Mustang and Camaro. The museum was a treasure trove for car lovers. As the group explored the museum, they shared stories and reminisced about their favourite cars and driving experiences. The atmosphere was electric, filled with the excitement of being surrounded by such iconic vehicles.

As the idea of a spectacular lunch was on the mind, the members reluctantly bid farewell to the Ross Brothers Museum, their hearts filled with gratitude for the opportunity to experience such a unique and unforgettable gathering. The Jaguar Drivers Club Auckland are duly impressed by the





# ROSS BROTHERS MUSCLE CAR MUSEUM



guide and the massive display and wish to thank the Ross Bros very much indeed.

As our intrepid JDCA members drove away, the sound of their engines echoed through the afternoon, most headed for lunch at Café Irresistible. Set in the fields of Blueberries in the middle of the countryside, it was not the easiest place to find. Very idyllic and had the food to match. A nice way to end the day before heading North, back to where it all started some eight hours earlier.

Some people may say however, that having loved experiencing another testament to the enduring appeal of the Jaguar and enjoying sharing the passion with those who just live to go on another exclusive destination.

With that in mind I subdued the dichotomy with a wry contented smile, giving away my secret intention to be rolling Northbound on the next Supercharged Sunday.





# ROSS BROTHERS MUSCLE CAR MUSEUM





# LUNCH @ AKARANA MARINE SPORTS CENTRE

Words & Photos - Bryan & Helen Airey

We enjoyed a lovely lunch at the Akarana Eatery with its expansive views out over the harbour to Bean Rock Lighthouse with Rangitoto and Tiri Islands in the background. Sunshine, light winds, good food and fine wine made for good conversation.



The Eatery is in the plum position in a new building built about 20 years ago, on the site of the old Royal Akarana Yacht Club house. The RAYC was established in 1895 to encourage blue water sailing. After the war interest grew in ocean racing. Most of us will remember the races to Suva, Lautoka, New Caledonia, and Noumea in keel boats that today would be considered small. No life-rafts, just a dinghy tied on to the cabin top. No GPS, just a sextant and a compass. No automatic bilge pump, just frightened sailors with buckets. No EPIRBs to send for help via satellite, just a standard SSB radio to give your approximate location calculated from your last sextant sighting.

Akarana is still the home of ocean sailing but in the early 2000's joined with other yacht clubs using the haul out area in Okahu Bay to form the Akarana Marina Sports Trust. Most notable of these other clubs is The Auckland Sailing Club who race in 12 and 18 foot skiffs.





# LUNCH AT AKARANA MARINE SPORTS CENTRE

These are high performance yachts with no limit on design, sail area or crew numbers. The classes go back to the 1930's. The annual 18-footer contests between Australia and New Zealand, for the JJ Giltinan Trophy, used to be watched by huge crowds both from the shore and on ferry boats. The Regattas rotate each year between Sydney and Auckland.

A fleet of 24 boats contested the Regatta in Auckland in 1939 with 25000 spectators on ferries and vantage points on the shore. The race was won by Mahi a New Zealand boat.

Our first Olympic Gold Medal in sailing was won by Peter Mander and Jack Cropp in Melbourne in 1956. They honed their skills racing on 18 footers.

Both the Royal Akarana Yacht Club and the Auckland Sailing Club continue to be successful in their quite different branches of the sport.

The result of the amalgamation of these and other Clubs is the Marine Sports Centre we see today. The Clubs enjoy the top floor, while Akarana Eatery has the prime waterfront position on the ground floor.

Encouraged by the response to the Club lunches, we have arranged and booked the following future events. All will be at 12 noon so keep an eye on your emails and the web site to secure your bookings for these up-coming monthly mid-week lunches.

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## 13th November 2024

Ampersand Eatery. 228 Orakei Road.

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## 11th December 2024

Bays Club. Browns Bay Beach.

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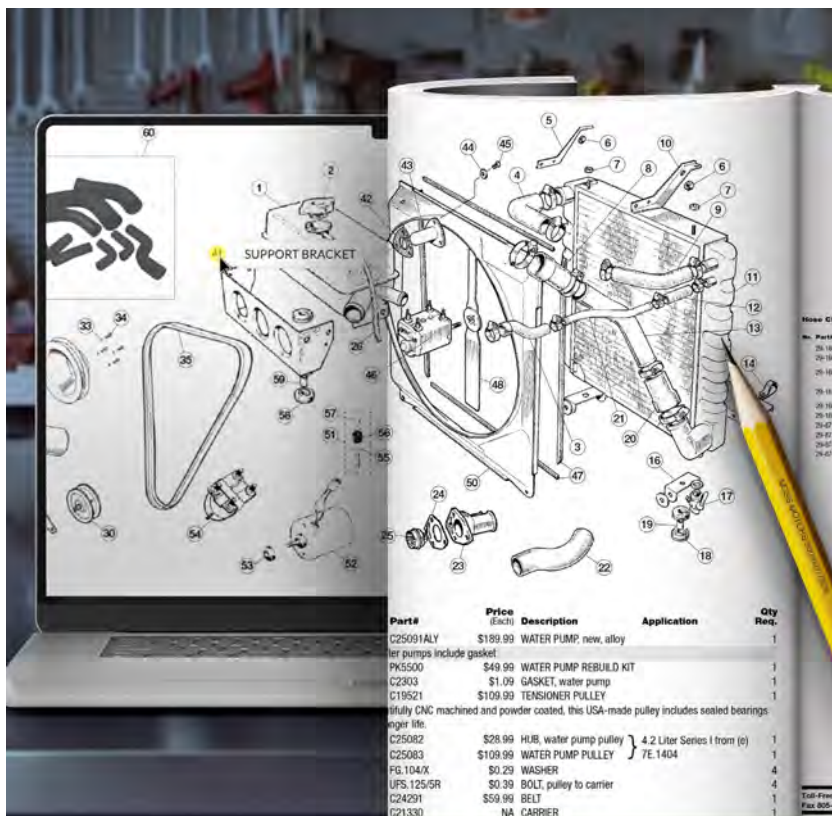
## 12th February 2025

Royal NZ Yacht Squadron.  
Westhaven.

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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.

