

Best of British Charity Motoring Day 2025



The Best of British Charity Motoring Day, hosted by Otago Jaguar Drivers' Club with assistance from Otago VCC and Land Rover Enthusiasts' Club, was back with a vengeance on Sunday.

After a year's hiatus we were once more up at the crack of dawn to set up our two venues – Registration & Start at Victoria Road Car Park, St Kilda, and Car Trial destination plus Show'n'Shine at Outram Reserve.

With over 180 vehicles taking part, we were taken by surprise by the increased number of cars and found ourselves running out of indemnity forms and later, almost all of the BBQ fare. However, our small team of volunteers were up to the challenge, thinking on their feet and making sure it was a fabulous day for the participants. The weather was kind to us and many of the participants settled in for a leisurely picnic.



The 'Marque of the Day' was Morris and the local enthusiasts had a great turn-out with 30 cars.



Not to be (almost) outdone, there were 26 Jaguars and Daimlers.





Above: Marking with Mark – the Car Trial sheets are scrutinized and three shiny trophies await.

Left: The queue for BBQ fare, provided by the Dunedin Fire Brigade Restoration Society. The coffee and ice cream vans got a thrashing also.

A huge thank you goes out to Otago Motor Club Trust for their sponsorship of our roadside ads, to the West Taieri RFC for waiving the fee to use their facilities. We found the DCC very helpful and obliging and this all contributes to us being able to donate all monies to our charity – Life Matters Suicide Prevention Trust. Thank you to the organising team and the 'feet on the ground' volunteers who were on the run all day. Great job.

Many more photos can be viewed on the BOB Facebook page facebook.com/BOBcarrun
We will have further news of the presentation of the charity donation at a later date.

BOB2025 AWARDS AND TROPHIES

PRIZE	RECIPIANT	CAR YEAR & MODEL	REGO
Marque of the Day Best Morris	Steve Toomey	1971 Morris Ute	MYMORY
Best Austin	Ross Osborne	1959 Austin Healy	BHM114
Best Ford	Jan Wheeler	1981 Ford Capri	MT7520
Best Jaguar/Daimler	Neville Hall	1964 Daimler 2.5	CT5889
Best Land Rover	Sean Marr	1948 Land Rover Series 1	HUE166
Best Mini	Richard Wilmshurst	1963 Morris Mini Cooper	AR8311
Best MG	Steve Wilson	1967 MG MGB Roadster	MG145
Best Rolls/Bentley	Dicon Joseph	2005 Bentley Continental GT	QTT75L
Best Rootes Group	Stephen Grellett	1966 Sunbeam Tiger	GKK616
Best Rover	Bernie Halford	1955 Rover 90	MEW241
Best Triumph	Stephen Higgs	1964 TR4	6T4TR4
Best Vauxhall	Peter White	1929 20/60 Vauxhall Hurlingham Convertible	VAUXIE
Best Wolseley/Riley	Andrew Foster	1964 Riley 472	472RLY
Best Motorcycle	Andrew Roxburgh	1910 Triumph	
CAR TRIAL – FIRST Mehrtens Tyres Trophy	Graeme Rice	2022 MG3	PAS448
CAR TRIAL Second place	Elise Allen	1982 Land Rover Series 3	KP6967
CAR TRIAL Third place	Paul & Lisa Byers	1960 Morris Minor	AB5173
VINTAGE CAR TRIAL First place	Mike McGrory	1948 Morris 8	APQ575
VINTAGE CAR TRIAL Second place	David Cunningham	1924 Austin 12	AF7425
VINTAGE CAR TRIAL Third place	Peter White	1929 20/60 Vauxhall Hurlingham Convertible	VAUXIE
JUDGES CHOICE Southern Classics Trophy	Keith Ruthven	Morris Marina Rally Replica	Not registered
PEOPLES CHOICE Classic Jaguar Limousines Trophy	Allan Sim	1954 Ford Zephyr Convertible	EOTTA1

President's Column

The Best of British Charity Motoring Day was a very successful day with over 180 cars attending – we were lucky with the weather but we had a great turnout of many makes and models. Jaguars were very well represented at the event. I thank the small Committee for the effort in organising this event which went off very well. I drove a 1971 Dennis Fire appliance but did have my son in law in one of my Jags. The wide coverage of our street signs was certainly noticed around the town. We will be holding the Best of British again probably alternate years with the Dunedin Brit and Euro Car Show – our Committee will make that decision soon.



