



CA Tatalogue Express

December 2024

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS' CLUB INC.

Lakeland Prowl 2024

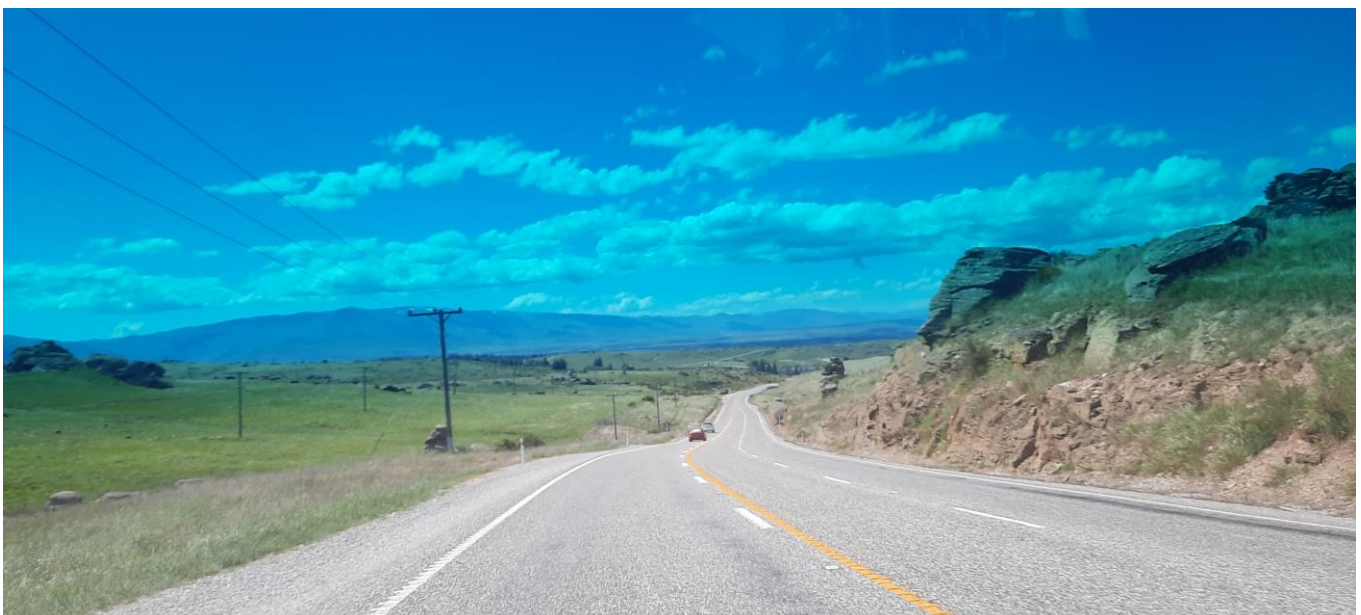


Looks like a winner.....

The 2024 Lakeland Prowl participants gathered at Unity Park, Mornington, early on Saturday morning, to begin the journey south towards Balclutha. We stopped for coffee (breakfast) and were then off heading further south. At Waipahi we turned west into the hinterland and drove through beautiful rolling farmland. Unfortunately it was here the weather decided to visit upon us a deluge. We were following an instruction sheet and quiz, put together by the maestro himself – Mark. The heavy rain made it difficult to see signage but we still enjoyed the trail through areas seldom seen such as Conical Hill, Pomohaka, Kelso, Heriot.

The weather improved and we carried on, to emerge onto sunshine on State Highway 8 at Ettrick. Here we called in to see member Alistair Stevenson and his current Jaguar restorations. Now retired from the resto business, Alistair is working on total rebuilds of his second Mark 7 (1950 model) and a 1935 SS. Also in the shed were several other Jaguars.

When we finally dragged ourselves away from these great projects, we drove on to lunch in Roxburgh.



The Central Otago “Badlands” on the way to Alexandra.

Leaving Roxburgh we travelled on to Cromwell and Lowburn, where we stopped at a private art collection. Then we moved on to our destination lake – Wanaka. A cooling ale was most welcome in the hot afternoon. Later we met for dinner at the Lake Bar overlooking, you guessed it, the lake. A most enjoyable evening.