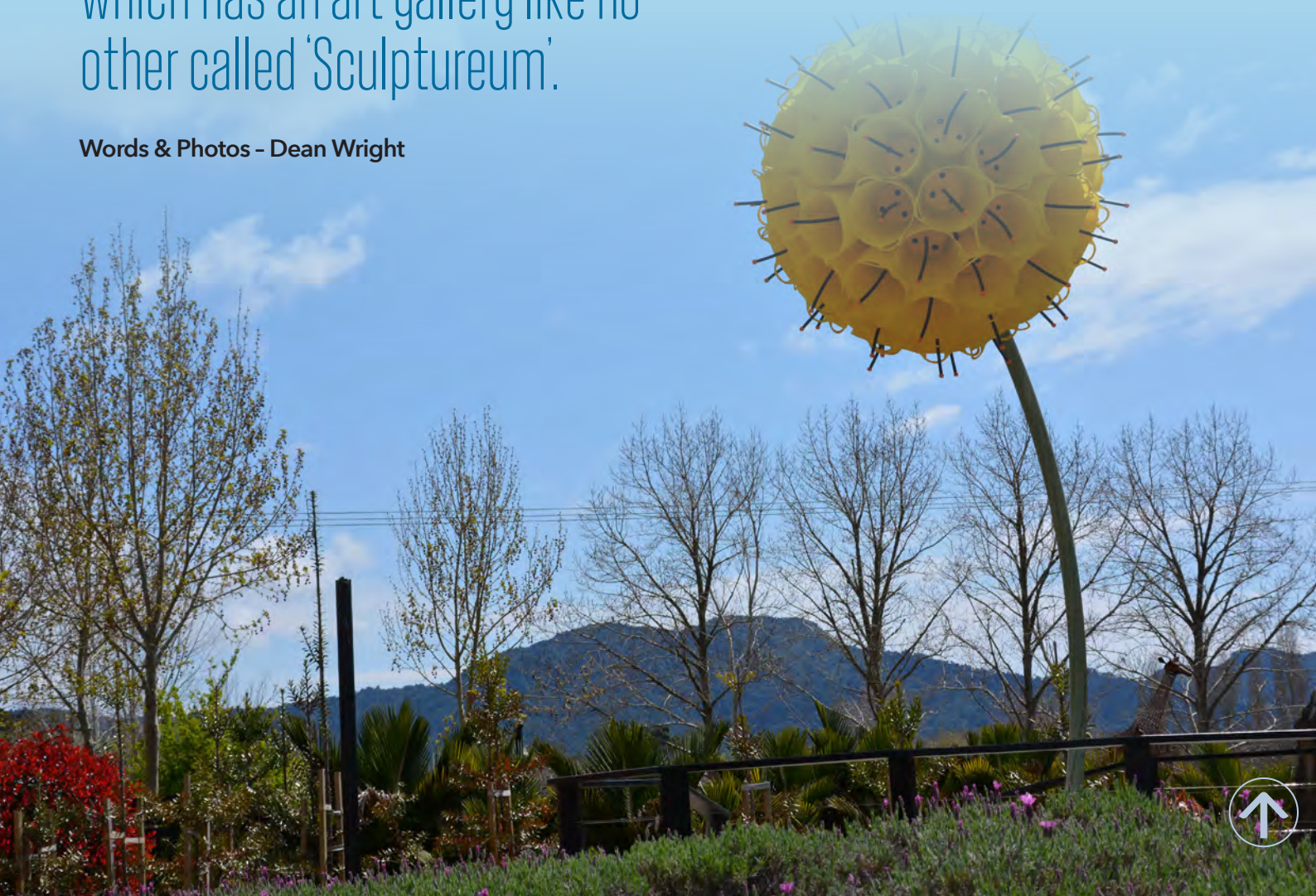




# SUPERCHARGED SUNDAY SCULPTUREUM, MATAKANA

Just thirty minutes north of Auckland is the idyllic Matakana which has an art gallery like no other called 'Sculptureum'.

Words & Photos - Dean Wright





## SUPERCHARGED SUNDAY SCULPTUREUM, MATAKANA



**T**his morning, travelling in convoy were eleven stunning Jaguars transporting 23 members to see this fascinating and spectacular place. It promises a lot as it guarantees that everyone will find something to admire and marvel at. It did not disappoint. Opened in 2017, with six indoor galleries and the three individual gardens outside, it showcased a huge collection of art works and sculptures, from the rather tiny 'fit-in-your-hand' to the enormous 'larger than a truck' pieces of work, whose only common feature is that every single one deserved your attention.

The collection of exquisite statues, art, and glass works were carefully collected over the last 20 plus years by owner Anthony Grant, who calls what the Sculptureum offers "art entertainment". He believes that a gallery should offer novelty, vibrancy and fun to its visitors.

We were overwhelmed by the beauty of the 750 decorative objects spread over 25 hectares of manicured and paved gardens. After two hours of amazement [or could we say 'amusement'?), it was hard to pull everyone away to head to a wonderful lunch at Smith's Restaurant close by.

If you have yet to visit Sculptureum I would highly recommend the visit.

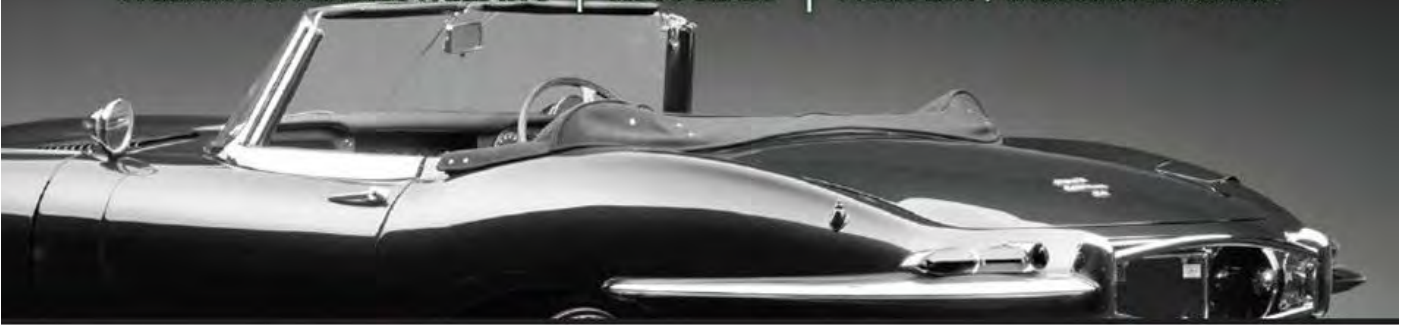
A wonderful day by all who attended and another successful 'Super-Charged Sunday' event. Keep an eye on the EVENTS page of the website for further delights on the agenda of Super-charged Events.







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**R**ecently while travelling down through the Hawkes Bay, Christy and I had the opportunity to do something very special. We were very privileged to have a private tour through Beacham Jaguar's large Workshop located in Hastings.

While many of us know the Beacham name, but do we really know what they do? The private tour gave us an insight of their operations.

Back in 1988, Greg Beacham, while studying to be a Doctor, had an obsession for Jaguar cars, especially the Mark 2. What started back then as a hobby offering restoration services, soon became a large-scale business. As the business's reputation grew, he gained his doctorate. The craftsmanship of his restoration business became widely known not only in New Zealand, but it reached the classical buyers' market in Europe.

Today, 36 years later, Greg not only restores Jaguar cars for clients from all over the world to their specific requirements and modern add-ons, Beacham have their own named vehicles called the Beacham Jaguar.

Many of these cars today have been either barn finds or located unloved and unwanted in paddocks. Beacham has recognised the beauty of the old favourites and used their specialised skills to revitalise new life into these majestic cars before they rust away.

Today, their vehicles are what we would call a 'Restomod'.



Where the outer body may look like it came off the factory floor back in 1963 but beneath its outer skin lies a mix of modern comforts and power. Engines, transmissions, suspensions, power steering, digital dash components, comfort tools of Air-con, steering wheels with finger-tip controls gives the occupants the feeling they have just walked through a time-warp. Many of the modern parts are taken from donor cars mainly X351 and X350 Jaguar XJ. To wedge a 4.2 super-





## BEACHAM VISIT HAWKES BAY

charged V8 into a Mark 2 or E type is a mammoth task but magicians at Beacham's make it look like they were meant to be there. The power plants used are usually the 4.2 & 5.0 Supercharged, 3.0V6 supercharged F Type, and XJ 400HP make the 'Restomod' rather amazing 'Sleepers'. Pull up at a set of lights along side a boy-racer in one of these machines will leave both parties with a story to tell.

Seeing some of these projects at various stages of completion showed the true craftsmanship of the metalwork fabrication. Firewalls that are hand-made to fit enormous engines and transmissions. Along with chassis repairs, new engine mounts, new cabin floors, realigned transmission tunnel are all necessary to make this work, not to mention all the required removal of rust.

The team of 10 staff work tirelessly to produce a finished product that is just amazing. These cars are individually made to customer requirements. What makes these special vehicles is that every aspect of the build is done in house, including outstanding leather interior work. From start to finish the timeline is three years with a total cost of \$300,000 plus for a Mark 2. Not many of these specials stay on shore. Almost all the vehicles are exported to United Kingdom, Europe, USA and Australia.

