



AUCKLAND
JAGUAR DRIVERS'
CLUB

VOL. 55 | MARCH | APRIL 2025



BRIT & EURO SHOW
MORE LEADFOOT THRILLS



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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.

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

Cover image: Hahei hills no match for the Cat!

FROM THE EDITOR'S DESK

Most of the talk these last couple of months is regarding the Special General Meeting on Sunday 25 May and the Committee's request for a new team to step up to run the Club. This is a critical part of running any organisation or club. If the remaining committee do not get volunteers to step into these important roles, the club cannot function as it was intended. The committee have also prepared more detailed Job Descriptions for each of the Committee roles. However, rather than deluge all members with multiple job descriptions, we thought it better for members to view them in the Members area of the Website. (In the Members Area - scroll down towards the bottom of the page). This is a great opportunity for everyone to understand what the Committee does in the background and that despite it being a commitment, it is not a huge burden to get involved. Right now, however, it is critical for the survival of our 56-year-old club that members do step forward and express interest in filling these positions.



To the connoisseurs of motorsport, our club version of the Leadfoot Festival's held on Rod Millan's Hahei property is covered in more detail in this edition. Thanks to the hard work of all the volunteers that helped make the day so successful and run smoothly. Read more about this event run at a more sedate pace in this edition in Leapers @ Leadfoot - Part 2. The next event on the agenda was the 9th British & European Classic Car Show held at Llyod Elsmore Reserve. With 50 plus members displaying their wonderful machines, the crowds that attended on the day demonstrates the real passion people have with the automobile whatever the marquee. Thanks to the hard work of all the volunteers that helped on the day, and the members that spent hours detailing their cats for the display. Reports from the midweek Lunches and Garden Tours are also featured in this edition.

Do keep an eye on our Events page of this edition and the website. Events are being added and updated all the time but future events will remain on 'hold' until the SGM.

I wish to thank all those people that helped produce another special slice of Auckland Jaguar Drivers' Club magazine to read. Keep these articles flowing. As mentioned in the last edition - After my first edition of this magazine in July/August 2019, I feel this club magazine has evolved, grown and morphed into something special. That is largely due to the wonderful people of the club contributing and making it so special and unique. Due to significant increase in my work commitments, I am looking to pass on the batten to the next person that shares an interest in putting this slice of Jaguar together. No real experience is necessary, just a passion and an interest in working with the best Graphic Designer the club has ever had. Plenty of guidance and training on hand to make the transition as smooth as possible. If you think this could be you, then get in touch.

Kind regards

Gerard Leeuw Editor



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Written by Peter McElroy
Photos by Gerard Leeuw

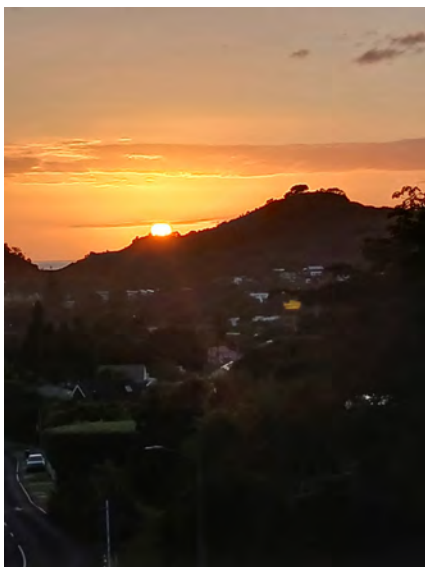
LEAPERS @ LEADFOOT Part two

A brilliant sunrise over the Pa at the southern end of Hahei beach signalled a glorious day ahead for the inaugural Jaguar Leadfoot event on Sunday 23rd February 2025.

The idea originated from a conversation that I had with Colin Giltrap at the last official Leadfoot event held in 2020. He was congratulating the membership of the AJDC on being such great ambassadors for the marque and put forward some ideas on how the Giltrap Group could repay that enthusiasm. One thought he had was to promote an exclusive day at Rod Millen's hill climb venue.

Late in 2024 I phoned Rod and set up a meeting to discuss this possibility. Over coffee Rod expressed full support for the concept and we sorted out dates when he would be in NZ to host the event. When I asked Rod how he had selected this amazing property to build his dream lifestyle he talked about coming here when he was in his early teens and staying a various family bach's. Obviously, a big part of the day needed Rod's attendance so that he could background the amazing collection of race cars and memorabilia that he has stored in his museum.

The date was set as Sunday 23rd February and Jaguar Land Rover were approached to seek their financial backing. They were very



supportive and arranged funding to cover the majority of the venue hire.

An enthusiastic group of Auckland club members under the direction of John Munro began the task of setting in place protocols for attendance, catering, driver certification, communication with BOP and Waikato clubs and much more. The success of the day can be put down to the contribution made by John along with Simon Crispe, Robin O'Connor, John Endean and many others.

Hopefully this will become a "marquee" event on the Jaguar calendar for many years to come.

Peter McElroy

Written by 007 [aka Larry Raynor Olive]

Imagine a "Quantum of Solace" found in the purr of a classic Jaguar, a "GoldenEye" glinting off its chrome. The combined Auckland Jaguar Drivers' and Waikato/Bay of Plenty Enthusiasts are a "Spectre" of automotive passion, a "Thunderball" of roaring engines echoing through the countryside and trees. These aren't just clubs, they're a "License to Thrill," a "From Russia with Love" affair with the legendary marque. Picture a "Casino Royale" of polished bonnets and a "Diamonds Are Forever" shine on every curve. They've mastered the "World Is Not Enough" spirit of exploration, embarking on "Moonraker" drives through scenic routes. It's a "Die Another Day" dedication to preserving these icons, a "Never Say Never Again" attitude towards camaraderie. They're a "Skyfall" of Jaguar knowledge, a "No Time to Die" celebration of classic elegance.