Early the next morning, before breakfast, we checked out of our accommodation and headed in convoy to Highlands Motorsport Park in Cromwell. There we had a safety briefing before heading out on the track to do fast laps in our Jags, following the Highlands taxi. Great fun!! We were buzzing afterwards and settled in to breakfast at the café.



Next stop was our lunch venue – a great find – Orchard Garden in Springvale. This venue is a café run by the founders of the Good Oil cafes and is nestled in an expansive park-like ‘English’ country garden complete with a large maze. It was here that the prize winners of the Lakeland Prowl were announced.



Above: Award for ‘Most Distance Travelled’ went to Alan Brown of Motueka, who makes the journey each year, to be part of the Prowl with his mate Ross Bush of Christchurch. (Both nearest the camera). Drives a 2007 S Type.



Left: Award for ‘Oldest Vehicle’ went to Peter & Mads White – 1956 XK140 FHC.

Left: Winners of the Lakeland Prowl 2024 were Brian and Jude McCracken – 2006 XK V8.

Oturehua, the home of historic Hayes Engineering Works and Homestead. We were lucky that on this particular Sunday there was a working display and tour. Our Folksy guide, Ken, gave us a one hour tour and demonstration of the workshop and forge. The operation was originally powered by a pelton water

wheel before the days of mains electricity.

The whole site was operating and we saw the ingenious machinery at work and marvelled at the clever products manufactured on site 100 plus years ago. Some of these items are still regularly used on farms today. A must-see if you’re in the area.





What visit would be complete if we didn't then stay for coffee and cake at the fabulous wee Hayes café and gift shop? You may have gathered that food and drink are an integral part of the Prowl! However, the time came to say goodbye and we headed back home. Many thanks to Mark Paterson for another great weekend. Looking forward to next year!

AUTOMOTIVE EXPERTS

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President's Column

I have had some really interesting conversations with clients in my car recently – all about the new Jaguar Reimagine advert to which I have yet to hear a positive response. If you have not seen it have a look at the UK response on <https://www.youtube.com/watch?v=2FOMAJfMLfM>

I think it sums things up pretty well!

I think JLR have lost the plot with the Jaguar brand, even doing away with the leaper!! I doubt you would see McDonalds doing away with the big M or KFC doing away with the Colonel, but Jaguar believe they can fully change the branding even doing new adverts with NO cars included? I hope I might be proven wrong but the vast majority of comments have blasted the Reimagine branding. I personally am not an electric car fan and globally the market is changing as people are finding the short comings and hefty price tags associated with electric cars. Will Jaguar survive? Time will tell!!



On a positive note we had a great Lakeland Prowl to Wanaka with a really good turnout thanks to Mark Paterson – the programme was really good and it was great to visit fellow OJDC member Alister Stevenson in Ettrick who let us peek at the projects in hand. The laps at Highlands were great and enjoyed by those who participated. Thanks Mark – well done!

Next event is our Night Trial with End of Year Dinner at Diggers Spitfire Restaurant on the 8th December – Night Trial departs Unity Park at 3pm, so make sure you register with John Forster.

Our Best of British Guru (Barbara Macdonald) is again running our next Best of British Charity Motoring Day on 23rd February with assistance from our Committee and other British car clubs – mark it in your diary. We were fortunate to get funding from the AA Motor Club Trust to cover the cost of our roadside signs which you will see popping up early in the new year.

I plan to contact the new President of the Southland Jaguar Drivers Club and see if we can arrange another joint event at Teretonga. I currently hold the Otago Southland Grass Track Challenge cup, won in 2021, so time to give the lads and ladies from the South a chance to contest same.

