



Magazine



November 2024



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Nelson Jaguar Drivers Club

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Life members

David Ingram - awarded 15/7/2007
John & Claire Eales - awarded 21/2/2012
Deane Rutherford - awarded 2/5/2015
John Miller - awarded 3/12/2022



NJDC magazine printed by



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The views expressed in this magazine are those of the individual contributors and are not necessarily those of the Nelson Jaguar Drivers Club.

Cover images; Lake Run 15th September 2024

President's Page

Now that we are over the winter months and into spring it is time for us all to enjoy the cars that we have tucked away in our garages. We are so lucky down here in New Zealand as we don't have the harsh weather that the northern Jaguar owners get. Cars are locked away, but the use of salt on the roads means a never-ending problem with rust etc. So, in saying this, isn't it time to get them out of the garage and drive them as they should be driven. Long runs in our beautiful Province. I was reading an article in Jaguar World magazine about many people who have spent lots of money restoring their cars, and then very occasionally take them out for a 4 mile drive to a local café and then drive home again. Jaguars weren't built to do this, they were raced and driven long distances and most of the time they were the better for it.

Over the last few months I have spent a great deal of time on the new Club Constitution, to make sure that it will cover our Club for now and into the future, I must thank the Otago Club for sharing their constitution with me to allow Mark Abbot to make some changes to more suit our requirements. A huge thankyou goes to Mark and Bob Jamieson for the work they have done to help put this together. I thought I had it sorted, until I received an email from Otago who already had approval from the Government Office, that some further changes needed to be made, by taking out the words ***"these rules"*** and replacing them with ***"this Constitution"***. I know it doesn't seem much but as a non-typist it all takes a while. We need to get it right.

Our Club runs have once again been dominated by the weather, but for the events we have had there has been a disappointing turn out, although the members who attended enjoyed the effort put in to make these worthwhile. A few of us enjoyed the Reefton Car Show. This is a great event with a huge turnout of cars supporting the St Johns in Reefton and should be on everyone's radar for next year.

The Cancer Day at Lansdown Park in Marlborough was supported by a small number of our members, and as I have said before, we all know some-one who has had cancer. Some have survived but many more have been taken.

I would like to thank the Club members who attended Graeme Blackburn's memorial service. Graeme was a very loved husband, father, father-in-law and grandfather. This was born out by the many great tributes given by his family and friends who spoke.

Blacky, as he was affectionately known is sadly missed by all who knew this gentleman.

The run over to Linkwater on Father's Day was very much enjoyed by those who attended. Thanks must go to Stuart and Pauline Pope for organising this. We were lucky to get there, as the road was only opened a wee while before we got there.

The Lake run always comes true and this year was no different for the hardy members who took a chance on the weather. What a wonderful day we had at Lake Rotoiti with beautiful weather, great company, and glorious food. Once again we had the BBQ trailer from Mega Mitre 10. I recently had a meeting with their CFO about increasing our discounts, and can now advise that our Club discount has been increased to 5%. This is greater than the SuperGold Card offer.

The Hoods-Up event at the Nelson Classic Car Museum had the biggest turn out of general public since this began. Having arranged the \$10.00 discount for our members I would have hoped for a few more than the few who did attend. It makes me feel bad that this great venue got so little support from members. I put the Club up there when I negotiate the price for us all. Maybe they won't be so forth coming in the future? I host tours through this wonderful collection of cars as a volunteer and my contribution for this is so that all of our members can benefit and attend events.

The Distinguished Gentlemen's Drive attracted five of our members who all enjoyed this event. Thanks also to those who supported us with donations for this very worthwhile event. The latest figures out show that Nelson had the biggest fund raising in NZ, and we were 10th in the world just behind LA and ahead of Montreal. Once again, the money raised goes to Men's health for Prostate Cancer research etc, a far too common condition in NZ. Next year vehicles from 1995 down will be eligible so hopefully we will see a few more make it. I have just received the total raised worldwide... \$414,000, and the date for next year will be Sunday 28th September.

Happy Christmas & New Year to you all.

John Eales



Upcoming Club Events 2024/2025

17th November 2024

Club Run

Details to follow

8th December 2024

Christmas Picnic

Faulkner's Bush, Wakefield

19th January 2025

Club Run

Details to follow

16th February

Picnic at Rabbit Island

22nd February

Top of the South Motor Show

Richmond Park

16th March

Club Run

Details to follow

27th April

Club Run

Details to follow

18th May

AGM

Details to follow

=====

Please note that this list is only a general overview, especially in these rapidly changing times, so please keep an eye on your emails as more detailed information will be sent out closer to each event.