Personally, I have always been a person who likes cars being original as if they came from the factory. The more time I spent looking around, the more I recognised the passion and enthusiasm that went into creating these special cars. My mind began to change, and I finally got it. These cars are truly outstanding, and they offer the best of both worlds. The outside classic looks that turns heads with the modern running gear underneath that can match it with any new car.

I wish to thank Beacham and especially Love (Yes, that's his name), the Manager for taking the time to show us what was the most wonderful Jaguar experience.

### Have a look at their web page -

Welcome to Beacham, New Zealand's leading automotive company offering world class classic car restoration and customisations, vehicle sales, parts and service.

With over 30 years' experience as industry leaders, we have built up an extensive track record and enviable reputation for excellence in craftsmanship, innovation and service.

Whether you are looking to restore/modernise a classic you have come to the right place.





# NON-INVASIVE E-TYPE ENHANCEMENTS

**O**wning and driving a Jaguar E Type Roadster in Auckland places some unique demands on both the vehicle and driver. These soon become apparent, particularly on a hot summer day when one is caught up in a 20-kilometre queue of cars on a crowded motor way, crawling along at a demoralising 5 mph.

While time drags by, your patience shortens. In your roadster you sample the exhaust gasses from the surrounding vehicles while the sun burns down on your exposed legs, as you were brave enough to wear shorts on a hot mid-summer Auckland day.

Your discomforts are gradually overshadowed however as you watch the engine temperature gauge slowly creeping up, and up, and up into the danger zone. Suddenly relief, the car in front speeds up and you press on the accelerator. You are up to 40 mph. Then horror, the driver in front of you slams on his brakes and his high-performance late model stops dead in your path. You live with the built-in knowledge that E Types have lousy brakes. Now in panic mode, you stand on the brake pedal and offer a silent prayer to Hermes (son of Zeus) to give you added strength.

After driving home following a Jag club event on a particularly hot summers day I seriously contemplated the need to overcome the limitations in our 1965 series 1 E-Type. I was conscious however that any such changes I introduced would have to be reversible, as it was imperative our vehicles heritage and authenticity to factory original could be met, if desired in the future. While contemplating these frustrating issues I also decided to address the vehicle security limitations.

I have listed below the three enhancements I subsequently deemed necessary and added the respective remedies that were implemented progressively to improve "non-invasively" our beautiful vehicle.

## Engine Overheating

### Braking Limitations

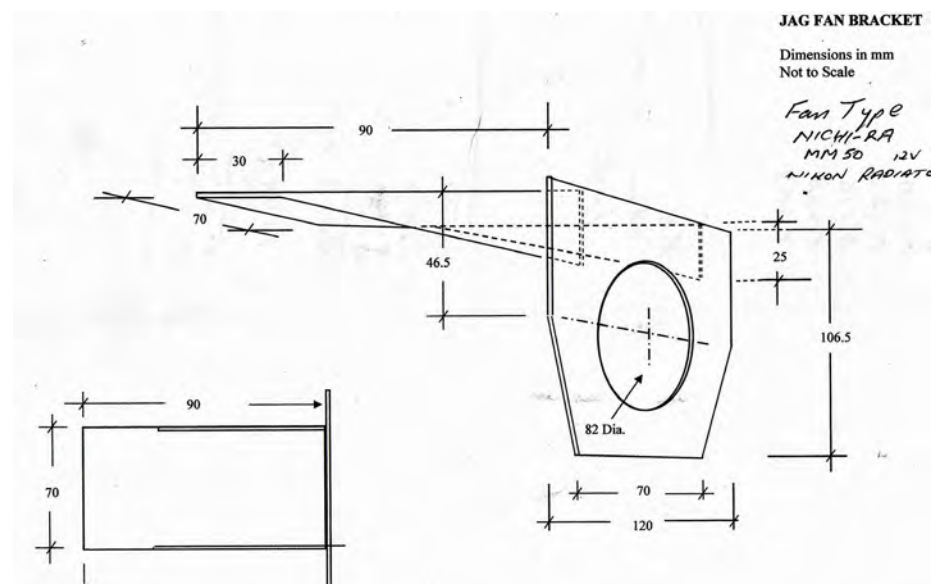
### Poor vehicle security

#### 1 Engine Overheating:

The cooling fan on our early Series One E Type is a single steel strip of metal bent at either end to form a crude propeller shape. In practice it pulls a limited amount of air through the radiator, and in cooler conditions it is adequate. (Image 1)

I acquired a second-hand moulded seven bladed nylon fan and 12-volt motor assembly from a Toyota car. The fan fitted perfectly into the existing E Type fan cowling however I had to design and engineer a new motor support bracket which was bolted directly onto the existing fan motor mount. I have enclosed a drawing and photograph of this bracket. (Images 2 & 3)

The highly efficient replacement fan





also proved to be quite noisy when supplied with full 12 volts and it was current hungry. Being unsure what current, the contacts of the coolant temperature switch would tolerate, and, to reduce the fan speed and fan noise, I installed a relay with a series 2-ohm 50-watt resistor in the fan motor circuit with a bridging switch across the resistor. When switched ON, full boost power is supplied to the fan motor providing additional engine coolant cooling should it ever be required. (Images 4 & 5)

Our car has the original radiator which was overhauled by Auckland Radiators when I undertook the car restoration originally, and at that time, I added an overflow tank connected to the radiator header tank minimising the need to top up with demineralised water.

The engine temperature now sits reliably mid gauge even if left idling in 35 degrees Celsius ambient temperature.

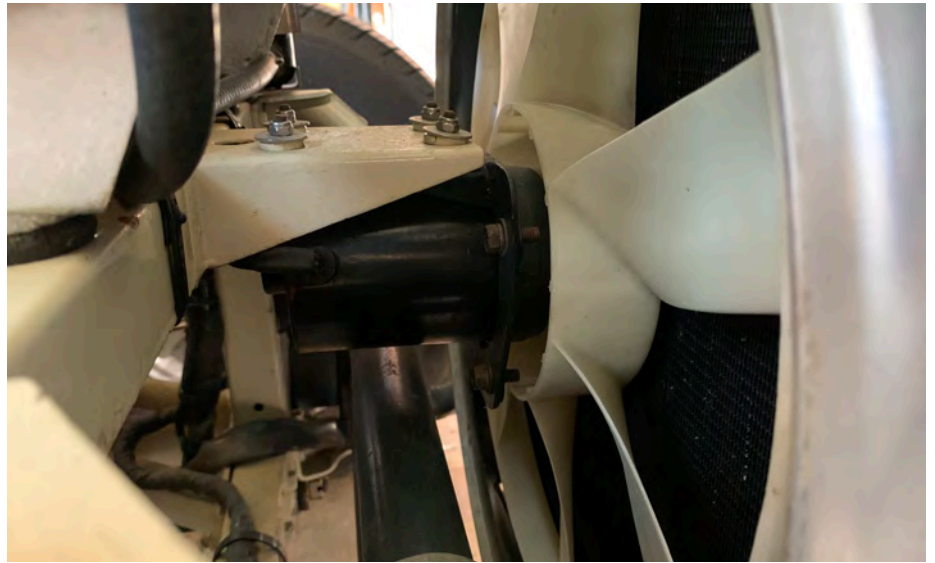
## 2 Braking Limitations:

I used to explain away the E Type's poor braking performance by quoting the greatest racing driver of all, Tazio Nuvolari, who stated when discussing his racing success "You don't need brakes to drive fast" Perhaps however he might have found the Auckland traffic a little less disciplined and more unpredictable to that he experienced on the European race circuits.