Happy motoring
Steve

Steve McNulty
President OJDC

Airport Transfers – OJDC Special Rate

Late Model Jaguar \$95 (1-4 people)

Mercedes Benz MPV \$135 (up to 7 people)



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Next Club Events

Wednesday
4th
December



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
8th
December

Night Trial & End of Year Dinner

3pm - **Night Trial** starts from Unity Park

5pm – **End of Year Dinner**

at Spitfires Restaurant,
6 Church Street, Mosgiel.
Set menu with choices approx. \$45

Register for one or both with John Forster
forsrob@xtra.co.nz 021 026 73734



Sunday
19th
January

COMBINED RUN WITH **SOUTH CANTERBURY JAGUAR OWNERS CLUB**

- Meet for morning tea at café, Oamaru
- Time trial
- Picnic Lunch (BYO)

Please register your interest with Steve McNulty
jaguars@xtra.co.nz 0274 346 370



Sunday
23rd
February

Best of British Charity Motoring Day Hosted by OJDC See overpage

Date
TBC
March



FISH'n'CHIP RUN TO THE FISHWIFE, MOERAKI

More information nearer the time

Best of British

Charity Motoring Day

Sunday February 23rd 2025



"Marque of the Day" MORRIS

All British cars welcome!

CAR TRIAL—SHOW'N'SHINE—BBQ

9.00 –10.30am Registration & departure from
Victoria Road Car Park, Dunedin
Show'n'Shine Outram Reserve

Entry Fee \$20/car, \$10 bike, Public gold coin

ALL PROCEEDS TO LIFE MATTERS SUICIDE PREVENTION TRUST



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Hosted by Otago Jaguar Drivers Club with local British Car Clubs –Enquiries 021 1599 488

KINGS BIRTHDAY WEEKEND 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.

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

See weekend registration & payment form below. Email to address given.

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 10:30 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'.*

Jaguar's rebranding unveiled this week has caused a furore. What's it all about?

Jaguar cars have needed to find their way out of their present doldrums. Whereas the British icon has excelled in the past in producing sports cars and saloons, the demand for these has dropped significantly as the SUV/Hybrid market has accelerated. Unfortunately for Jaguar, it's F Pace and I Pace developments, aimed at closing the gap, were massively outsold by sister company Land Rover, with its clever raft of new models.



So, Jaguar announced it was changing tack altogether, ditching its long line of ever evolving breeds of cat to relaunch itself as an exclusive, high-priced luxury EV brand that competes in the league of Rolls-Royce and Bentley. We are about to witness the result of this. This week Jaguar released teaser adverts and revealed a change to branding – Featuring brightly dresses actors poncing about, the new ad's ending byline “copy nothing” is a quote from Lyons himself, though I wonder what he would think of the concept? Greatly ridiculed, the ad doesn't actually feature a car, though obviously it is a teaser,

setting us up for what happens next. Jaguar have succeeded in getting our attention at least, though it has dismayed and angered many loyal Jaguar lovers, who see no connection whatsoever with the marque so close to their hearts. It appears they are no longer the target audience for Jaguar's marketing department, but who is? Surely someone wealthy enough to afford the new luxury car would feel the same way?

The new branding has thrown out the iconic cat face badge and are re-designed as a departure from the past, adopting a trio of new design values: "exuberant, modernist, and compelling." Jaguar says it is "not



afraid to polarize" with its new approach, starting with the new series of emblems.

Jaguar hasn't specified how these logos will appear on its new cars, but we should have a better sense with the unveiling of a "design vision"

concept car during Miami Art Week on December 2. The concept will preview the first vehicle in Jaguar's revitalized lineup, which they began testing on public roads last week, releasing a couple of teaser images of the electric four door grand tourer in heavy camoflage. This as yet unnamed car will enter production by the end of 2026. Jaguar divulged a few morsels at the media event about the electric platform that will underpin its new age vehicles.



They are targeting an EPA-rated range of up to 430 miles and the ability to add 200 miles of range in 15 minutes when hooked up to a Level 3 fast-charger. Jaguar also confirmed that its EVs will be compatible with Tesla's Supercharger network without needing an adapter, implying a NACS-style charging port.

We watch with anticipation to see what happens next. Unfortunately, the legions of Jaguar enthusiasts are perplexed as to why the brand hasn't capitalised on its heritage, emphasised its British lineage and years as an already established luxury brand. The major luxury brands in the world – Rolls Royce, Louis Vuitton, Chanel, Moët, all have the weight of decades of quality behind them. Why sweep it away?

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 No16



History repeats itself: TWR returns with a jaguar XJ-S ready for the road and the track.