Regards James.

Editor's Note - The kaleidoscope of photos taken on the day will remain "For Your Eyes Only" but can be found on the website for you to enjoy.



JAGUARS ON THE HILL

Thanks to Gerard Leeuw and Larry Olive for their stop press reports on the first exclusive Jaguar Drivers' Leadfoot Festival on 23 February. Due to the success of this event and popular demand, here is another perspective of a day to remember!

Our huge gratitude to both the Giltrap Group and of course to Rod and Shelley Millen for their very generous support of this very special event. I also thought it might be useful to give a little more background on how the event was organised in the hope that more members will get involved for next year as Rod is very keen to have us back again.

Keen Jaguar racer John Munro (also determined to try his F type P575R to beat the 200mph speed limit on Rod's driveway) stepped up to lead the small subcommittee set up to organise the event. John, along with Robin O'Connor, me and key non-member Warren Duncan got together to plan the event. Warren is a close friend of Rod's who's been involved with a number of the public Leadfoot events over the years. Warren gave us great insights, advice and assistance. He also connected us with the family of another of Rod's dearest friends, the late great Alan Woolf's daughter Sue and grandson Matt. Matt drove Alan's gorgeous opalescent silver grey XK120 OTS and Warren drove Alan's lovely sounding (Jaguar built) signal red Daimler SP250. More on that car later!



A great gathering of Jaguars, old and new awaiting the drivers' briefing on a glorious late summer day.

The entire group of over 120 keen drivers and their partners, friends and family members then congregated at the Leadfoot hospitality area for Rod Millen's driver's briefing. Rod stressed this event was not a race, not timed and everyone could go at their own pace. He also noted if we wanted to drive in a "more spirited" fashion, that's up to us! However, and somewhat tongue in cheek, Rod reminded everyone of the Leadfoot "recovery rule"! Anyone finding themselves and their precious Jaguar spun off the road or down a bank and requiring recovery, will forfeit said Jaguar to one of Rod's sheds! With that the briefing ended. We also handed out 6 walkie talkie sets that John Endean kindly provided to aid comms between all the officials and Rod's team.

In all we had 50 cars booked to hill climb from the Auckland, Waikato and BOP Clubs. These were split into two groups of 25. Both groups did a slow recce run up the hill in convoy, for all drivers to see and learn what they were in for. After regathering back down at the start, Rod's clerk of the course waved each car off for the first of two individual runs starting off at roughly half minute intervals. Some of us more noisily/dramatic than others.



Matt Adams in his late grandfather Alan Woolf's XK120 OTS

The sub-committee decided to involve a couple of the other nearby JDC clubs, Waikato JDC and Bay of Plenty Enthusiasts who were delighted to be involved and are very keen to join in again if the event is re-run next year. In fact, the President of the BOP Club even offered their Club to run the event in 2026!

So, when the sun rose on another superb summer day on 23 February, we felt sure of an excellent turnout especially as due to the generous sponsorship from the Giltrap Group, driving the Leadfoot hill climb was free of charge! Please note, this was a one off as next year, it is likely there will be a nominal cost to drive the hill.

By 9am an orderly queue had formed at the main gate and by 10am most people had arrived and been checked in; the gates were then shut. Fortunately, there were very few latecomers so the contingency plan involving several of us jumping the fence to register them out on the public highway was not required.



Larry Price (D Type) & John Endean (Mk2) queue at Start line

I stationed myself at the start line for the first run to snap and video quite a few of our keenest participants take-off up the Hill.

These include John Endean's "spirited" start in his lovely Mk2 and Barry Tremaine's even more rapid departure in his semi



JAGUARS ON THE HILL

competition '62 3.8 E Type FHC, an in period ex-Singapore Grand Prix race car. Warren Duncan piloting Alan Woolf's Red Dart came in for a couple of spectator comments that it was not a Jaguar! I of course couldn't help myself from stepping in (as a fellow SP250 owner) to note that the Dart was actually built by Jaguar for 4 years just like the tens of thousands of Jaguar built Daimlers produced between 1960 and 2009 when the last X358 rolled off the production line.

Unfortunately, I missed John Munro's "launch" in what was probably the most powerful Jaguar at the event because I was not in the same group as John. However, I did catch Tony Wright in his monster XF with over 500hp making another very fast departure.

After the first group had finished the second group got their runs in. A number of familiar JDC members and their cars are featured in the photos below. Mark Thomas tried a new technique to keep his E Type's tail under control, but unlatching the boot lid to create a rear spoiler effect!



Rob Moston hurtling up the Hill in his C Type #008

With everyone having done two runs, it was time for lunch on the Hospitality lawn that Rod's team had set up with big sun umbrellas, tables and chairs. The JDCA subcommittee had arranged a catered buffet for those who had booked and everyone enjoyed a good opportunity to chat and socialise with everyone there. The Auckland JDC also presented Rod with a framed photo of him competing in his famous 1960's beach buggy FQ77 that he repowered with a V6 engine from a Ford Capri and proceeded to clean up virtually every Off Road Rally and Hillclimb event in NZ between 1969 and 1974!