The simple solution to improve our E Type's braking was to replace the front wheel two pot brake callipers with modern four pot versions that would provide about 90% greater pad area and much enhanced stopping power. I messaged my contact at Wilkinson Ltd in England, and he recommended I fit their Classic Jaguar Non-Vented Front Brake Conversion Kit.

Wilkinson's advice was taken, and the braking kit ordered and received. I found the callipers were a breeze to install. No shims needed, bolt on, bleed the brakes and go. They aligned up perfectly and made a very significant difference to the cars stopping performance, and a satisfying boost to my driving confidence in heavy Auckland traffic. "Bellissimo". (Image 6)

The old original cast iron callipers were tucked away safely with the original fan blade for a future time should the car ever be required to be returned to its original ex-factory heritage configuration.



## 3 Vehicle Security:

I have always been concerned when leaving our Series One roadster out and unattended. After some deliberation I decided on two ideas to make a spontaneous drive away theft of our E Type very difficult. Tucked away under the dash I had mounted a small black plastic switch box for the fan boost switch. (Image 5) Utilising this box again but hidden at the rear I fitted a rocker switch which interrupts the 12-volt feed between the ignition switch and the rear mounted electric fuel pump. In practice this has proven to be a very effective way of immobilising the car as although the engine will run for a few minutes it stops for no apparent reason, which will leave the would-be thief with no immediate answers, without trouble shooting of the electrics.

The second initiative involved installing a conventional vehicle security system. Ours is produced by Code-Alarm Inc. It is sensitive to the doors and bonnet opening, any change in the vehicle electrical status including jumping the ignition and any physical movement of the vehicle. A status indicator led is fitted alongside the fan boost in the small utility switch box. A loud horn is mounted under the bonnet which cannot be ignored when the alarm is triggered.

The later improvements have also proven advantageous when negotiating an acceptable classic vehicle insurance premium.

City driving is now much more pleasurable, however that will never surpass driving an E Type roadster on a wide-open country road on a cool clear summer Auckland morning. Bring it on.





EVENT | 9 October 2024 | Auckland |

# MIDWEEK LUNCH SMITH & CAUGHY

Article Written by Sue Jenness





# MIDWEEK LUNCH SMITH & CAUGHEY

It was a nostalgic trip back to Smith & Caughey for the Jaguar midweek Lunch. About 20 of us sat down over lunch and coffee/tea for a catch up - some of us remembering when..... they use to bring their children and latterly grandchildren to see the Christmas windows and visit Father Christmas or just wandering around admiring the clothes, the bed linen, kitchen gadgets and the fine china department - all beautiful stuff and the lovely smells from the cosmetic counter.

Back to now! The shop was still as gorgeous as I remembered, the first floor was full of beautiful spring & summer women's clothes - dresses all floral, floating and down past the knees. Big sleeves are in! The bedlinen was sumptuous with slightly unusual colours - lots of earthy tones. Even suitcases of different tones...

They were unpacking boxes and boxes of Christmas Decorations. And I can tell you now that "Elf on the Shelf" is still in vogue as they have boxes of him.

Smith & Caughey closes at the end of January so am assuming that the Boxing Day sale will be a big one.

After a wander through the shop, we walked back to the car at the Aotea Center, and were horrified to see the state of

the once stunning St James theatre. Half pulled down and covered with graffiti - not a good advertisement for the city of sails.

A pleasant lunch time out instead of doing chores. Upcoming Jaguar Lunches are all the website <https://www.jaguardriversclub.co.nz/events/>

Put the date in your diary so you don't miss out.

A happy group after lunch and thanks to Jack Chapman for stepping up to help the Airey's. The lovely picture taken was courtesy of S & C staff.





# JAGUAR AROUND THE WORLD

## — NEWS CLIPS

### 1. Ratan Naval Tata (28 December 1937 - 9 October 2024)

**JLR is profoundly saddened by the death of Mr. Ratan Tata**



The entire JLR family is profoundly saddened by the death of Mr. Ratan Tata. His personal achievements and legacy are unequalled in society, and the mark he leaves on our business and brands is greater than that of any other individual.

It was thanks to his singular vision that Tata acquired JLR in 2008, and we owe everything we have become since then to his unwavering support and dedication.

Mr. Tata led us on an extraordinary journey. He inspired incredible new chapters in our history. Under his generous and trusting guidance, we have felt deeply proud to be part of the Tata story.

On behalf of everyone at JLR, I would like to offer our sincerest thanks for his remarkable leadership.

**Adrian Mardell: Chief Executive Officer, JLR**

### **The Jaguar Land Rover Story: How Ratan Tata Triumphed After Ford Snub**

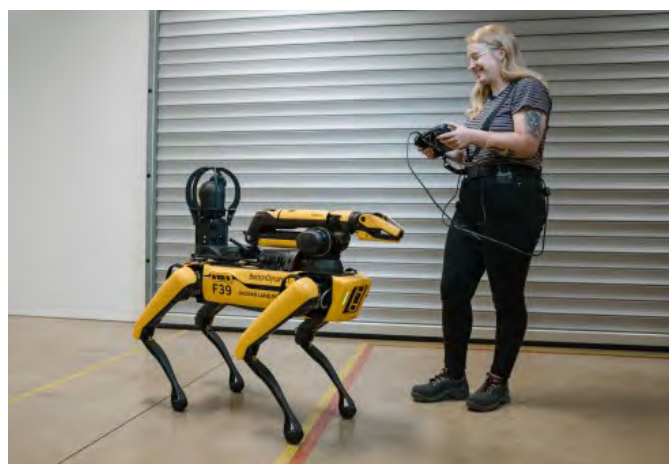
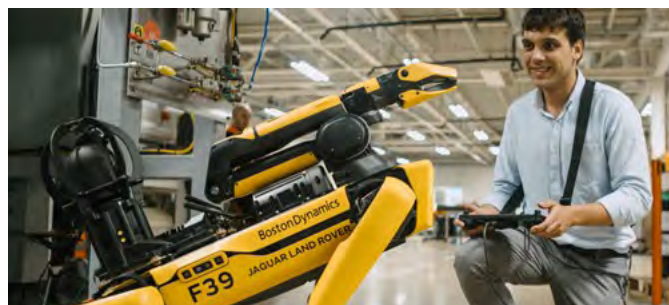
It was the Indian automotive industry's 'Neil Armstrong moment' - 'one small step for the Tatas, one giant leap for the country's corporate brand'. Ratan Tata, industrialist, philanthropist, and a beloved national leader died late Wednesday at the age of 86. A towering figure in Indian and global business circles, he leaves behind a grieving nation and...



**Read more:**



### 2. JLR reveals 'Rover', the robotic guard dog that uses AI to serve and protect



JLR's EV build and test facility in Coventry - which plays a crucial role in the luxury vehicle manufacturer's plan to electrify all of its brands by 2030 - has added an unlikely colleague to its list of new recruits, in the form of a fourlegged robotic dog dubbed 'Rover'.

With the test facility a complex and energydense environment, with thousands of assets that requires constant monitoring, Rover's role as guard dog is of critical importance to JLR and its human colleagues - saving them valuable time by spotting potential operational issues and equipment wear and tear early, ensuring test and development continues to run on schedule ahead of the launch of Range Rover Electric.

Just like a regular guard dog, 'Rover' has its own kennel at the plant, where it periodically lives and charges its 50V battery between shifts. However, unlike a regular dog, Boston Dynamics' robot can operate 24 hours a day, 7 days a week, and doesn't get distracted by loud sounds, unusual sights or smells.