Nik Berg Motorsports Haggerty Media

Scottish Touring Car ace Tom Walkinshaw saw great potential in the Jaguar XJ-S. Not only did he develop the car into a race-winning competitor, he later convinced Aston Martin to make use of the platform in the DB7.



Now Walkinshaw's son Fergus, together with an eclectic team of financiers, engineers and designers, is taking the XJ-S to new heights with a remarkable restomod that's been built to handle continental cruising and crank out blistering lap times in equal measure.

The story of this car begins in 1982, when Jaguar approached Walkinshaw to take on the XJ-S as a successor to
Photo Alex Sobran

the failed XJ-C and make some inroads into the European Touring Car Championship against rivals BMW. Having twice the cylinder count of its competitors couldn't have hurt, but the fact that Walkinshaw made the XJ-S both fast *and* dependable was impressive. So impressive, in fact, that Walkinshaw and teammate Chuck Nicholson won at Brno, Czechoslovakia; Nürburgring, Germany; Silverstone, U.K, and Zolder in the Netherlands. In 1984 TWR would win the championship, including Jaguar's first 24-hour race victory since 1957 when an XJ-S crossed the line first at Spa in Belgium. Further afield the TWR Jag also won the Bathurst 1000 in Australia.



Michael Cole/Corbis/Getty Images

These successes were just the beginning of a glorious relationship with Jaguar that would see TWR build the Le Mans-winning XJR-9 of 1988, the XJR-12 which won the same event in 1990, and the road-going XJ220 and XJR-15 supercars. TWR would also go on to run race teams for Volvo in the British Touring Car championship and assemble road cars as diverse as the XJ-S-derived Aston Martin DB7 and the crazy mid-engined Renault Clio V-6. Walkinshaw passed away in 2010, gone but never forgotten by a legion of fans the world over. It's for them that Fergus

and his team have revisited the XJ-S, transforming it from the elegant Eighties Grand Tourer into the TWR SuperCat.

"Myself and John (Kane, co-founder) were just talking about different ideas and history and thought why don't we do something together and see if we can relaunch the brand and get it back out there, and get it back on at the forefront of automotive technology and engineering," explains Fergus. "From that we batted around a few different ideas and eventually settled on doing the XJ-S as our first project."

At first glance of the SuperCat it's like seeing actor Alan Ritchson bursting out of a too-tight suit as Jack Reacher. It's intimidating, and you wouldn't want to get on the wrong side of it, but after the initial shock, you spot a suave edge. If you happen to see a little Aston Martin Victor in it, you won't be the only one. The design is a Transatlantic collaboration between Khyzyl Saleem in the U.K. and Magnus Walker in America. Walker's role has been more advisory than hands-on, with Saleem doing the penwork. Not that he actually used a pen, of course: Saleem's skills were honed wholly in the digital realm. Having become insta-famous for his hyper-realistic renderings of wide-bodied road and race cars, he worked on video game vehicles for Electronic Arts and then set up Live To Offend, a company specializing in body kits for the likes of the E30 and E36 BMW 3-Series and the Mazda RX-7 FD.

The SuperCat was Saleem's first chance to design a real car from scratch and, while it was perhaps quite a risk for TWR, it was one that Walker also fully endorsed.

"Once we'd spoken to Khyzyl we went to see Magnus in California," says co-founder John Kane. "As soon as we sat in front of Magnus he said, 'Oh, I'd love to work with this guy in England called Khyzyl, do you know him?'"

"To be given this opportunity to work with the necessary people in order to make this car perform and to live up to its heritage, and also what we plan for the future, has been a very fun process," says Saleem. "And genuinely it wasn't that difficult. I was given a brief by the guys here, and my design inspiration is, in general, very '70s and '80s. I was just obsessed with IMSA race cars—they were so radical in their design, but in their function as well—plus super silhouettes, Japanese touring cars, British touring cars, that's what inspires me to design.

"I pitched the V1 design, and we were all in agreement straight away that this was pretty much the direction that we wanted to head in. We're using inspiration from the XJR-9, XJR-15, and the XJ220, which hopefully you'll see somewhere on the car. And it all just came together. We went through thousands of hours of CFD testing and aero testing as well to make sure parts we were designing allow air to flow around the car properly."