Members participate in events at their own risk.

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New Members

A very warm welcome to the following new members

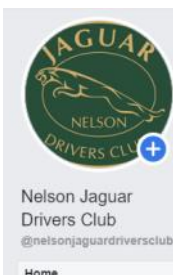
Phil Turnbull & Pip Watson

1962 Jaguar MK2 3.4

(This car is under restoration)

DS Auto Ltd (Derryl, Tanja, & Tom Henman)

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Glastonbury UK (images supplied by Ken Joyes)

Carhenge, an auto version of Stonehenge, with a number of the key blocks being Jaguars. Not a nice sight but certainly different.



Editor's Page

This Club year has again been a mixed bag mainly due to weather which is at least better than pandemic restrictions...let us hope we do not have to endure those again.

As President Eales has mentioned a recurring issue has been low attendance. Added to this there must be *“something in the water”* because when and if members respond to emails regarding events, it all seems to take a long time, and quite often a further prompting message. The email system which is now a dominant feature of communications is an instant thing, so why is it so difficult to respond promptly?

In this issue we have a mix of items but I am still waiting for JLR to formally reveal their new vehicles on their official press site. I will not pass on speculative details of supposed new models. Misinformation on this subject abounds and I would sooner wait for the truth from them, despite my personal opinion that they are heading down the wrong path. It has become clear over the past few weeks that electric vehicles are not yet ready to *“take over the world”* and just as importantly for the manufacturers, customers are still wary of them.

I am once again grateful for member's contributions; This time from David & Elizabeth on their travels in the land of the Kangaroo, Brian for Jim's story, Daryl & Helen for their car story, and to Bob for photographs taken in my absence.

We are approaching the festive season and I wish you all the best for whatever is ahead in 2025.



John Miller

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From the World of Jaguar

JAGUAR TCS RACING ARE THE 2024 ABB FIA FORMULA E TEAMS' WORLD CHAMPIONS



Jaguar TCS Racing have won the 2024 ABB FIA Formula E Teams' World Championship. The win follows a dramatic season finale E-Prix in London, but one that ultimately ended with a record season points score of 368 for Jaguar TCS Racing. It is Jaguar's first World Championship win since 1991. Drivers Mitch Evans and Nick Cassidy finished second and third respectively in the Drivers' World Championship. Jaguar have also won the newly created Manufacturer's Trophy with 455 points.



Technology developed and proven on track by Jaguar TCS Racing supports the next generation of Jaguar all electric vehicles, as Jaguar is reimaged to become an all electric brand from 2025.

It is Jaguar's first Teams' World Championship title since winning the World Sportscar Championship for the third time in 1991.

“This is a truly historic moment for Jaguar TCS Racing, the Jaguar brand and everyone who has played a part in this success. This World Championship belongs to the team, drivers, our partners, the fans and JLR colleagues around the world.

“Jaguar has a rich racing history, and when we started our Formula E programme back in 2016 we were determined to add to that legacy. To win the 2024 ABB FIA Formula E Teams’ World Championship – the pinnacle of electric racing – is fitting reward for everyone’s hard work and winning mindset. I feel for both Mitch and Nick – coming so close to the Drivers’ crown is tough for both of them – but they have driven incredibly well all year and I know they will be fighting for the title again next year.

“I want to extend my personal thanks to everyone who has been involved in our journey so far. This is a great moment for Jaguar TCS Racing and together we will enjoy this incredible achievement!”

James Barclay

Managing Director JLR Motorsport & Jaguar TCS Racing Team Principal”



JIM the JAG...a short story

1985 Jaguar XJ6 Series 3...A Blue one

Adapted from notes supplied by Brian Robinson

"When I was a teenager the first Jaguar XJ6 was launched onto the market. I made myself a promise that one day I would have one of them...they were beautiful and ahead of their time.



As they say, **once upon a time, and quite by chance**, I spotted **Jim's** beautiful rear end in a private garage in Riwaka. The garage was under the house so in due course I gained enough courage to knock on the door. The owner was Bill Curd, and after chatting, he told me that **Jim** had been there for two years which explained why I had not seen him (**Jim**) out and

about on the road. After bribing Bill over the weeks with lots of nice new spuds, and biking at daybreak and Bo-peeping at **Jim** through the rear windows, I knew that I wanted **Jim**.