Peter McElroy ...full throttle in the trees



Mark Thomas - full throttle with "downforce boot spoiler"



Larry Olive (aka 007) on the ascent in his late model XKR



Lunch under the umbrellas



JDCA's gift to Rod Millen - the famous FQ77 Buggy

Once Lunch was finished Rod Millen gave a tour of the Red Barn, one of his treasured rustic farm buildings imported from the USA. It included numerous fascinating treasures including the FQ77 Beach buggy rally car that he had found, re-purchased and fully restored to show condition. He also gave us wonderful background into some of his race and rally car treasures including the unique ex Anne & Wallace Thompson Darracq Grand Prix Racing Car, the only surviving



JAGUARS ON THE HILL

car from the very first Grand Prix in France in 1906.



Rod's original FQ77 V6 powered beach buggy rally car



1906 Darracq - the only surviving entrant of the first Grand Prix in France -

After this fascinating interlude, we were back to the start line for more runs; this time with passengers, so for some the pace increased with the confidence of the morning runs under their belts. I noticed a lot more cameras about in the afternoon too...probably to record the white faces and no doubt white knuckles of a number of "lucky" passengers hanging on as they hurtled up the hill.



Robin O'Connor - full throttle with passenger



Mark & Mary Alice Thomas - high speed E Type ascent

At 4pm after everyone had done another couple of runs, Rod invited those who had not already headed off, to see his and Shelley's fabulous Californian ranch style home and the amazing view.

The house is built in traditional stone interwoven with vertical rough sawn board and batten wall construction over two stories with massive timber trusses supporting tiled roof planes. Quite extraordinary and in the middle of the massive stone floored Hall, sat a modern Ford GT. The Jaguar drivers were free to wander this magnificent property and marvel at Rod's achievements and his generosity to share this extraordinary place with us.



The Millen's home - Californian Ranch style architecture

I also want to thank the following people in particular for their efforts in making this event so successful: John Munro, Robin O'Connor, Peter McElroy, John Endean, Tony Wright, Jeff Cartridge, Alan Kemp, Peter Gant, Pete Motrem, Linda Endean, Raewyn McElroy, Marianne Crispe, Warren Duncan.

We all drove off home with huge smiles on our faces. What a day it had been!



Larry Price easing his Replica through the bridge.



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



Secret Waterfall Garden Cafe

Coordinator:

Rumour has it the Wrights Water Gardens has closed, indeed it has, so we sent our investigators out and... not to us it's not!!!

Come along and enjoy a run down the motorway to the secret café. Access to the gardens and waterfall is optional at \$8 (we highly recommend it).

Check out the website for further details.

#20250504



MID-WEEK LUNCH – FABRIC CAFE

Coordinator: Peter McElroy

Another mid-week get together at the Fabric Café at Hobsonville Point for lunch.

Private parking for your beautiful classic – Jaguars in a cage.

Check out the website for further details.

#20250514



Go Karts Hampton Downs

Coordinator: Simon Crispe

An annual inter-club challenge. Enjoy a drive, a race, and then a nice Café Lunch. Sounds thrilling so bookings are essential. Check the Events page of the Website for more details.

#20250518



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



Special General Meeting

A Special General Meeting is called for Sunday 25 May at 1pm. 5 committee members are stepping down at the next AGM - unless a new group of members volunteer for the Committee, there will be very little choice for the future of this 56-year-old club. Detailed Job Descriptions for each of the Committee roles can be found in the Members area of the Website. Please refer to the e-mails for further info leading up to this special event.

#20250525

Dear Members,

We wish to draw your attention to the Special General Meeting on Sunday 25 May and the Committee's request for a new team to step up to run the Club.

Please view the detailed Job Descriptions for each of the Committee roles. We hope this helps you understand what's involved in volunteering for this opportunity to help, sustain and improve your Club! We have uploaded them all to the Members area of the Website (to view Job Descriptions in the Members Area you need to scroll down towards the bottom; or you can request document(s) from the Secretary).

Please get back to us with your interest and any questions you may have.

This is a great opportunity for everyone to understand what the Committee does in the background and that despite it being a commitment, it is not a huge burden to get involved. Right now, however, it is critical for the survival of our 56-year-old club that members do step forward.