Saleem says that for him the highlight of the design was making those XJ-S trademark flying buttresses actually serve an aerodynamic purpose, helping channel the air through to the KAMM-tail rear to create serious downforce. The exact amount has yet to be measured but given that the original car was prone to lift, it's definitely going to better.

And it will need to be, for the SuperCat is expected to be a 200-mph machine. Given that the test mule has already topped 180 mph without any of the aerodynamic advantages of the production car, this seems quite credible, and it's all thanks to TWR's take on the Jaguar V-12.



Only the block, cylinder heads and crankshaft are retained from the original motor. Capacity goes up from 5.3 to 5.6 liters and all internals are upgraded from the forged pistons to a new valvetrain. There's forced induction courtesy of a centrifugal supercharger, dry sump lubrication and a cooling system with six radiators. When it left the factory the V-12 made 289 horsepower at 5500 rpm and 318 lb-ft of torque at 3000 rpm. On TWR's dyno the revised motor delivers 670 hp at 7600 rpm and 538 lb-ft at 5350 revs.

"We went with a centrifugal supercharger rather than a positive displacement supercharger because with the

positive displacement, you get that big wallop of torque at the bottom end, and then it trails off. Whereas centrifugal, it's a lot more linear power delivery," explains Walkinshaw, who developed the powertrain himself.

The lethargic three-speed slush box is thrown out, to be replaced by a six-speed Tremec manual transmission, driving the rear wheels via an aluminum prop shaft and mechanical limited-slip differential. Clearly that's more than an early '80s' chassis could ever handle, so TWR massively stiffened it with an integral roll cage, together with new front and rear subframes. Tractive adjustable dampers are fitted to TWR's own double-wishbone front and multi-link rear suspension. Steel or carbon ceramic brakes are offered, grabbed by six-piston front calipers and four-pot rears, and there's a 12-way adjustable ABS system.

There's an 18/19-inch wheel combo to TWR's own design, wearing Michelin tires, with further driver aids in the form of variable electric power steering, a five-stage traction control system, five different drive modes and launch control.

Stripping away all the original body panels and replacing them with the Saleem-designed versions in carbon fiber reduces the weight by some 300 kg (660 lbs), to bring the SuperCat down to 1500 kg (3306 lbs).

There's been no skimping on the creature comforts, however, with an all-new interior design that mimics the original gauges in a digital display, but is otherwise a world away from the donor car. Carbon-backed Sabelt seats are installed; there's a Tilton pedal box, nicely turned metal switchgear and high-quality leather throughout, and a luggage space in lieu of the rear seats which can extend into the trunk. The brown colors and grey exterior of the first pre-production model were chosen by Walker but customers will have an unlimited palette.

TWR Performance TWR Performance TWR Performance

So, just who are those customers? According to Kane they're not collectors seeking to add another car to a humidity-controlled warehouse, but enthusiastic drivers wanting one bespoke car to do everything for them. "It's a GT that you can travel to Europe and you can take all your luggage in it, but at the same time, all our background with the team and the development side is all motorsport, so it allows you to then go on track, and it's built to withstand that, and then drive back again."

With only 88 SuperCats to be built, quite keen pricing of £225,000 (\$290,000), and several orders already in the books, it looks like TWR could once more be off to a racing start.

TWR Performance



Jaguar – Reflections in Miniature Part 36

XE (X760)



The XE was a mid-size executive car aimed at the market initially targeted by the X-Type. With Jaguar's engineers no longer being restrained by Ford's management as applied to the X-Type they were able to design a car with appeal in typical Jaguar fashion. This new executive express debuted globally on 8 September 2014 in London with sales expected to begin globally in 2015, followed by the United States in 2016. Production formally commenced on 13 April 2015 at Jaguar Land Rover's Solihull plant; the XE being the first Jaguar to be built at the factory in Solihull, which was to be dedicated to the manufacture of aluminium vehicles. Due to high demand for the vehicle production, capacity was increased

by adding a line at Castle Bromwich Assembly with production transferring completely to Castle Bromwich in 2017.