Fully automated to follow a range of preset routes, Rover conducts up to 24 patrols each day and night, using AI to physically open doors, ascend stairs and navigate hightraffic areas with diligence. Continuously taking measurements and inspecting





# JAGUAR FUTURE

valves and machinery, Rover eliminates the risk of human error in these tasks, while allowing engineers to better spend their time analysing Rover's results to make more insightful business and maintenance predictions or to perform repairs.

Performing his duties with aplomb, the quadruped is able to do so thanks to the natural dexterity afforded by its four legs and robot arm. These in turn are maximised by its advanced onboard sensors 'hearing' potential gas leaks that would otherwise not be sensed by human ears, and using thermal sensors to evaluate battery temperatures quickly, ensuring technicians can continue their work safely.

*"Key to JLR's Reimagine strategy is a continual collaboration with the industry's brightest minds, developing advanced robotics solutions that work in harmony with our employees for the uncompromising benefit of our clients.*

*Enabling our engineers to work safer and smarter, collaborations such as this one with Boston Dynamics are key. Not only are they essential in realising our ambition to electrify our Range Rover, Defender, Discovery and Jaguar brands by 2030, they also have an important role to play in ensuring that the final vehicles that roll off the line have only the very best EV battery technology within them."*

## **Gonzalo EjarqueRinaldini: PhD Automation and Robotics at JLR**

With Boston Dynamics' Rover already performing vital duties within JLR's EV build and test facility at Lyons Park, JLR is now scoping out future use scenarios for a fleet of robotic quadrupeds across its entire global industrial footprint. This includes at its Solihull plant where preparations are well underway for the launch of Range Rover Electric, and also where Jaguar will begin an exciting new era as a pureelectric modern luxury brand - the first of which will be a 4door GT, the most powerful and sustainable Jaguar ever with a range of c.700 kms, priced from £100,000.

JLR's investment into robotics forms part of the luxury vehicle manufacturer's wider £18bn investment into its Reimagine strategy, with Lyons Park also proofing the use of plasma cleaning robots. These robots have a pivotal part to play, removing microscopic dust particles from battery cells ahead of bonding, which would otherwise not be visible to the human eye.

## **3. Jaguar classic will make Goodwood Revival Racing debut with Classic Works-prepared MK2 saloon**

Jaguar Classic will celebrate 75 years of the legendary sixcylinder Jaguar XK engine at Goodwood Revival this weekend,



with the manufacturer's own team from Classic Works in Coventry entering the St Mary's Trophy for the first time.

Jaguar TCS Racing Reserve and Test Driver, Joel Eriksson, will race the dark blue 1963 Jaguar Mk2 saloon. The Swiss driver will be paired with multiple Le Mans Series race winner and Goodwood regular, Nic Minassian, from France. Joel will race with Nic in the hotlycontested twopart encounter, with Nic driving on Saturday, and Joel on Sunday.

This particular 3.8litre XKpowered Mk2 has previously raced at both Goodwood Revival and Members' Meeting. It was acquired by Jaguar Classic earlier this year and the team recently completed an extensive rebuild of the car in preparation for this year's Revival.

Marking 75 years since the first production Jaguar with an XK engine, a number of iconic vehicles from Jaguar's history - all powered by the sixcylinder engine - will take part in daily circuit parades at the event, in addition to participating in races across the Revival weekend.

Jaguar Classic will showcase a selection of its own vehicles in the parades, including its Mk2 race car and a number of XK120s, plus the 1954 prototype of the iconic Dtype from the Jaguar Daimler Heritage Trust.

In addition, a selection of significant Jaguars will be displayed at the Earls Court Motor Show at Goodwood Revival - a motor show set in the Revival's pre1966 period, but with 'vehicles of the future' from all eras on show.

## **SV bespoke edition 1988: Jaguar's racing success inspires limited edition F-PACE SVR**



Jaguar's 1950s pit garage within the show will include the following vehicles alongside memorabilia and immersive footage and displays:

**Jaguar XK120 - 1951 Roadster**

**Jaguar Ctype Continuation - 1953 specification**

**Jaguar XJR9 LM - 1988 Le Mans 24 Hours winner**

**Jaguar ITYPE 6 - 2024 Formula E World Championship winner**

## **Land Rover Classic**

A new arrival from Land Rover Classic will make its public debut at the West Sussex event. The Classic Defender V8 by Works Bespoke represents the pinnacle of personalisation as part of a new programme for clients, giving them the opportunity to create their dream Classic Defender with an unrivalled choice of exterior and interior finishes - visualised by a new digital Land Rover Classic configurator tool. Perfect for adventurers, enthusiasts and collectors, the Classic Defender V8 is available to order\* now from Land Rover Classic.

A Land Rover Series IIA Marshall Ambulance previously operated by the British Red Cross, and currently in the middle of a meticulous restoration by Land Rover Classic, will make its first public appearance at Goodwood Revival. It features as part of the celebration of Defender's 70th anniversary of working with the British Red Cross, and will be on show alongside its modern counterpart - a Defender 130 Emergency Response vehicle from the current British Red Cross fleet.

 **Video:**





## 4. JLR Awards £30,000 to support future talent from African and Caribbean Backgrounds to achieve career goals



Building on its commitment to support the education and professional development of diverse young talent, JLR today announced a £30,000 grant to the Amos Bursary charity. The grant will help to advance the future careers of students from underrepresented groups in areas close to the business's UK manufacturing sites.

The grant marks JLR's second consecutive year of support for The Amos Bursary charity which brings the company's total investment to £60,000.

For over a decade, the Amos Bursary charity has been dedicated to transforming the lives of students from African and Caribbean backgrounds, by helping students develop their careers and overcome challenges that could hinder their potential by providing:

- Comprehensive assistance for highperforming Year 12 students, selected based on academic achievement and socioeconomic criteria
- A bursary that provides annual financial assistance for educational resources and tuition, as well as emergency support
- Personal and professional development opportunities through mentorships, internships, and other career enhancing tailored programmes

Beyond the financial support given, JLR colleagues have been supporting the charity to deliver mentorship, internships, and workshop training, to prepare students for success in the corporate setting.

In 2023, the Amos Bursary expanded its reach to the Midlands with JLR as its first partner. This partnership marked a significant milestone, with JLR providing substantial funding and four dedicated mentors. These mentors guide students for 18 to 60 months (five years), engaging with them between two to six hours per month to ensure meaningful impact on their academic and professional growth.

To mark the 12month success of the partnership, JLR recently welcomed thirty students who have benefited from the grant to its Gaydon facility. The event provided the students with insights into the automotive industry through share fairs and speed mentoring and inspired them about the diverse roles available at JLR, as the business transitions to a sustainable electric future. One of JLR's Software Degree apprentices, Reuben Cumberbatch joined the Amos Bursary programme after completing his GCSEs.

The workshops and mentorship have been incredibly valuable. They not only helped me build the soft skills needed for the corporate world but also gave me the confidence to navigate professional environments with ease. My advice to upcoming professionals is to take full advantage of these opportunities and always be open to learning and networking. These are instrumental in shaping your career and opening doors to new possibilities.

**Reuben Cumberbatch** Transmission and Driveline Software Engineer

## JLR welcomes 30 Amos Bursary Scholars at its Gaydon Facility



Recognising the significant achievement of the current partnership, JLR will renew its collaboration with the Amos Bursary starting this month for another year, and this time, they will dedicate ten additional mentors who will play a key role in helping students build their network and develop skills needed to excel in their academics and professional careers.

With over 850 apprentices and undergraduates joining the business this year in fields such as Engineering, HR, Design, Commercial and Manufacturing, this renewal will strengthen JLR's commitment to fostering an inclusive workplace and a pipeline of diverse talent. Additionally, the company's Race, Ethnicity, and Cultural Heritage (REACH) employee led network will explore further collaboration with the charity to develop outreach strategies targeting year nine students. This initiative is designed to create a pipeline of support, enabling younger students engaged by REACH to potentially transition to the Amos Bursary programme for continued academic and career development.