URGENT – if you are planning to come to the South Canterbury Jaguar Owners Club Kings Birthday event book it now. The Panorama Motel in Timaru are holding 5 more rooms but only for a short time as Kings Birthday is high demand – to date I am the only booking. Contact is Email lets-stay@panorama.net.nz do it now! This will be a great weekend with a large number of Jaguar & Daimler owners – Saturday 31st May – Sunday 1st June. Great visits and the Best of British event at Timaru on the Sunday so Register now. Contact is Debbie Nicholls 027 5309380 Email southislandjaguar@gmail.com

The visit to the Taieri and lunch at the Grange was enjoyed by a smaller than usual group, but again the weather was fine and we all had a great time. More events are planned in the next month so check the events diary in our Magazine and bring out your pride & joy for a run. Although a long way off, we have discussed possible display options for the next Autospectacular event (Sept/Oct) and are keen to see if we can muster up enough old Jaguars to make it a vintage/early display of Jaguar cars up to early 1950 – even partly restored cars are of great interest. We do have some very active members working on very early cars and some excellent restored examples to showcase.

I am heading to Auckland at the end of the month and attending the largest car show in New Zealand – the Auckland Brit Euro event - so will have pics to pass on to Barbara for our next newsletter.

Ending on a positive note we have had 4 new members join our club so far this year so the Otago Jaguar Drivers Club is the largest British club in our region with over 80 members.

Happy motoring
Steve

Steve McNulty
President OJDC

Welcome to new members

Steve Tibbs & Judy Seagar, Oamaru - 2010 XJL V8

Ewan & Lorna Seagar, Oamaru - 2008 XF V6

John & Beverley Lamont, Wanaka - 1962 Mk2 3.8L Mod

Next Club Events

Wednesday

5th

March



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

23rd

March



FISH'n'CHIP RUN

TO THE FISHWIFE, MOERAKI

10am – Meet at Unity Park, Mornington

10.15am – Set off on run

12 noon – Arrive at the Fishwife and place your order

12.15 – YUM!

Please register your interest with Barbara - barbiemac@xtra.co.nz

Sunday

13th

April

Run to George Begg Festival

Teretonga Race Track, Invercargill

8.00am - Departing Unity Park

Dust off your **retro threads** and step into a golden age of Kiwi motorsport. Enjoy the **party vibes of the 1960s and 1970s** in Invercargill with an exciting Italian theme, **celebrating the legendary motorsport culture of Italy.**

Get up close to iconic Italian brands like Ferrari, Lamborghini, Maserati, Alfa Romeo, and Fiat, both on and off the track.

Enjoy action-packed racing and plenty of off-track entertainment.

We are currently negotiating a discount entry ticket price for the Club run. For this, we need numbers of those intending to come – please register your interest with Barbara – barbiemac@xtra.co.nz



30th May –
1st June

King's Birthday Weekend

Get Together with South Canterbury JOC &
Others in Timaru

See over page

King's Birthday Get Together

May 31st – June 1st 2025

OJDC members are invited to join this South Canterbury JOC event,

encompassing visits and dinner on the Saturday, then joining the All British Day in Timaru on the Sunday. This culminates with a 'Luxury Buffet' on Sunday night.

Word is that CHCH Club are booking en masse, so the advice is to book ASAP. Numbers limited to 150. See weekend registration & payment form below. Email to address given.

OJDC have reserved six units at the Panorama Motor Lodge, 52 The Bay Hill, Timaru for the Saturday night. \$215.00 per unit (2 people). You can book your accommodation there quoting 'Otago Jaguar Club'.

Panorama Motor Lodge are very keen to confirm bookings, given that it is for a holiday weekend. Please make your bookings ASAP!