The XE was the first application of Jaguar Land Rover's new 2.0 L turbocharged Ingenium four-cylinder engine available in both petrol and diesel variants, in a range of different power outputs. The 120kw diesel significantly reduced consumption and carbon emission figures, and is capable of fuel consumption less than 4.10 L/100km and producing CO2 emissions of only 99 g/km. From the XE's launch until 2017 the petrol four-cylinder engines were

from Ford's family of "EcoBoost" engines, with the new Ingenium petrol engines replacing the



Ford units in the 2018 cars. From the XE's launch until 2019 a petrol V6 was also available, however, after 2019 the V6 engine was no longer offered.

The 1:43 scale model is made by Premium X (PRD410). This is a neat little model, well detailed and perfectly proportioned.



The XE features bonded and riveted aluminium construction, with bolt-on front and rear crash structures and key body panels to simplify repair and decrease insurance costs. In the event of a collision with a pedestrian, the active bonnet first pioneered in the 2006 XK, pops up to provide additional protection.

Many package options were also available with differing trim and accessories including S and R variants allowing owners to have their cars built to their specific tastes in motoring.

Once again, the model shown is produced by Premium X (PRD435) and shows one of the variants, in this case the S version, to good effect. The wheels are especially well done.





A special limited-production, high-performance version of the XE called SV Project 8 debuted at the 2017 Goodwood Festival of Speed and is the fastest production saloon car ever produced and the fastest road legal car Jaguar have made. The maximum speed is 320kph with acceleration from 0-100kph in 3.4 seconds. The base car was modified by Jaguar Land Rover's Special Vehicle Operations team, with carbon fibre body panels and aerodynamic aids including a front splitter and rear wing, carbon fibre and Alcantara interior trim, 400 mm carbon ceramic brake discs in front with six-piston callipers, unique 20-inch wheels with Michelin Sport Cup 2 tires, and a supercharged and intercooled 592bhp version of the 5.0 litre Jaguar AJ-V8.

In 'standard' trim the Project 8 has four leather-trimmed bucket seats, with the two front seats mounted on lightweight magnesium frames. A "track package features a harness retention hoop in place of the rear seats, and carbon fibre racing seats with four-point competition harnesses installed in the front. Total production was limited to 300 cars worldwide. The model shown is produced by IXO (MOC300), which is a company associated with Premium X. This is a superbly detailed model including a well detailed interior.



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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Mens : XXS XS WS S M L XL XXL 3XL 5XL
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MENS	XS	S	M	L	XL	XXL	3XL	5XL
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variations +/- 1 cm (guide only)								
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I/2 CHEST	43	48	53	60	67			
variations +/- 1 cm (guide only)								

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Name That Movie: Car No 16 1992 Jaguar XJS “Scent of a Woman” 1992



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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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Facebook page.**

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*Not in conjunction with any other offer. Only applicable on genuine Jaguar Parts & Services.

Merry Christmas and a Happy New Year



*And stay safe out there....
from your OJDC Committee*

Otago Jaguar Drivers Club Inc.
8 Mosgiel St, Mornington, Dunedin 9011, New Zealand
otagojagclub@gmail.com

President:	Steve McNulty	Ph 484 7521 / 0274 346 370	jaguars@xtra.co.nz
Vice President and Secretary:	Mark Paterson	Ph 464 0684 / 0274 352 517	mark@southair.co.nz
Treasurer:	Greg Johnsen	Ph 488 4486 / 027 318 3213	gregjohnsen@xtra.co.nz
Editor:	Barbara Macdonald	Ph 021 159 9488	barbiemac@xtra.co.nz
Committee:	John Forster	Ph 486 1394 / 021 026 73734	forsrob@xtra.co.nz
	Peter White	Ph 454 2022 / 027 6119835	peter@chatsford.co.nz
	Bob Clouston	Ph 027 316 7455	rclousto@xtra.co.nz
	Steve Parlane	Ph 03 976 69091/ 021 813 057	steve.parlane@gmail.com
	Brian McCracken	Ph 0274 774 203	brian@rylockotago.co.nz