Little did I know, but **Jim** did not want me!, and to this day my co-pilot does not want **Jim**.

Returning to the tale of **Jim's** acquisition, there was an occasion when, with another bag of new spuds in hand, I said to Bill; "**still got the Jag?**" I knew very well that **Jim** was still there and hiding.

The spuds worked and Bill said; "**you can have him for \$4000**", so, after fiddling the books I finally had **Jim**. For domestic control and harmony reasons **Jim** was kept at the home of a fellow who worked for me. He polished and prettied **Jim** for four weeks until the owner (me) got enough courage to take **Jim** home. **Jim's** first admirer was our friend and hairdresser. It was dark and three of us just sat in **Jim** in the car shed. Who knows why, but **Jim's** burglar alarm went off with a heck of a racket and I could not stop it.

After the three of us had changed our undies, **Jim** was sent to the auto electrician for an operation to remove the offending alarm system.



Despite the fact that **Jim** has failed to proceed (conked out) only once, various journeys have resulted in many visits to car hospitals in our region. The infamous “conking out” happened fortuitously outside the residence of local mechanical engineer Johnnie Miller, who diagnosed an electrical problem. After leaving **Jim** in the care of the recommended local workshop and an account for \$900, **Jim’s** attitude had not improved...he was no better. This has been a feature of **Jim’s** time with me and the cost so far is probably three or more times the purchase price over the sixteen years. Perhaps in Jaguar terms this is not too bad, but you cannot put a price on the frustrations caused to the driver and the co-pilot through these times.

There still are intermittent behavioural issues such as cold running hesitation and random cabin temperature swings but when behaving himself, **Jim** is an absolute pleasure to motor around in.

I am not sure if it is the car or the owner who needs the services of a good therapist but we shall carry on.”

Brian Robinson

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A bit of a trip...travels around Tasmania.

Adapted from a conversation with the Eleners

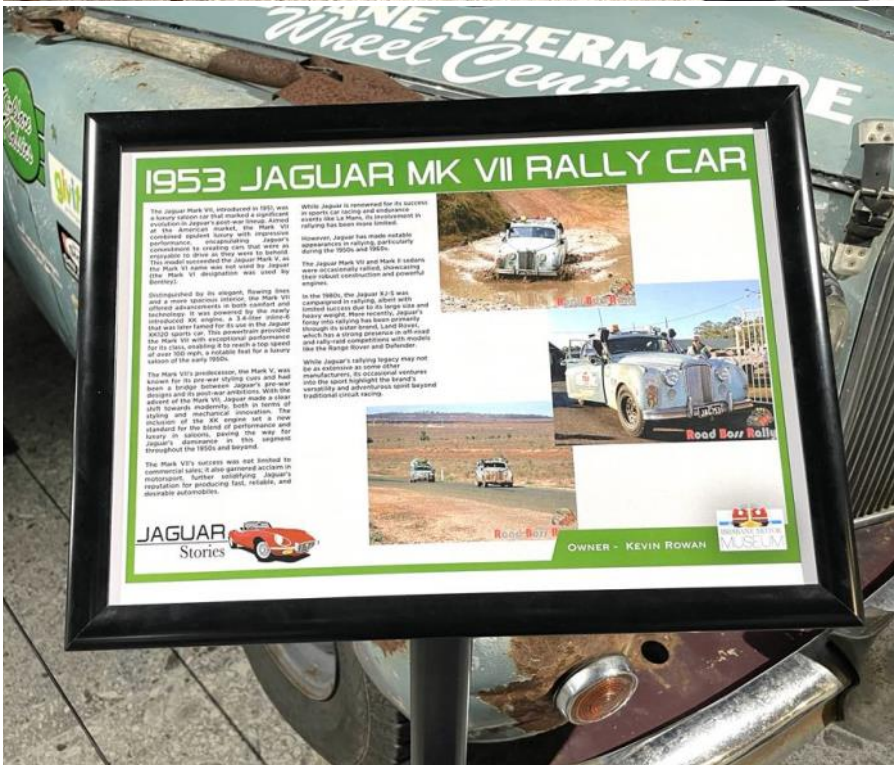
Having two sons in Australia, with one on the West Coast and the other on the East means that David & Elizabeth are frequently visiting. This latest trip during July involved spending around seven to eight weeks in the Gold Coast & Brisbane area, as well as Perth and Tasmania. They had always wanted to explore Tasmania, so with the help of a rental car spent a pleasant three weeks tootling about. The rental will feature later!, but it was nothing like a Jaguar.