SOUTH CANTERBURY JAGUAR OWNERS CLUB

Want YOU



to join THEM

Kings Birthday weekend

Saturday 31st May – Sunday 1st June, 2025



For more information and to register email
southislandjaguar@gmail.com



Kings Birthday GET TOGETHER

Saturday 31st May, 2025

- 10am optional extra Geraldine Farm Café
56 Main Road Geraldine
Weekend packs will be available here
- 12noon Rogar Mahan Heritage Centre and lunch
Weekend packs will be handed out as you arrive
Optional extras Military Museum
Geraldine Vintage Car & Machinery Museum
- 5:30pm Gather at the Westend Hall
35a Maltby Avenue, Timaru
Buffet style BBQ dinner, BYO alcohol

Sunday 1st June, 2025

- 10am Optional extra All British Day event,
park up at the Virtue Avenue end of Caroline Bay, Car display from 9:00am
Depart at 10:30am on a run to a mystery location within South Canterbury for lunch stop, provide your own picnic lunch.
- Entry fee is \$20 per vehicle paid at the event.
- 3pm Optional event Harlau House café
253 Beaconsfield Road, Fairview, Timaru
- 5:30pm Gather at the Westend Hall
35a Maltby Avenue, Timaru
Smorgasbord dinner, BYO alcohol

Kings Birthday weekend

Saturday 31st May – Sunday 1st June 2025

Names: 1).....

2).....

Email:.....

Cell:.....

Saturday 31st May: Lunch & entry into Roger Mahan Heritage Centre
Deluxe Smorgasbord dinner

Sunday 1st June 2025: Deluxe Buffet BBQ Dinner

Dietary requirements: please advise these if required:

Payment:

Total cost of \$140 per person for the above.

Deposit required to hold place: \$50 per person refundable up to 30th March.

Total payment required by 1st May 2025.

Payment today \$..... Number attending:.....

South Canterbury Jaguar Owners Club account: 03 1715 0008780 00

Please put your **name** as reference and under particulars put **KB25**

For more information and to register email: southislandjaguar@gmail.com

or call Debbie Nicholls of the SC Jaguar Owners Club on 0275309380

**PLEASE NOTE NUMBERS ARE CAPPED AT 150, OVER THIS NUMBER WE WILL
WAITLIST**

*In addition to the above events, it is suggested that you may wish to look at the
collections/museums in Geraldine on Saturday afternoon, after visiting the Roger
Mahan Heritage Centre.*

*On Sunday, you may wish to join us on the South Canterbury Vintage Car Club's 'All
British Day'.*

Other Events of Interest in the South

MG TRACK DAY - LEVELS RACEWAY TIMARU

Saturday March 22nd.

All day event:- Standing 1/4 mile -2x Motorkhana events on seal -Autocross and - Full Circuit sprint. Meeting from 8 am - briefing and scrutineering.

Entry: Open to all MG Club members driving a road legal MG (Wof & registered)
Plus non-club members driving MGs

\$95.00 per driver for MG Club members -

Non Club members in MG's + \$15.00

REGISTRATION: Register with Bob McIntosh - Email bobmc@snap.net.nz or Ph./text 021 0871 8057

You can register for Dinner on the Friday night - Speights at 2 George St Timaru - time to be advised.

Further information – contact Chris Read medwynfarm1@gmail.com

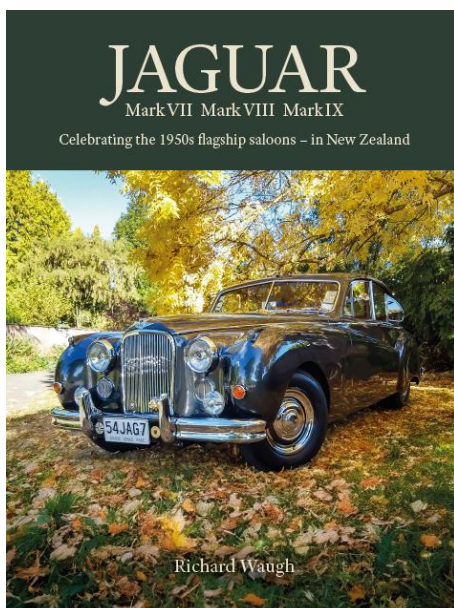
November 1 -2 75th Anniversary of Jaguar Mk 7 Event, Christchurch