Best regards,

JDCA Committee



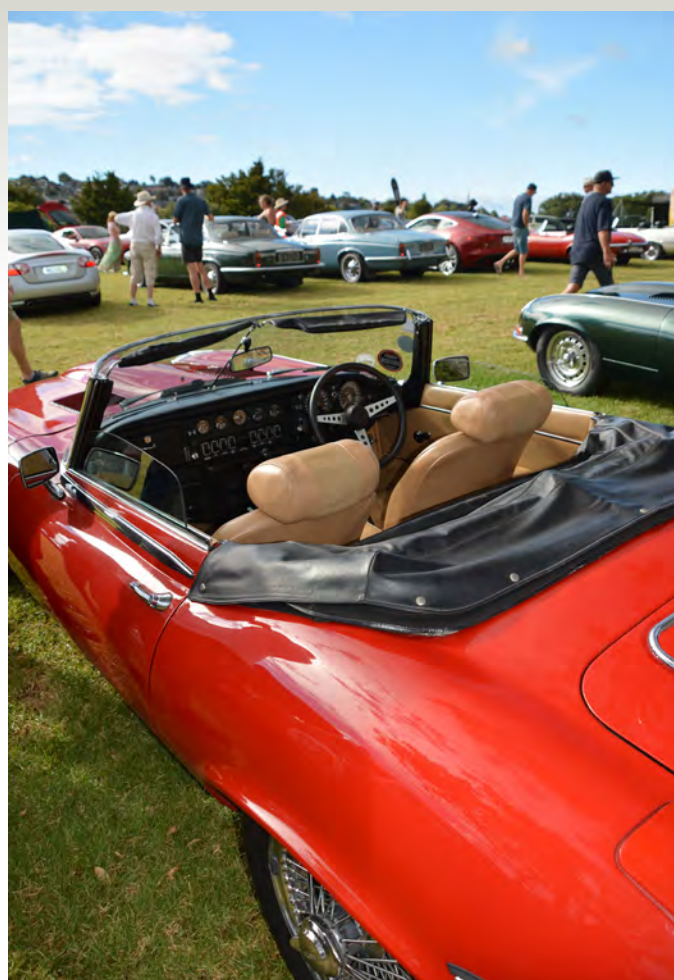


Article: Jeff Cartridge
Photos: Gerard Leeuw

BRIT & EURO SHOW 2025

A beautiful day dawned on a sea of cars for the annual Brit and Euro car show at Lloyd Elsmore Park. While I didn't count all the cars myself, there were an estimated 1100 cars on site representing 60 different car marques. Jaguar numbers were well down on previous years, but there were around 50 Jaguars polished up to delight the crowds. Speaking of crowds, again I didn't count them all, but it was estimated that somewhere between 12,000 and 15,000 people attended the show.

The Jaguar gazebo was quickly set up by the usual team of volunteers. Unfortunately, the loudspeaker from the radio station was pointed straight into the back of the tent. This made it very loud for those camped out there. After turning the speaker around a few times, only to have it turned back, Jaguar eventually prevailed, and we were able to hear each other chat inside the gazebo. The older, and wiser amongst the exhibitors made sure they had their portable chairs and gazebos to shelter from the blazing sun which shone brightly for most of the day.



BRIT & EURO SHOW 2025

The focus for Jaguar this year was the 50th Anniversary of the XJS, reused from the stunning display of XJS at the Ellerslie Car Show earlier in the year. Three XJS cars taking pride of place at the top of the hill centre stage. Bill Bates' white convertible was the centrepiece of this fine display. As usual the crowd favourites among the Jaguars were John Endean's SS Saloon, Larry Price's D-Type Replica, as well as the Jaguar Mark VIII from myself and Gail Pearcy [I had to put a plug in here for my own car].

Wandering around the display there was a large variety of cars and motorcycles from a wide range of manufacturers. Triumph deserves a special mention for timing their National Rally to coincide with the Brit and Euro show. This meant there were a huge number of Triumphs on display with TR models through the years competing in their concours competition.

If your bank balance can stretch to it there were some lovely older Rolls Royce cars and a good selection of Ferraris including the iconic Ferrari Testarossa. At the other end of the scale were a wide selection of Minis and Fiat Bambinas not really associated with luxury driving, but they still have a strong following among the crowd and the enthusiastic owners. The Military vehicles also stood out, mainly for their lack of polish as a bright shiny exterior is probably not the best camouflage.



BRIT & EURO SHOW 2025

Aston Martin predictably did the James Bond theme with the machine guns behind the grille a nice addition to one of the cars. Sometimes on the road I would find these very handy, but I am not sure they would get past the NZTA compliance. The police version of the Trabant would not even keep up with modern day traffic but looked the part. The Porsche stand had a selection of cars that all looked the same, but when the car is that good why would you change it. Lotus had the full selection of its mid-engine cars including the stunning Emira. And there were many more wonderful toys I have not even mentioned. You will have to check it out yourself to see all the vehicles that were on display.

This year there was also a good selection of food trucks and Bill had to try the Elephant Ears (deep fried bread) until he decided that they are probably not the best for heart health. Robin O'Connor had a successful day selling Jaguar hats, due to the sunny conditions and Mark Shorter had his usual collection of memorabilia available at discounted rates.

The Brit and Euro show is set for its tenth anniversary in 2026 and is starting to spread throughout the country with Richard Waugh planning to organise a show in Christchurch and Steve McNulty having already run one in Dunedin.

The next Brit and Euro Show in 2026 will be the 10th anniversary on Sunday 1st March 2026. So, save the date and I will see you there.

Jeff Cartridge.



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Article and Photos - Larry Raynor Olive

MINCHER GARDENS

The crisp, country air of Coatesville, West Auckland, held a promise of tranquillity as Bryan and Helen Airey, trail blazers for the AJDC pride on the day, pulled their gleaming dark blue Jaguar XE-R into the long, winding driveway of Mincher Gardens, leading the way with at least 15 other Classic Cats. The property, a sprawling estate, Mincher was endorsed by The Royal New Zealand Institute of Horticulture in 2005 as 'A Garden of Regional Significance' followed by 'A Garden of National Significance' three years later. In 2020 The Garden was awarded six stars with NZ Gardens Trust and was made 'A Garden of International Significance', a hidden gem they were eager to share with the Auckland Jaguar Drivers Club.

Mr. and Mrs. Spooner, the warm and welcoming owners, greeted everyone with genuine smiles. Daryl Spooner, their son, joined them, his eyes sparkling with enthusiasm. The Aireys had arranged this visit with meticulous care, knowing the club members would appreciate the unique beauty of MINCHER.

"Welcome, welcome!" Mrs. Spooner, a lady of gentle demeanour and quiet wisdom, extended her hand. "We're delighted to have you. I was watching you waiting for me to open the gates."

Bryan, ever the organiser, began outlining the itinerary. "We're expecting around twenty-five members who are pretty excited to see what you've created here."