The original plan had been to use a car they had purchased on a previous visit, but as always seems to happen, fate intervened. Prior to arriving, their son was taking the vehicle to the dealership to have a factory recall issue attended to and whilst innocently stopped at a set of lights, **BANG**, he was hit from behind by an inattentive driver. This took the car off the road necessitating a change of travel plans as well as vehicle for the explorations. Originally they had intended to use the coastal route to travel from Brisbane via Sydney, to Melbourne, and on to Adelaide, then double back to Geelong and take the ferry across Bass Strait to Tasmania. The return journey was to have been a retracing of the route from Geelong back to the Gold Coast.

The accident and loss of the car meant they would now have the time to visit their other son in Perth .

A highlight of the early part of the trip was a visit to the Brisbane Motor Museum, where there were many Jaguars on display.







1974 JAGUAR XJ6L SERIES 2

The "Dakar Jag" stands as a unique and authentic interpretation of the classic Jaguar, specifically engineered and modified to tackle the grueling demands of the Dakar Rally, one of the world's most challenging and arduous off-road endurance races.

This venture represents a dramatic departure from Jaguar's traditional domain of luxury and sports cars, venturing into the rugged, unforgiving world of off-road rally racing. The Dakar Rally, known for its extreme conditions, terrain, necessitates vehicles that are not only powerful and robust but also versatile and resilient.

The Dakar Jag, therefore, had to undergo extensive modifications to both its chassis and drivetrain to endure the harsh environments of the rally. This included a highly tuned engine, capable of delivering power and torque in extreme conditions. Specialized suspension systems to navigate diverse terrain, such as a full-time, rally-grade frame, and enhanced navigation systems.

This car on display is based on the Dutch "Dakar Jag" and features a long wheelbase. It participated in the 2018 & 2019 Beas Rally rallies.

Improvements include bush plates, waterproofing, modified air, fuel systems, and suspension.

While Jaguar is renowned for its success in sports car racing and endurance events like Le Mans, its involvement in rallying has been more limited. However, Jaguar has made notable appearances in rallying, particularly during the 1950s and 1960s.

The Jaguar Mark VII and Mark II sedans were extensively reborn, showcasing their robust construction and powerful engines.

In the 1960s, the Jaguar XJ-S was campaigned in rallying, albeit with limited success due to its large size and heavy weight. More recently, Jaguar's foray into rallying has been primarily through its off-road Land Rover, which has a strong presence in off-road and rally competitions with models like the Range Rover and Defender.

While Jaguar's rallying legacy may not be as extensive as some other manufacturers, its occasional ventures into the sport highlight the brand's versatility and adventurous spirit beyond traditional circuit racing.

JAGUAR
Stores

OWNER - JACKSON SMITH

After ten days in and around the Gold Coast they flew to Tasmania and picked up a rental car. This was an almost new MG HS, complete with many battle scars. It is very popular and inexpensive in Australia,



but after 3500 kms of wide-ranging driving they describe it as an awful example of a modern car and would not recommend it. Rattles everywhere, very little progression in all the controls from power delivery to brakes, and sluggish responses from the electronic driver aids such as navigation...all just as has been described by motoring writers in their tests. "All in all, a bit of a tin can, but it got us around."



Places visited and enjoyed were Port Arthur (lower picture on opposite page), Mt Wellington (pictured below), and the Central Lakes with spectacular scenery very similar to New Zealand’s West Coast.



Top; Mt Wellington | Below; Binalong Bay (Bay of Fires)





Above ; Iron Creek Bay estate

|

Below; Franklin





Hogarth Falls near Strahan



Launceston

The Gorge, South Esk River





The Gorge, South Esk River

If you are considering a Tasmanian holiday then perhaps the pictures will help you decide.

One thing that impressed was the condition of the roads, which stood out as being superior to our South Island network.

The weather was favourable throughout the trip with “luck on their side”.

Travelling overseas can sometimes be challenging...on the trip to Australia they just escaped the worst effects of the worldwide air traffic control systems failure...pure luck. The homeward journey provided a little twist as well when the original flight was cancelled due to a cracked windscreen on the aircraft, but with much determination and the pulling of a few strings via family contacts they made it back to Nelson only two days later than planned.