A national gathering to celebrate the significance of the 75th anniversary of the launch of the Mark VII. Risingholme Park in Opawa is booked for a Saturday public display of cars. Sir John McKenzie gave the historic home and grounds to the citizens of Christchurch; he was also the owner of one of the first Mark VII's to come to Canterbury in late 1951. The nearby Cashmere Club is booked for an evening celebration dinner and book launch (see below), and on Sunday there are plans for a run out onto the Canterbury Plains. The weekend celebrations of these important post-war saloons are already attracting some interest from enthusiasts in Australia, England and Europe, so we might even have some overseas guests join us! More information to come.

New NZ Jaguar book

After the success of the 2021 'Classic Jaguars in New Zealand' book, Richard Waugh is writing a new Jaguar book on the Mark VII to IX cars. This book will be the first new book on the 1950s flagship saloons for about 30 years. It will cover the cars' design history and significance in detail, with new information, as well as profiling about 30 survivor cars in NZ. Over recent years Richard has amassed a register of surviving cars in NZ - about 90 cars by chassis number and knows of another 20+ cars but not their chassis numbers. In addition, about 30 to 50+ cars are likely stored in sheds/basements throughout NZ, usually in derelict condition! Of all that number maybe 30-35 are roadworthy with some amazingly original cars, some

restored, and others being made roadworthy for the 75th anniversary weekend. The oldest known survivor is chassis #710091 (one of the first 100 manufactured in June 1951) owned by OJDC member Alistair Stevenson (Ettrick), currently being restored, and the latest, a Mark IX of Jason Tuck (Auckland), chassis #775960BW (March 1961).



Left: A taste of what is to come, a mock up of the book cover.

If you know of any Mark VII-IX cars, please inform Richard, as it would be a great shame after the event to have missed a car and interested owner. Further if you have any stories and photographs of the Mark VII-IX cars please contact:

Rev Dr Richard Waugh QSM

152 Riverlaw Terrace

St Martins

Christchurch 8022

New Zealand

Ph: 022 5339400

Run Around the Taieri & Lunch at The Grange



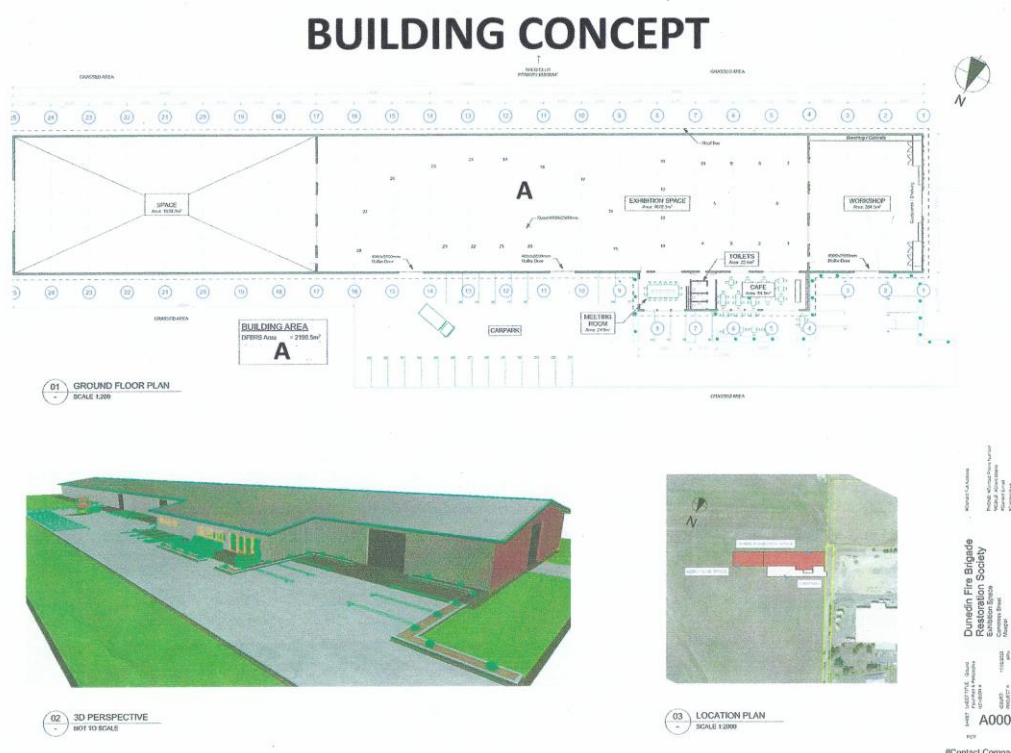
Did you know that Mosgiel has a larger population than Oamaru?