Daryl, with his infectious energy, chimed in, "We've got a fantastic tour planned. We'll take you all through the native forest, point out some of the rare trees, and maybe even spot a Tui or two or be courted by a dancing Fantail, then onwards to appreciate the meticulous restoration of Sir Frank Mappin's glasshouses purchased for \$1.00"

The conversation flowed easily, filled with stories of the Spooner family's dedication



MINCHER GARDENS

to regenerate the land. Over three generations, they had painstakingly eradicated feral pests, allowing the native flora and fauna to flourish. The result was a sanctuary of peace and beauty, a testament to their unwavering commitment.

The driveway of MINCHER was soon filled with the polished chrome and purring engines of the Jaguar convoy relocating to the lower pasture called Drogo where the native bush walk began. The club members, a mix of seasoned enthusiasts and newcomers, were immediately captivated by the serene atmosphere.

Daryl, acting as the primary guide, led the group along the winding pathways, his knowledge of the native flora and fauna was impressive. He pointed out the majestic kahikatea, the delicate Ponga ferns, and the ancient Miro, each with its own story to tell.

"And listen," he said, pausing the group. "Can you hear the tui?"

The air was filled with the melodious calls of the native birds, a symphony of nature's music. A flash of iridescent feathers caught the eye as a tui flitted through the branches. Then, a rustle in the undergrowth, and a fantail danced into view, its tail fanning out like a delicate lace.

As the group ventured further along the pathway into the native bush, they came across a series of tranquil ponds with viewing decks overlooking where teal ducks paddled serenely and it is said, very large eels are submerged, their presence being revealed by air bubbles. The sun filtered through the canopy creating curtains of light, casting dappled shadows on the water, was a scene of breathtaking beauty.

Suddenly, the Tui bird song echoed through the trees so close by that some club members exchanged surprised glances, wondering if they had imagined it. The sound had many wondering if there were hidden speakers, but as Mr. Spooner Senior explained, it was simply the natural acoustics of the forest amplifying the Tui call.



EVENT | 12 March 2025 | Coatesville |

MINCHER GARDENS

Throughout the tour, Mr. Spooner Senior walked among the group, his calm presence a source of comfort and wisdom. He patiently answered countless questions, sharing stories of the land and the family's journey. His words, filled with the patience of King Solomon, painted a vivid picture of their dedication and love for MINCHER.

"We wanted to create a legacy," he explained, "a place where future generations could experience the beauty of New Zealand's native bush."

The tour lasted two hours, but it felt like mere minutes. The club members were enthralled by the beauty of the gardens and the warmth of the Spooner family. As they gathered to depart for lunchtime refreshments, the air buzzed with excited chatter.

"This is incredible," Susan Ferguson exclaimed. "I had no idea such a place existed so close to home."

"The Spooners are truly remarkable," added Allan Followell. "Their passion for this land is inspiring."

Bryan and Helen Airey, watching the scene with Mrs Spooner on the Cottage patio were satisfied knowing they had made the right decision. They had brought the Auckland Jaguar Drivers Club to a place of true significance, a place where

nature and human dedication had created a masterpiece.

As the tour was now completed the Jaguar convoy prepared to depart. The club members, their hearts filled with gratitude, thanked the Spooner family for their hospitality.

"Thank you, thank you," Michelle Denyer said, her voice filled with sincerity. "This has been an unforgettable experience."

"Yes," Stu Sanders agreed, "a hidden gem indeed. We are so very grateful."

Mr. Spooner Senior smiled, his eyes twinkling. "The pleasure was all ours. We hope you'll come back and visit us again soon."

The Jaguars purred into life, their bright taillights illuminating the long winding driveway on the way out. The club members carried with them the unforgettable memory of MINCHER, a testament to the power of nature, the enduring legacy of a family's love for their land, and a understanding of why these gardens have the label 'A Garden of International Significance'.

Here is a video taken on the day. Kindly produced by Xynarah Cezanne.



Video:

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EVENT | 12 March 2025 | Cornwall Park

MID-WEEK LUNCH CORNWALL PARK BISTRO

Written and photos by:
Larry Raynor-Olive





MID-WEEK LUNCH CORNWALL PARK BISTRO

The Auckland Jaguar Drivers' Club midweek luncheon at Cornwall Park Bistro was a resounding success, a delightful gathering of approximately 20 members who share a passion for the iconic British automobile. The day unfolded under a glorious sun, the recent rain having given way to perfect conditions for a leisurely outing. The setting was the historic Cornwall Park Bistro, a venue steeped in nostalgia and renowned for its high tea traditions, providing an elegant backdrop for the Jaguar enthusiasts.

The day began with the arrival of Jim Rentoul with his daughter Xynarah in their golden Jaguar XJ. Their arrival sparked a brief, humorous chase around the carpark, as fellow members playfully attempted to persuade them to join a drive up Maungakiekei (One Tree Hill). However, Jim's practical wisdom prevailed, leading to a comical detour when it was discovered that vehicle access to the summit was permanently closed. Despite the minor hiccup, the spirit of camaraderie remained high, with the group enjoying the scenic drive and the sight of many sheep along the way [or was that the same sheep seen many times?].

The arrival of Harold and Pauline in their classic Aquamarine Jaguar XK 150 convertible added to the spectacle, their close friendship with Allan Followell and Susan highlighting



MID-WEEK LUNCH CORNWALL PARK BISTRO

the social bonds formed through the shared love of Jaguars. Inside the bistro, the atmosphere was warm and inviting, the service provided by the wryly entertaining Francesco adding to the convivial mood. The menu catered to diverse tastes, with the fresh Snapper Fillet proving a popular choice, while the T-bone steaks satisfied the heartier appetites of the "Car-nivores." Judy and Ross enjoyed the delicious appetizer combo of mushrooms, poached eggs, crispy bacon, and toast.