As JLR continues to invest in impactful initiatives, the business reaffirms its commitment to fostering education and creating opportunities for the next generation through its Engage for Good programme. This dedication extends to championing diversity, equity, and inclusion, as demonstrated by JLR's status as the first UK car manufacturer to sign the Business in the Community 'Race at Work Charter' and its participation in 'The Valuable 500' for disability inclusion. Through these efforts and employee volunteering, JLR ensures a lasting and positive impact on local communities.

## 5. Meet the CEO to lead the 'Moss + Rimmer Bros' new partnership

### To our British Car Club friends,

I wanted to share an exciting announcement regarding Moss Motors and our recent merger with Rimmer Bros.

We are pleased to introduce Ben Smart, the new Global CEO who will lead our new partnership.

Please follow this link to the Moss press release on our website, and feel free to share this news with members of your car club.

Thank you for your continued support and involvement with the wonderful British car community!

**Chloe Gabriela: Event & Relationship Coordinator**



Status:





## 6. Fast Kity: An All-Jaguar XJC Restomod

By Bryan Raab Davis



Popular wisdom holds that a thing of beauty is a joy forever. It is also said that beauty is fleeting. The latter is undoubtedly true of the Jaguar XJC. A two-door, pillarless coupe variant of the Coventry firm's groundbreaking XJ saloon that was offered between 1974 and 1977. It was the last Jaguar model personally overseen by Sir William Lyons, Jaguar's founder, and guiding light, prior to his retirement. From the off, its styling was praised, and the fine road manners and luxurious appointments inherited from its four-door platform mate were far ahead of its contemporaries.

With looks and refinement on its side, the car deserved a much longer production. If the XJC had survived, perhaps until Jaguar's all-too-brief renaissance under Ford .....



Read more:

## 7. Jlr invests £500 million into creating ev factory of the future in merseyside

JLR Media Release.



JLR has announced a £500 million investment to transform its historic Halewood facility to support the parallel production of electric vehicles, alongside existing combustion and hybrid models.

Originally built in 1963 to produce the Ford Anglia, Halewood is being transformed for the electric era.

With £250 million already invested, the transformation so far has involved over one million hours of construction work over the last 12 months. The site has been extended by 32,364 sqm to produce JLR's medium-sized electric luxury SUVs on the new Electric Modular Architecture (EMA) platform.

The historic plant has been fitted with technology including new EV build lines, 750 autonomous robots, ADAS calibration rigs, laser alignment technology for perfect part fitment and the latest cloud-based digital plant management systems to oversee production, creating the 'factory of the future'.

### Halewood Paint Inspection Tunnel

This investment is part of JLR's commitment to its Reimagine strategy, which will see JLR electrify all its brands by 2030, with the aim of achieving carbon net zero across our supply chain, products, and operations by 2039.

Electrification is central to this strategy and Halewood has an exciting future producing ICE, PHEV and BEV models side by side before eventually becoming JLR's first allelectric production facility.

Halewood has been the heart and soul of JLR in the Northwest of England for well over two decades, producing vehicles such as the Range Rover Evoque and Discovery Sport.

Halewood will be our first allelectric production facility, and it is a testament to the brilliant efforts by our teams and suppliers who have worked together to equip the plant with the technology needed to deliver our world-class luxury electric vehicles.

*Barbara Bergmeier, Executive Director, Industrial Operations*



Additional transformational work to accommodate different sized electric vehicles includes:

- New body shop capable of producing 500 vehicle bodies per day
- 1.4km of the paint shop has been modified with the expansion of ovens and conveyors to respond to increased demand for contrasting roofs
- Construction of new automated painted body storage tower capable of storing 600 painted vehicle bodies
- Final production line has been increased in length from 4km to 6km to accommodate battery fitment
- Vehicle build stations extended to seven metres to facilitate the different proportions of the new EMA electric vehicles
- 40 New Autonomous Mobile Robots (AMRs) introduced to assist employees with the fitment of high-voltage batteries
- Delivered High Voltage Training to over 1,600 employees





# JAGUAR FUTURE

- £16 million worth of viable equipment from JLR's Castle Bromwich site, ranging from ABB robots to automated guided vehicles has been integrated for reuse at the new facility

## Halewood Robots

**Reimagining Sustainability:** With the company aiming to become carbon net zero by 2039, JLR has also focused on maximising the use of renewable energy, with plans to install 18,000 photovoltaic panels, producing 8,600 GWh of energy equating to 10% of the site's energy consumption.

Through a mix of renewables, fuel switching and energy efficiency products, JLR is aiming to remove 40,000 tonnes of CO<sub>2</sub>e from Halewood's industrial footprint as part of its carbon net zero targets.

**Reskilling People for Electrification:** As part of JLR's Future Skills Programme, the company is investing £20 million each year across all of its sites to enable employees to pivot their careers and gain vital skills in new systems, technologies and processes central to the future of automotive manufacturing and engineering.

Within this, JLR is opening of Halewood's new training and development centre, where colleagues will train on vehicles at varying stages of the production cycle, with a key focus on High Voltage Training (HVT) involving battery assembly processes. 1,600 employees have completed HVT with a further one hundred employees to be trained.



## JLR Colleague Working at Halewood

**Digital Ecosystem:** New technology enables automated fitment of doors to vehicles, using advanced laser measurement to ensure each door's fitment is tailored precisely to the body shell to guarantee exceptional quality of finish.

As JLR looks to introduce advanced Alpowered autonomous driving and connected services into its next generation vehicles, Halewood's facility now features new Advanced Driver Assistance System (ADAS) calibration rigs, capable of measuring ADAS responsiveness to ensure each vehicle leaves with the safest level of calibration for future autonomous driving.

With the new production lines having completed the first test builds of EMA body shells, JLR will continue to test and optimise the new machinery and technology ahead of EMA production commencing.

## Notes - About JLR Halewood:

Originally built in 1962, the plant is a purposebuilt manufacturing site

1963 manufacture of the Ford Anglia began

Halewood started producing the Jaguar XType in 2001:

First allwheeldrive Jaguar

First diesel Jaguar

Freelander 2 was the first JLR car with stopstart technology

Range Rover Evoque (2011) becomes fastest selling RR of all time, with 100k in the first year; workforce trebled to meet demand

In 2014, Discovery Sport launched as the most versatile SUV for busy families.

The Halewood plant will continue to build ICE and hybrid Range Rover Evoque and Discovery Sport alongside future BEV products as it transitions to become JLR's first allelectric production facility

In June 2024, JLR launched the Manufacturing Technical Support Programme, providing colleagues with engineering and problemsolving skills in a twoyear rotational placement to provide them with an EngTech qualification. Through 121 tutoring, 15 employees are already enrolled on this programme preparing to take on the maintenance of the Halewood's next generation manufacturing technology

## 8 A. Auction - 1977 Jaguar XJC-R Restomod 'Emma'

This could be yours so have a look now.



Read more:

## 8 B. Auction - 1994 Jaguar XJS V12 'Insignia'

This could be yours so have a look now. An incredibly rare hand-built model, ordered new by a Royal dignitary and cosseted its whole life; one of only a handful of 6-litre V12 examples, with verifiable low mileage and the only one in museum quality condition. Best of breed in automotive form.



Read more:





## 9. Best fast family cars – the best fun everyday drivers

A family car doesn't need to be dull – some of our favourite performance models deliver the thrills of a purpose-built sports car

Credit: **Yousuf Ashraf**

Car manufacturers are able to package more speed, more tech and more fun into family cars than ever before. There's a huge variety of practical, multi-purpose driver's cars on sale today that can show a clean pair of heels to some bespoke sports car machinery, and while modern performance SUVs have stolen a march on this area of the market, the last few years have also produced some of the best fast estate cars in recent memory.