Proud Mosgiel inhabitant, Steve McNulty, took us on a tour of the Taieri Plains to see first hand how the area is changing.

Several new subdivisions have opened up recently and another 500 sections are being developed south of the town centre, on a site adjacent to Wals Garden Centre. We drove past the following, in no particular order:

The new swimming pool complex; the expanded Heli Otago's building that will house the latest helicopter simulator and provide training for helicopter pilots from NZ and Australia; the new and very large Brethren church; the site of the new Summerset Retirement complex under construction.

But of most interest to you, dear reader, is the site beside the Aero Club of the proposed Dunedin Fire Brigade Restoration Society Motor Museum. Just one meeting away from the go-ahead and following four years of negotiations, it will be south of the runways and accessed from Carncross Street. It is planned to be a 3000 square metre building with café and community meeting room. It will house over 20 fire trucks, 25 cars and motorbikes, a restoration workshop for 5 trucks, a Cadbury display and an Aero Club history display.



Our journey terminated at The Grange Bar & Bistro, part of the larger and expanding The Grange Lifecare and Retirement Home. There were jokes aplenty about making a booking for our autumn years, and we took the opportunity to look around the state-of-the-art gym, billiard room, library and cinema on offer. However, we had heard that the café was top notch so were anxious to check it out.



Name That Movie.....

*In this series we 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 No18



Changes to WOF requirements

The Government is proposing to reduce the frequency of safety inspections for vintage cars, vintage motorbikes, and motorhomes.

New Zealand Federation of Motoring Clubs Inc had been campaigning for a reduced inspection frequency for at least five years too, President Garry Jackson said. "We're just delighted".

12-month WoF & CoF consultation is now open for submissions (closes 4/4/25)



Under the planned rule change, warrants of fitness and certificates of fitness would be required annually instead of every six months. Vintage light vehicles over 40 years old and private motorhomes were eligible.

"The stats show that people who drive vintage cars, they actually pass their WoF at a higher rate than people who drive non-vintage cars, and so the law is basically out of step with reality, and we're bringing it into line with common sense," Transport Minister Chris Bishop said.



The Minister said there were around 128,000 eligible vintage vehicles and 39,000 private motorhomes. New Zealand Motor Caravan Association Inc chief executive Bruce Lochore said the association has been raising with the Government that CoF frequency is inappropriate for the use of motorhomes for around five years.

"It's never made sense because these vehicles do a fraction of the mileage of normal vehicles, they have a fraction of the serious accidents. "It got lumbered in with

all heavy vehicles," Lochore said. He said motorhome owners travelled around 5000 kilometres annually.

"So you know it's an over-exaggeration of compliance for something that's really not necessary.

"It's costly as well... It's up to \$300 every six months for a motor home to get this."

"It's been a consistent frustration and nagging issue, not only the cost of doing it every six months but the time it takes to do it." He said the WoFs for vintage cars cost between \$70 and \$100.

Jackson said vintage cars are well-maintained. The association's own research showed that the average annual spend per historic and classic vehicle was \$6355.

"The amount of money that people spend on these cars, right across New Zealand... is probably four times the average of any vehicle," he said.

He said inspectors often weren't familiar with vintage cars, which added to the burden.