Amidst the culinary delights, conversations flowed freely, touching upon past and future club events, as well as discussions about other car clubs, such as Triumph, Mercedes, and MG. A significant topic was the Auckland Jaguar Drivers Club's "Call of Duty" to attract new committee members, a vital mission to ensure the club's continued success and the preservation of the Jaguar legacy.

As the luncheon drew to a close, members lingered to savour the moment, reflecting on the enjoyable company and the perfect setting. The

event was a testament to the enduring appeal of the Jaguar marque and the strong sense of community among its enthusiasts. The presence of Jim Rentoul, who travels from Whangarei to attend AJDC events, underscored the dedication and passion that define the club. The gathering at Cornwall Park Bistro was more than just a luncheon; it was a celebration of friendship, shared interests, and the timeless allure of the Jaguar.





TYPE 00

JAGUAR TYPE 00 THE UNEXPECTED STAR OF PARIS FASHION WEEK

FASHION WEEK

Paris, France: Jaguar Type 00 has been spotted on the streets of Paris for the first time since its launch. A host of celebrity A-listers were pictured arriving at glamorous locations throughout Paris Fashion Week in Jaguar's unmistakable, dramatic design vision concept car.

On Sunday, Barry Keoghan, Irish actor and star of *Saltburn* was seen pulling up to The Peninsula, Paris after attending the Valentino show. The star was seen removing his luggage before making his way through the crowds into his hotel.

The next day, Jamie Dornan, actor, model and musician was snapped rolling up in Type 00 at the iconic Hôtel Plaza Athénée. Jamie greeted crowds before being ushered inside the hotel to prepare for the Loewe show.

In its final appearance during fashion week in Paris, Oscar award winning star of *Avatar* and *Avengers: End Game*, Zoë Saldana was seen driven by her husband, Marco Perego-Saldana before making a chic exit dressed in YSL.

Type 00 at Paris Fashion Week did not go unnoticed on social media, with many of the crowds turning up to see the dazzling moments and capture their own videos of the striking design. Any questions on if the car is real were soon dispelled, as it drove through the streets of Paris in glamorous arrival moments.

More information on Type 00 in French Ultramarine

Type 00 previews what's to come from Jaguar, as the brand recaptures the original 'Copy Nothing' ethos of its founder, Sir William Lyons. Its world premiere was at Miami Art Week in December 2024.

Ultramarine blue, the inspiration behind Type 00's French Ultramarine paint colour, has been associated with French arts and culture since the Renaissance era, when it was prized for its originality, rarity and prestige.

Jaguar's materiality team prepared Type 00 for its appearance in Paris by collaborating with in-house paint specialists on a new French Ultramarine finish. Using a pigment unique to Jaguar with added metallic content, the colour has a satin-like finish that adorns Type 00's unique, fearless form.

Paris will also host Jaguar's new brand store in the Golden Triangle - the heart of the capital's luxury fashion district in the 8th arrondissement.

Rawdon Glover, Managing Director, Jaguar said, "Jaguar will come to life in a select number of these exclusive brand stores, located where clients live, work, and play. They allow us to build direct client relationships and offer unique and personalised experiences. These stores will embrace their local cultures, with the Paris location highlighting the city's rich heritage in art and its status as the home of luxury fashion".

Jaguar brand stores will be complemented by a wider global network of luxury retailers.



Brooklyn Peltz Beckham impresses reigning teams' world champions Jaguar TCS Racing in 'Formula E evo sessions'



Brooklyn Peltz Beckham drove the GEN3 Evo specification Jaguar ITYPE 7 – the world's fastest accelerating singleseat race car – in the Formula E Evo Sessions at Miami International Autodrome on 56 March.



ON THE TRACK



Having completed two days of intense training in the UK with Jaguar TCS Racing – the reigning Formula E Teams' World Champions – Brooklyn drove in two 20minute sessions around the challenging 2.91km Miami International Autodrome, impressing the team with his ability to learn quickly and his outright speed.

Coached by Jaguar TCS Racing driver, Mitch Evans, Brooklyn drove the same Jaguar ITYPE 7 in which Mitch took victory in the opening round of the current 2024/2025 ABB FIA Formula E World Championship.

Driving the Jaguar ITYPE 7 here in Miami has been an amazing experience. The performance of the car is incredible, and I'm just so grateful to have been part of the Jaguar TCS Racing team for Formula E Evo Sessions. As a lifelong motorsport fan, to have the opportunity to see what it takes to compete at the top level of the sport is something I'll never forget – and Mitch Evans has been a great coach!

BROOKLYN PELTZ BECKHAM

EVO SESSIONS DRIVER

We've been supportive of the Formula E Evo Sessions from the outset – as a concept it's breaking new ground and bringing Formula E to new audiences. Brooklyn Peltz Beckham has been a perfect fit for the team, he is passionate about our sport and has a very competitive spirit. Overall his approach has really impressed us.

"He's come in wanting to understand and learn, and that shone through in the way he drove the Jaguar ITYPE 7 here in Miami. The latest GEN3 Evo era of cars are incredibly fast and complex – but Brooklyn did exactly what we asked of him. His performance was really admirable and honestly an impressive job given his experience. We're grateful he's brought his journey with us and what we do as a team to a whole new audience of potential Formula E fans."