JM

Events Round-up

Reefton Car Show Saturday 29th June 2024

There was just a small turnout of Nelson members for this show which is now an annual event. This year the organisers stopped counting vehicles at 270, so obviously it was well supported.

The show raised \$2807 which was donated to Reefton St John and will help them purchase a new generator. As you can see it was a typical winter's day for the area.

JM



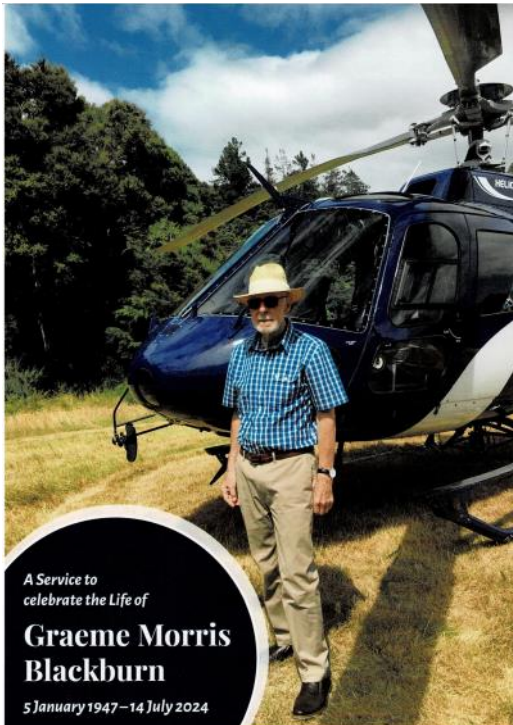
Moutere Pub Run Sunday 21st July 2024



Having paid our respects and celebrated the life of our good friend and club member Graeme Blackburn on Thursday the 18th, this run was dedicated to his memory. Meeting in the early afternoon at Wakefield a small group, around 10, of mostly Jaguars ambled via Spooner's

Range, Tapawera and the Motueka valley to the well known historic Moutere Pub for a leisurely afternoon tea. Good weather and a sociable crew made for another successful outing. It was good to meet new members Phil Turnbull & Pip Watson who have moved from Wellington and have a Mark 2 under restoration.

JM





Vintage Car Club of New Zealand Daffodil Day Sunday 25th August 2024

We had a small contingent from our Club support the Cancer Day Show and shine at Landsdown Park, the grounds of the Nelson VCC on, Sunday 25th August. The total numbers for entrants were well and truly up on previous years. The mixture of cars and models of American, European, British, & Australian was outstanding, with many of the local clubs well represented. In the past this event has included a run around the district but for this year, it was a display only.

All in all a good day out for a very worthy cause.

John Eales



Father's Day Run, Queen Charlotte Tavern Sunday 1st September 2024

After a very stormy Saturday night which saw the lights go out in Marlborough due to a lightning storm, and high winds and rain, we woke up to a very bright Sunday morning. Meeting up at the Nelson North Country Club for a 10:30 start we had a group of 13 cars, most obeyed the speed limit and avoided the camera van at Marybank.

(At the time of writing this I haven't heard of any photo's being taken)

We all headed off keeping a watchful eye out for the Black Skoda that was patrolling the area, and like all good members, obeying the slow speed limit imposed on us by seat warmers in other parts of the country.

We encountered no problems on the drive through to Havelock apart from a couple of trees that had blown down, but had been partly cleared away, and the standard issue of red cones to let us know that someone had been there. Where would we be without the cones?



The Queen Charlotte Road which had just been fully reopened following previous storms was in worse condition, and had suffered more, with trees down and a few slips to contend with. I found out later that the road had only reopened at 10:00 that morning thanks to the efforts of a local contractor.

Upon arriving at the Tavern, we were welcomed into the reserved area, with the members ordering from the menu. A great selection of dishes were on offer at very reasonable prices, and as I had pre-paid the Club's discount, these were even more attractive. Great service followed and



our members all thoroughly enjoyed the fare. As always, the time rolls around and it was soon time to depart for the trip home.



My thanks go to Stuart and Paulene Pope for suggesting this venue, the members who attended, and the staff at the Queen Charlotte Tavern for excellence in hosting us.