"It's the time it takes, and for many of these cars, the mileage that they will have driven between the previous Warrant of fitness and the current warrant of fitness might only be literally from their house to the testing station, but you've still got to go through it."

Jackson estimated the average modern car was driven 15,000-20,000km annually, compared to the association's research finding that a vintage vehicle was driven 3700km annually.

He said the Federation's vehicle survey report included an estimated total economic footprint for costs relating to historic and classic vehicles in New Zealand of \$16.5 billion.

"I think the fact that we did this research a year ago was part of the reason, and that coincided with the change of government."

New Zealand Automobile Association Inc principal policy advisor Terry Collins also welcomed the move but wanted the Government to go further with its inspection review. Collins said the Government's proposal to include light vehicles in road user charges systems was the right time to implement an inspection regime based on a vehicle's distance travelled rather than its age.

"It's utilising the changes that they want to make, and we think it will be a better outcome because those vehicles that need to be inspected will be inspected. "Those vehicles that don't because they're aged, or some people own six or seven vehicles, particularly the vintage and the classic car people. So they're not travelling in each vehicle a lot of distance, but collectively they're having to get them re-inspected all the time." Collins said the public consultation for the proposed vintage and motorhome inspection change was a "great opportunity" to consult on a distance-based regime, too. Collins said distance was a "very good" indicator of wear and tear to a vehicle.

"We see that on tyres, that's one of the main reasons that they fail, they get to a certain point after travelling 40,000 kilometres."

The public can give their feedback on the Government's proposal from February 24 to April 4 on nzta.govt.nz.

Otago Jaguar Drivers Club committee will be preparing a submission and encourage any interested members to do so as well. We will be sending out advice on this shortly.



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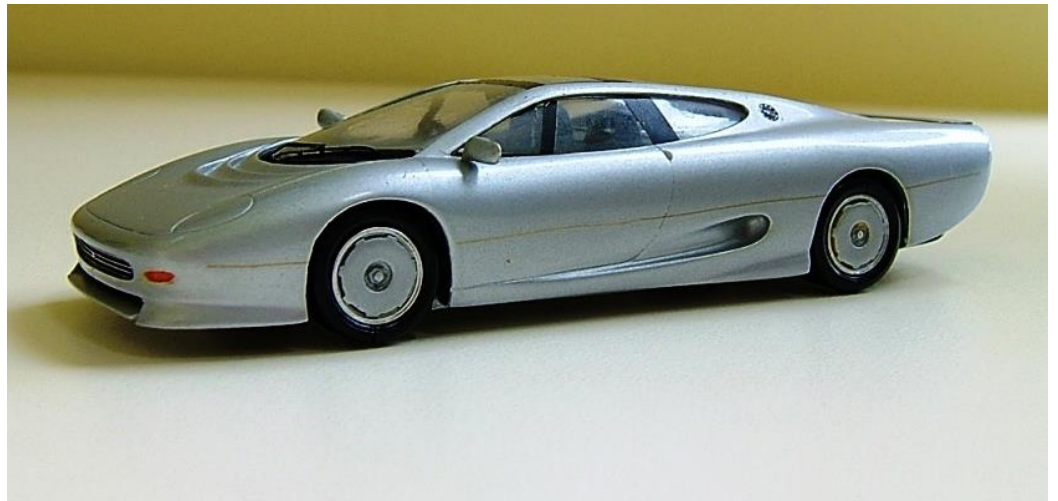
Jaguar – Reflections in Miniature Part 38

XJ220



The XJ220 concept had its genesis in 1985 as an off-duty design exercise. Taking its sub structure from the successful Le Mans XJR Group C Sports competition cars, the XJ220 with the V12 engine was a very large car, in fact almost too large. Enveloping the competition chassis was always going to create a greater length to the car than the competition version as the latter would need to be based on functionality rather than aesthetically pleasing in a way that would sell such a car to the public. The concept was not self-propelled when it was unveiled at Earls Court in 1988 but revealed the general layout intended with a race tuned V12 located centrally behind the cabin. This configuration, however, did not provide any room for a fuel tank and was intended to be solely a conceptual design for a road going XJR-

9. The concept survives as a display item but captured the imagination of the managing director of Jaguar, Sir John Egan who was credited with leaking the project to the press at the opening of the then new Whitley Engineering Centre. The prototype was a sensation and calls for it to go to production were widespread at a time



when classic and super cars were the current investment rage.