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL

Mitch Evans, Jaguar TCS Racing driver #9, said:

"Brooklyn has been great to work with. From the seatfit at the factory, through time in the simulator to the way he's approached the sessions here at Miami has been perfect. The Miami International Autodrome is a fast circuit with some big braking zones too – so it's not easy – but Brooklyn drove



my Jaguar ITYPE 7 really well and his level of progression was impressive. Most of all, I'm happy he enjoyed it and learned a little of what we do as professional drivers."

MITCH EVANS

JAGUAR TCS RACING DRIVER #9

A new, social mediafirst project – Formula E Evo Sessions is an exclusive, neverbeendonebefore motorsport experience for some of the world's most highprofile personalities to see what it takes to be an elite Formula E racing driver.



JAGUAR TCS RACING WELCOME OVER **100 YOUNG WOMEN** TO STATE-OF- THE-ART TECHNICAL HEADQUARTERS FOR INTERNATIONAL WOMEN'S DAY



Jaguar TCS Racing hosted a special event at its technical headquarters in Kidlington, Oxfordshire, for over 100 young women to celebrate International Women's Day.



Through the team's Race to Inspire mission, Jaguar TCS Racing aims to encourage young women into motorsport and STEM careers through education initiatives, school visits and events. The team celebrated International Women's Day by welcoming students from Joseph Chamberline College, Aston University Engineering Academy, West Coventry Academy and WMG Academy for Young Engineers, Formula E's FIA Girls on Track Programme, which focuses on increasing women participation in motorsport, and volunteerrun platforms Females in Motorsport and Girls Across the Grid.

Jaguar TCS Racing provided an exclusive tour of its ABB FIA Formula E World Championship winning technical facilities, interactive workshops and immersive technical experiences – led by leading women across Jaguar TCS Racing's commercial and technical business functions.

The team also held panel discussions throughout the day showcasing the range of roles available across a motorsport team, as well as dedicated career advice to inspire and support the next generation into the industry.

International Women's Day is always an opportunity to celebrate the incredible women within our race team and their invaluable contribution towards the success of Jaguar TCS Racing.

"Nevertheless, with Accelerate Action being the key theme of this year's International Women's Day, we are always conscious that we can do more. By showcasing the range of opportunities available as part of a worldchampionship winning Formula E team to more than 100 young women at our technical HQ, we hope this will inspire the next generation to pursue a career in motorsport."

SARA MORROW

HEAD OF MOTORSPORT BUSINESS OPERATIONS, JLR MOTORSPORT

Collaborating with Jaguar TCS Racing is vital in inspiring the next generation of female talent in engineering and motorsport. To celebrate International Women's Day 2025,

this behindthescenes visit has shown our amazing WMG Academy students the breadth of opportunities available, from technical engineering roles to fostering partnerships across the sector and planning global events. By witnessing the passion and expertise within the Jaguar TCS Racing team, we continue to empower our female learners and encourage them to become the future leaders and innovators of the industry.

ANDREW KYPRIANOU

DIRECTOR OF ENGINEERING AT WMG ACADEMY FOR YOUNG ENGINEERS

I am incredibly grateful to both Jaguar TCS Racing and Females in Motorsport for the opportunity to visit Jaguar TCS Racing HQ for their International Women's Day event. It was an inspiring experience learning about the team's dedication to sustainability and diversity behind the scenes. The event was insightful and enhanced my passion for the intersection of sustainability and motorsport. A huge thank you to the incredible women who made the day so memorable!

GRACE FREEMAN

AN ATTENDEE FROM THE FEMALES IN MOTORSPORT INITIATIVE

For the second year running, Females in Motorsport partnered with Jaguar TCS Racing to allow some of our followers to attend their International Women's Day event in Kidlington. We know that Jaguar TCS Racing champions diversity and has many amazing women contributing to the success of their championshipwinning team.

"It is vital for us at Females in Motorsport to be able to showcase the large variety of roles available in motorsport, and Jaguar TCS Racing does this with meaningful hands on experiences.

HELENA HICKS

FOUNDER OF FEMALES IN MOTORSPORT



WOOLFY DAY @ RUNAMUCK



Thanks to the generosity of club members Sue and Paul Adams, the club received an invite to join their family and large group of connected friends to 'Woofy Day'. A small group of members made the trip out to their little plot of land near Stillwater. It was a stunning Autumn morning, with not a cloud to be seen. As we dropped down to Stillwater, we found the small sign 'Runamuck' located at the top of the driveway. As we meandered down the long drive, we were warmly welcomed by family members pointing us in the direction of the display. Tucked behind the trees, a paddock opened with a large array of different makes and models displayed for all to see. We were guided down the side to where a small area was reserved for our club cars to be parked and displayed. Knowing a little about these



WOOLFY DAY @ RUNAMUCK

days from friends connected to the Woolf family, we were still pleasantly surprised by the collection of stunning motor machines lined up. The Woolf family had their collection of race and rally cars displayed for all to see. Some of the specials were the Formula 3 Brabham BT9 single seater, owned by the late Allan Woolf (Sue's father), the 1965 Triumph Vitesse which Allan drove for one last time at the 2018 Leadfoot Festival, to the special restored 1970's BMW 2002 Ti Rally car of Paul Adams.

With club members bringing in their polished cats, it added something rather special to European flavoured end of the paddock. With a good number of spectators ambling in from the outer car park, the event had a real family vibe. Among other car enthusiasts, there was always a conversation, and an extremely huge number of pictures taken. Some dream cars from American and Aussie muscle to the throb of the early Mazda rotary pedigree. There were some beautiful early Cortinas, Escorts and a couple of very special Lotus', plus some delightfully expensive and restored Italian sports cars (Ferrari and Fiat) thrown in.