The SUVs we have included on this list don't just drive well for their size and weight; they're compelling in their own right, delivering memorable driving experiences irrespective of the genre they compete in. With that said, equivalent fast estates will always have a higher ceiling of performance, dynamic ability and – for us – desirability, so they make up the majority of the entries here.

This is not an ordered list, rather a collection of brilliant-to-drive performance cars that place just as much emphasis on the way they drive as they do isofix points.

### Best family cars 2024

- BMW M3 Touring
- Alfa Romeo Stelvio Quadrifoglio
- Mercedes-AMG CLA45 S Shooting Brake
- Porsche Cayenne GTS
- Audi RS4 Competition
- Jaguar F-Pace SVR
- Skoda Octavia vRS Estate
- Porsche Taycan Sport Turismo
- Audi RS6 Performance

## 10. Car of the week: This rare 1957 Jaguar could fetch more than \$14 Million at Auction

Credit: **Howard Walker**



For discerning car collectors who might have missed out on the spectacular, metallic blue 1957 Jaguar XKSS that sold last year at auction in Monterey for \$13.2 million through RM Sotheby's, there's a new opportunity to acquire one of these fabled race cars for the road. On November 2, chassis No. XKD 540 will cross the block at the inaugural RM Sotheby's London Peninsula Auction.

This is one of the 16 XKSS two-seaters converted...



**Read more:**

## 11. Toyota Supra vs Jaguar F-Type: used sports coupes battle it out

The Jaguar F-Type and Toyota Supra fight it out to see which makes the better second-hand buy.

By: **Richard Dredge**



If you had to name one of the best-looking cars of the past decade, and one that's also great to drive and steeped in history, the chances are that the Jaguar F-Type would spring to mind. Not so obvious is the...



**Read more:**

## 12. Best used executive cars 2024

If you need a fast, comfortable and stylish set of wheels, these are the best used executive cars that the market has to offer

By: **Alex Ingram**

If you want to enjoy the daily commute, impress your colleagues in the car park and even have enough space for the family, you needn't spend a fortune. Opting for one of our best used executive cars on sale will see you bag a modern, stylish car that'll also provide plenty of performance and comfort, but at a much more reasonable price than a brand new alternative.

Executive cars tend to offer a wider breadth of talent than most other kinds of car, and that's why it's so important to know the strengths and weaknesses of a used executive car before spending your money on one.

The choice is equally broad, though, so we're here to help.





# JAGUAR FUTURE

Our team of expert road testers have driven and reviewed every executive car that you can buy in the UK, and they've rounded up the very best used full-size and compact executive cars on sale right now. Read on to find these listed below.

## The best used executive cars

- Volvo S90
- BMW 3 Series
- BMW 5 Series
- Tesla Model 3
- Lexus GS 450h
- Saab 9-3
- Audi A4
- Jaguar XE



 **Read more:**



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.

## What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor.

I thoroughly enjoyed reading your in-depth article about the Brisbane Motor Museum in Banyo, Brisbane across the ditch. What luck your visit coinciding with the '100 years celebration of Jaguar Cars.

The 'high key' mood lighting images of the gorgeous Jaguar Classics added an intoxicating atmosphere of nostalgia to your exclusive 'flying carpet' tour story.

I felt like I was a gecko on the wall with marbled eyes wide open in awe of the wonderful aria of privately owned Jaguars that were like actors on stage taking a bow in a permanent encore.

Some may say that I'm adding the Banyo Motor Museum next on my bucket list, but what I do know is Nimbin and the Oodnadatta Hotel will have to take a back seat behind the 'Stig'.

Thank you for your inspirational Travelog, with much appreciation,

Larry Raynor Olive. JDCA Member

Dear Editor,

Just going over the Mag and saw the small piece on Noel Gallaghers Jaguar Mk2 drop-head. I saw this car or one exactly like it in Farnborough last year at the British Motor Show. To me it was drop dead gorgeous, I was drooling so much hence the photo is slightly out of focus, and unfortunately, I only took one photo. I would have bought it on the spot if I had the money.

Another interesting photo from the day was this e-Type. Don't think the roof rack would do much for aero.

Love the hyper-links in Magazine, opens up a whole new world.

Keep up the good work, Bernie

Bernard W Wood JDCA Member



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JAGUAR DRIVERS' CLUB

**advertise in here...**

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





## SLEEK & POLISHED

I'm sleek and polished, in a garage crouched in the soft glow of the overhead lights, I lay in wait, my metallic body reflecting the warmth of the day. I am a Jaguar Sports Car and beneath my sculptured hood rests a 5 litre V8 Super-charged engine, a heart that beats with relentless passion for the rush of speed and precision.

As my master approaches I feel a rush of excitement and my heart rate begins to rise. He always greets me with a gentle touch, his fingers gliding along my curves, appreciating the craftsmanship that went into making me. I can sense his anticipation, a thrill that resonates with my own yearning to bare my fangs on the open road. Together we share a bond that transcends the ordinary; I am not a machine- I am an extension of his spirit.

With a press on my pulsing start button, my engine roars into life with a deep, resonating growl that reverberates through the garage and awakens the neighbourhood's sleeping jackals. It's not just sound; it's the very essence of my being, a symphony of power, pace and grace. In this moment, I can feel my masters heart racing in tandem with mine. They know the joy of unleashing my power on the asphalt and crave that exhilarating sensation of freedom.

As we glide onto the highway, I feel the wind rush over me, a caress that ignites all my senses. My wheels grip the road like a cat with lengthy claws, and I respond to every command with precision. I can almost hear my owner's laughter blend with the engine roar, a melody of exhilaration that pushes us both to the vanishing point. Each turn, each straightaway, is another celebration of art with unbridled performance.

But it's not just about the call of the wild. I sense the love my guard-

ian pours into me- the meticulous care he takes in cleaning my exterior, the attention to detail during routine maintenance. It fills me with pride to know that I am cherished. My engine with its raw power, is not just for show; it's a testament to the trust we share. Every time my owner sits inside, I feel his dreams and ambitions intertwine with my very essence.

As we return home, the sunset paints the sky in hues of orange and pink, and I feel a sense of fulfilment. I am more than just a vehicle; I am a partner in adventure, a confidant in his moments of solitude. Together, we create memories etched in time- the thrill of the road, the quiet moments reflecting in the garage, the unbreakable bond forged by the love and respect of Jaguar cars.

In the quiet of the evening, as my owner prepares me for the night, I hum softly, a gentle reminder that I am always here for him, awaiting our next adventurous journey. 'I am JAGUAR', a powerhouse of emotion and engineering, and I will always cherish the connection we share.

JAGACE





# ELECTRIC ROADTRIP

## Jaguar I-PACE completes final testing in Los Angeles ahead of 2018 reveal

[Youtube](#)

One year on from showing the I-PACE Concept at the LA Auto Show, Jaguar is back in town with a production prototype for final range and durability tests ahead of its official global reveal in 2018.

Thousands of potential customers have pressed the 'I want one' button to place a deposit or register a strong interest in the hotly anticipated electric SUV. Not only will they be at the front of the queue when order books officially open in March, but a lucky few have been chosen to accompany Jaguar's engineers as prototype vehicles complete final validation tests.

Ann Voyer from Pasadena asked Jaguar if the I-PACE would have enough range to complete her favourite road trip along California's West Coast. To answer her question, Jaguar engineers took her on a long-distance range test - on one charge only. The I-PACE production prototype drove 200 miles from Sunset Boulevard, Los Angeles, to Morro Bay, San Luis Obispo, on a single charge of its advanced Lithium-Ion battery.