Provence Moulage have produced an excellent model of the original XJ220 prototype (K3356) which, when placed alongside a model of the production V6 version shows why the

limited production car was built with a shorter overall length. Thankfully Provence Moulage included the V12 concept car in their catalogue of kits as no other model manufacturers seem to have shown any interest in the original V12 concept car, focussing instead on the production V6 version.

This model is a professionally built kit from Provence Moulage which is well detailed and accurate to the actual car.



The XJ220 was always intended as a design study with no thoughts of production. However, in late 1989 Jaguar announced plans to build the car in limited volume in association with JaguarSport the new joint venture company between Jaguar Cars Limited and TWR. Production was influenced by the success of the TWR XJR Group C sports racing cars in Europe and the IMSA series in the USA coinciding with the unprecedented classic car boom of the period. Orders could only be lodged with a substantial profit and an initial production run of 350 was planned. For practical reasons the twin turbo 3.5 litre V6 as used in the XJR-11 was the basis of the production power plant and like the XK120 some 40 years earlier, the designation given to the car was intended to signify the top speed of the car. The car was capable of speeds approaching 220mph, but such a speed was purely academic given the limited opportunities available to achieve such levels. By the time the first cars were ready for despatch to the agreed owners, the classic car market was beginning to collapse following difficult financial times and the spending frenzy was ending. Ultimately several would-be buyers defaulted on their commitments with some acrimony with JaguarSport who had a contract with each buyer. A total of only 280 XJ220s were eventually built.



Many model manufacturers have made the V6 version of the XJ220 several of them very crude indeed. This is a die cast version from Detail Cars (173), which comes complete with opening doors. The detail, as the name may imply, is very good for a moderately priced die cast model. The engine is well detailed and the roofline, often incorrectly profiled by model makers, is very accurate

.For 1993, TWR announced a competition version of the XJ220 which weighed in at only



1200 kilograms. Unlike the production road version, the XJ220C featured body panels of Kevlar and fibreglass and a stripped-out interior. Although the competition car was some 150 kilograms lighter than the road car, it was 300 kilograms heavier than the earlier XJR Group C and IMSA cars making outright wins in races such as Le Mans out of the question. The XJ220C did offer a serious challenge in the GT category and two cars were entered in Le Mans for 1993. The XJ220C was also capable of being driven on the road but required interior fitouts to offer any form of comfort. Other features in which the XJ220C differed to the standard 'production' version were headlamps and auxiliary driving lights enclosed under Plexiglass covers as opposed to the standard 'pop up' units, larger air ducts in the front, a solid roof panel and a competition rear wing. Both front and rear body assemblies were designed to be easily removed and replaced as complete units. The XJ220C retained virtually all the production mechanicals although the power output was increased from 542bhp to 700bhp similar to that of the XJR-11 from which the V6 engine was derived. Only four XJ220Cs were built although some production XJ220s were converted for competition use but these conversions were such that the car could never be returned to its original form.



Spark have produced models of the XJ220C as it raced at Le Mans in 1993 and 1995 as well as the original competition car at the time of its release albeit in a road format. The model features the bright yellow paintwork as featured on the car when it was debuted at the Birmingham Motor Show. All the unique features of the XJ220C have been carefully replicated including the unique wheel design.



Very few XJ220s were converted to competition use especially as the light weight XJ220C was available for this purpose a short time after the release of the XJ220 itself. XJ220s could be modified for racing but the TWR factory made it clear that once modified they would not be able to be rebuilt as road cars. A couple of XJ220s were adapted for racing in the Italian GT series in 1993 but with mixed results. The only win was achieved in Vallelunga. There has not been very much recorded on these near standard cars or the series itself but one such car in Martini Racing livery did return to the UK and was successfully campaigned in the late 1990s with Win Percy at the wheel. The car survives.