John Eales

Annual Lake Rotoiti Run & BBQ Sunday 15th September 2024

With some uncertainty in our minds we headed for Wakefield to meet up with the group. Why uncertainty?.... because the forecast was for very cold temperatures and snow to low levels...those who foretell such things were incorrect...once again. It was a glorious day for the time of



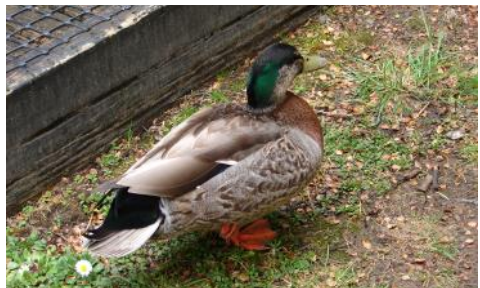
year and the roads were clear and dry throughout the trip. Not everyone who had advised attendance made it on the day so the group of 45 people was less than in past years. The lake front was busier this year



and parking was a bit tight...A few campervans and this time some utes with boat trailers attached but we squeezed ourselves in. It was good to see the Marlborough group again and catch up on their news.

This part of our region is always spectacular and attracts lots of visitors. We always have to take our chances that the shelter facilities will be available and have had incredible luck over the years...long may it continue.

The cooks did a wonderful job and with the salads provided by members there was no need to go hungry.





A tight fit

Dave Storer has always wanted to sit in an E-Type. Graeme King offered the chance to experience his 1970 Coupe and Dave was eager to take on the challenge.



For the vertically enhanced, an E-Type is not the easiest vehicle to enter, and on the driver's side it is made more challenging by the immovable presence of the steering wheel...to have the chance to be the **"Nut"** behind it, you first have to climb in.

Climb is the delicate way of putting it but after much perseverance and effort Dave finally got his wish to sit in an E-type...the photos prove it.

Of course, once you are in, there will come the time to get out.

Watching this was just as entertaining as the first part.

PS; Dave wanted this story told and recorded!

JM



The Lake Run is always a great sociable day out, and it gives the cars a good hot run. This year's event was "one out of the box" and thanks are due to everyone who attended and helped. On to the next one! **JM**

Distractions



Confused the accelerator with the brake did we?



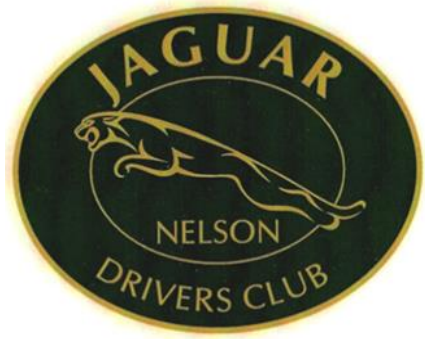
Club Regalia

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Pocket outside view

&



Pocket inside view

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		24	63.5

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A Jaguar's Tale (or should that be flick of the tail?)

I bought this splendid car in 2015?, from a member in Blenheim. Since then it has given us a lot of happy and trouble free motoring. We have taken the Jaguar on many Club runs as well as two National Rallies. The only problem we encountered was a couple of coils breaking down, and so they were replaced... "not cheap." Then in 2022 the steering rack had to be reconditioned and the uj's needed to be replaced, so the car has been off the road for 2^{1/2} years **"oh how time flies"**.

Along the way I had a mishap with my rolling Rover chassis, pictured below, which decided to roll itself out of my car port and give the Jaguar a love kiss into the front left side, which damaged the bumper, inner black plastic bracket and plug connection. All new parts are waiting to be fitted, the bumper is away being repaired and painted. Once that's all done and back together then it's off for a WOF and rego. I had new tyres fitted to the rear wheels as the front already has new ones. The cost of all this is not insignificant and this is why the car has been off the road for a long time and not been seen at club events. As well as working on my Rover P4 95 which has also cost an arm and three legs, so to speak, I am looking forward to having the Jaguar back on the road.

Ps; All is now fixed and we have attended a couple of club runs since with no dramas. It is great to have my **Special Cat** back.

Daryl and Helen Stansbury



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A close-up photograph of the front of a silver Jaguar XK150S. The image focuses on the hood ornament, which is a leaping cat, and the central part of the chrome grille. A red circular badge with a silver cat head and the text 'JAGUAR' and 'XK150' is visible. The background is a blurred interior of a museum.

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MUSEUM

CAR MUSEUM, CAFE, GALLERY AND STORE

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Pictured: Our Jaguar XK150S that will be on display in the 'Cat Cage'.

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