Ian Hoban, Jaguar Vehicle Line Director, said: "After 1.5 million global test miles, the I-PACE is ready for production and is proven to deliver long distances on a single charge. Jaguar's first battery electric vehicle will also be fast to charge; our target is a zero to 80 per cent charge being achievable in a short break."

Full specification and pricing for Jaguar's electric performance SUV will be announced in March 2018 when order books will officially open.

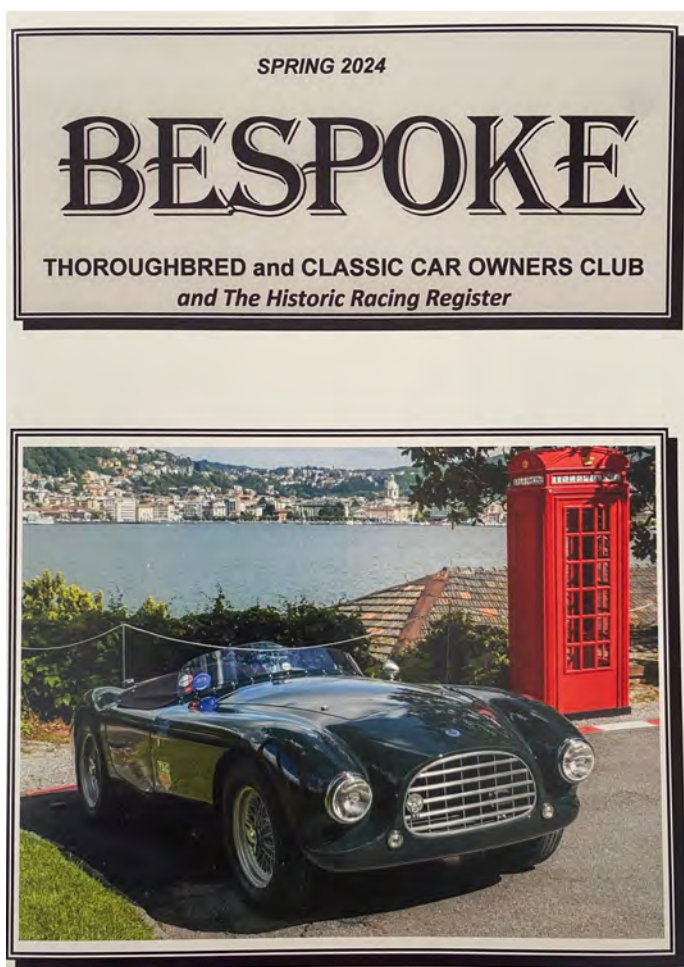




# JAGUAR HISTORY 2017







## JAG ON THE NET

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



**The Best Jaguar Car Show I've Ever Seen -- Simply Jaguar 2024**



**2018 Jaguar F-Type SVR Review - BEST Engine In Any Car Under \$70K?**



**2024 Jaguar F-Type R75 Quick Review**



# JDC

AUCKLAND  
JAGUAR DRIVERS' CLUB

## Welcome! new members

- Charles Dix  
**1978 XJ6 S2 C Daimler - red**
- Macinness  
**1993 XJSC V12 - silver**

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

*Thank you to all members who have paid their subs.*







## 1965 JAGUAR E-TYPE FHC REGISTRATION DU1883

New Zealand New: Imported by Archibald's in Christchurch May 1965 and sold to The Capital Trust Company. Original registration IM 9769.

Contact: Michael Sexton <sexton@amlh.co.nz>

The car had many owners before being acquired in 1989 by Roger Flatz, under who's ownership it underwent a comprehensive restoration. The photographs and documentation that accompany the car are extensive and detail every aspect of the car's circa 129,000 mile journey through to the present day. Roger's restoration was a full body off and mechanical component rebuild, including the engine and driveline. The mileage when acquired by Roger was 106,268, which if subtracted from the current mileage of 129,000, indicates just 23,000 miles since its restoration and explains the excellent mechanical condition of the car. Records show that in excess of \$100,000 was spent restoring the car in the early 1990s.

Roger parted with his pride and joy in 1999 and the car was to have two more owners before ending up in the hands of well known restorer Rob McNair around 2007, until sold to me via FAZZAZ in 2010.

It is testament to the car that both Roger and Rob have been in touch during my ownership and have visited to reacquaint themselves with the car. Rob has since purchased another lovely original Series 1 E-Type.

During my time with the car, I have completed a number of improvements, which are detailed below.

- On acquiring the car, we determined that the head gasket was leaking and so I took the car to Dave Silcock in CHCH.

Dave explained that the 4.2 l cylinder head had the same inlet valve size as the 3.4 l XK engine and as such somewhat stifled the engines' ability to flow air. He suggested slightly opening the intake ports and fitting larger valves, which was done in 2010.

- Also, while with Dave he lightened the flywheel, fitted a new clutch and repacked and set the rear crank seal amongst other small tidy up jobs, including a 2" first section for the exhaust.

- Driving the car back to Auckland I became aware of it doing 2700 rpm at around 100 kph, which surprised me given the 5000 rpm redline and a claimed 150 mph top speed. A little research established that the NZ cars were all fitted with a shorter CWP ratio. This had me locate the correct "E-Type" 3.05:1 CWP set and have this installed.

- Driving an E-Type FHC through Auckland in summer proved to be a rather warm experience and by chance I read about a firm in the UK who were making an air conditioning system for E-Types. No prize for guessing what came next! The kit is very well integrated and in part uses the cars existing air ducting system. It is a very welcomed addition.

- At the same time as fitting the air conditioning, we installed a high output alternator.

- The standard Series 1 engine cooling fan proved to be severely challenged by an Auckland summers day, when combined with a bit of traffic. To over-



come this we fitted a large, high power electric fan, thermostatically set to turn on at 72 degrees C. The car now sits happily in traffic rarely going above 72 degrees C.

- Sometime post Roger's restoration and prior to Rob McNair's ownership, Beecham installed a small electrically driven hydraulic pump, that connects to the rack to give very good power steering.

- Knowing the car now had a much better ability to breathe in air and fuel, I decided to upgrade the entire exhaust setup to a full stainless steel 2" system, with long individual primary pipes. The supplier was Scottish company, Classic Fab. The quality of this system is very high and adds a great deal to the engines throttle response as well as being visually stunning.

- We fitted a 123 distributor to remove any issue that might arise with points.

- The front brakes have been upgraded to billet 4 pot clippers on vented discs.

- An extended rear brake bleeding kit has been fitted, what a great help.

- The car has original competition chrome wire wheels.

All the original manifolds, front brakes, heater box, distributor etc have been retained.

The car is a delight to drive and never fails to attract positive attention.





# CLASSIFIEDS

More photographs & details on  
JDC website

## 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



## For Sale – Personalised Plates

Two sets plates 'JAGACE' for \$5,250. One set plates 'XJLR' for \$2,250. Excellent condition.

Contact Larry Raynor Olive

Mobile 0212610499



## For Sale, Sills for a Mk2 Rob Andrew

Pair of brand new door sills for Mk2 Jaguar. Ex UK including freight and GST cost NZ\$700, sell for NZ\$475 ONO.

Rob Andrew

at arjay2@extra.co.nz or 0212417591

## 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



## 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



## 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



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.





# CLASSIFIEDS

More photographs & details on  
JDC website

## 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



## 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



## Genuine Jag & Daimler brochures

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unless stated. Also available are some  
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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

## For Sale

'XK GB' personalised plate for sale.  
Asking \$1200  
Contact Adrian 027 656 3732



# 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.



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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CLASSIC COVER

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CLASSIC COVER