The die cast model shown is of the Martini Racing sponsored GT class XJ220 which is made by Detail Cars (174). This car carries the competition number #11 and whilst there is not a lot of information about this car, reference is made to it by Leslie Thurston in his book on the TWR prototype racers. The car is photographed whilst in the hands of Win Percy who drove it to victory at Brands Hatch in 1999. Detail Cars have modified a version of their road going XJ220 model to correctly create the Martini car.





The first XJ220 to see competition was the original XJ220C launch car with the yellow bodywork repainted white for testing and then dark blue when it made its racing debut with Win Percy behind the wheel at Silverstone. With a relatively small field in the 10 lap GT class race, Percy scored an emphatic debut victory for the XJ220C. By contrast, Le Mans saw a large field of GT class cars entered which included three XJ220Cs. The new rules for this GT series were far from clear and race organisers allowed the XJ220Cs to compete pending an appeal over the lack of exhaust catalysts.

Team boss, Tom Walkinshaw was extremely annoyed and argued that the cars were within the rules. Car #50 driven by Brabham, Nielsen and Coultard, won the GT class finishing 15th overall but the win was disallowed when the appeal was dismissed. Such were the politics of the Le Mans event.

Spark has produced built up resin models of both the Le Mans entries from 1993. This example is #50 (S0761) and is an extremely accurate model of the short-lived GT class winner.





There were no entries in the 1994 Le Mans race but in 1995 two XJ220Cs were entered in the event in a new team for P C Automotive in one last attempt to bring glory to the marque which had such a long association with the Sarthe circuit. Both XJ220Cs failed to finish the event although car #57 ran as high as fourth place overall before retiring, so ending the link with Le Mans that Jaguar had held for over 45 years.

The model of 1995 Le Mans XJ220C #58 as driven by Percy/Thuner/Iacobelli is a very accurate model from Spark (S0765). Unlike the competition modified XJ220 road car, the XJ220C does not have the clear Plexiglass rear window/engine cover as both the front and rear bodywork was designed to be easily removed and replaced



Alan Race

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

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

Otago Jaguar Drivers Club – Members Merchandise

- Clothing choices can be viewed & tried on at **PromoX Ltd**, Hillside Rd, Dunedin. **Mention OJDC.**
- You can order & pay directly with **PromoX Ltd**.
- Out of town members contact Greg for assistance with ordering – gregjohnsen@xtra.co.nz
- Car grille badges & replacement name badges are ordered from the Membership Secretary.



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Womens : 8 10 12 14 16
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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NEW

CLOKE - CSI CREW NECK SWEATSHIRT
WITH LEFT CHEST LOGO
BLACK
\$46.75

Other sweatshirt colour choices:



(MENS STYLE)

AP-YARRA
1302 / 2302
BLACK/WHITE
\$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
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NAVY/ WHITE
BOTTLE/YELLOW
\$16.35



Grille Badge \$35.00

Name That Movie: *Car No 18* 1957 Jaguar XK150 ; "Play Misty for Me" 1971



**Member Benefit –
NPD Fuel Offer to Club Members**



NPD offer our club members an opportunity to minimize the rising fuel costs by using an NPD Fuel Card. This offer applies to 91,95,100+ and diesel.

All petrol grades will be subject to a discount of 12c per litre off the area price covering NPD's manned and unmanned stations. Although this is not the pump price, it is still a significant saving, currently 8c per litre off the unmanned pump price. The area price is reset each Saturday. Members can receive a weekly diesel price based on the NPD buy price which is more competitive than the 12c discount.

If NPD are having a special promotion which is cheaper than the discount price, then the promotional price will apply'.

NPD are expanding their network which already covers most areas in the south, so the use of a fuel card with a monthly account also removes credit card charges as there is no fee other than an initial \$5.00 card cost. At manned stations, the Gold Card can also be used in conjunction with the NPD card to provide an even further discount. Remember, self-serve sites operate 24/7.

To apply for your NPD card application form, email:

The OJDC Secretary – Mark Paterson mark@southair.co.nz 0274 352 517

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