The coffee and food cart was kept very busy throughout the day. The coffee was superb, and the cinnamon donuts and hot-cross buns tasted divine. The toasties looked amazing, but we did not manage to get back to try one for ourselves. As the cars just kept coming in, every little space was filled by midday. The crowd had swelled making taking pictures of any car with no one peering in the windows or standing in front admiring the curves, virtually impossible.

By this stage of the day, many were looking for the shade. We sat down to enjoy a little light lunch, and the conversations flowed with fellow members. The hot topic among the club members was the up-coming SGM. Many things were debated, resolutions discussed, and a few glasses of special juice was consumed. By 1:45pm, cars began to depart, and it was time to say the goodbyes.

What a splendid day which was full of wonderful surprises. A huge thanks to club members Sue and Paul for the warm invite to this unique and bespoke event. The welcome and hospitality was fantastic and very much appreciated by all the club members in attendance. Let's look forward to next year.



JAGUAR AROUND THE WORLD

— NEWS CLIPS

1. 1954 Jaguar D-Type "OKV 2" Works Competition

AUCTION

By: Jakob Greisen

Chassis No. XKD 403

Engine No. E 2004-9

Jaguar's C-Type, built expressly for demands of the 24 Hours of Le Mans, marked the start of Jaguar's dominance at Circuit de la Sarthe in the 1950s, winning in 1951 and 1953. Its lightweight spaceframe, powerful and reliable 3.4-liter XK engine, and pioneering Dunlop disc brakes marked Jaguar as a race-winning innovator, but it was the D-Type, designed by Bill Heynes and Malcolm Sayer, that revolutionized sports car design—even if their competitors didn't know it at the time. Inspired by aircraft engineering, the D-Type combined a monocoque central "tub" for rigidity with square tube sub-frames, creating an exceptionally strong, lightweight structure. It didn't hurt that the D-Type was achingly gorgeous with its aerodynamics contoured for new top speed records that Jaguar seemed to set year after year. This advanced design gave the D-Type a cutting-edge advantage, helping it achieve a hat trick of Le Mans victories.



XKC 403 - OKV 2

The earliest D-Types were constructed for use

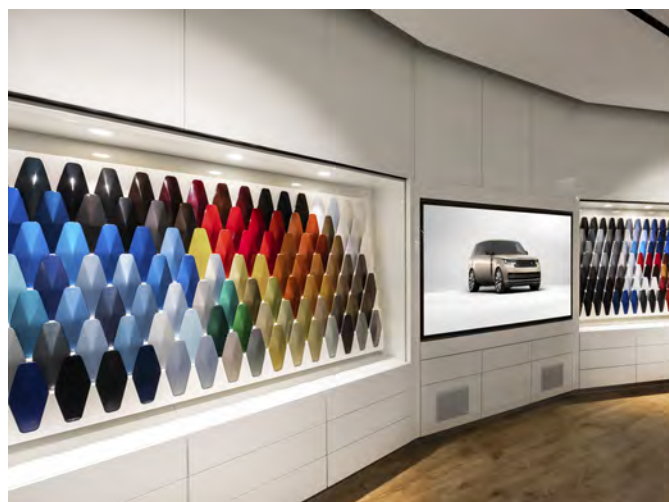


Read more:

2. JLR invests £65m in sustainable expansion of luxury paint operations in the UK and Europe for bespoke vehicle personalisation after demand doubles

JLR is investing £65m in sustainably expanding its special paint facilities globally to meet growing demand for personalised luxury vehicles and reduce the environmental impact of its most carbon intensive manufacturing processes.

The company has seen demand for personalised colour options, where clients can choose from hundreds of Bespoke Paint and elevated palette options across its Range Rover and Range Rover Sport models, more than double since FY22. JLR has also seen demand for its most exclusive Range Rover SV models double in this financial year.



Now, the UK's largest luxury car manufacturer will more than double its capacity for Bespoke Paint and luxury elevated palette, by opening new paint facilities in Castle Bromwich, West Midlands and Nitra, Slovakia. The move will support over 17,000 additional client orders per year and make its most exclusive paint colours available for the first time across its other brands.

As part of a £41 million investment in new SVO facilities at Castle Bromwich in the UK, £26m will be injected to replace existing paint booths at the site with all new highly efficient state-of-the-art application booths, which will be installed during 2025.

The new paint booths use the latest most energy efficient technology and filtration techniques to cut energy and water use, and also utilise fully automated spray robots which reduce paint waste by 30% versus hand painting methods, decreasing environmental impact as well as producing a higher quality finish due to unparalleled consistency and precision.

The expansion will provide increased capacity to support growing demand from clients choosing the SV Bespoke Paint matching service which enables clients purchasing a Range Rover SV to match to any colour they wish, offering the ultimate in personalisation, occasionally matched with private jet or yacht colours. An SV Bespoke commission typically adds an average of £70,000 on top of the £202,000 average selling price of a Range Rover SV.

Meanwhile construction of a new £10 million universal paint line starts this year at Nitra in Slovakia, where Defender and Discovery are manufactured, which will see the addition of a new fully electric paint booth and new electric curing ovens. Investing in electric ovens will avoid around 500 tonnes of CO2e per year and marks the first step towards longer term



ambitions to move away from gas to lower carbon and renewable energy sources to power its facilities.

The state-of-the-art universal paint line will be the first of its kind in Slovakia, and for JLR, and will offer unlimited colour variations enabling full Bespoke Paint and Elevated Offer Palette capability at the plant for the first time to support increasing demand for vehicle personalisation. The move will create 120 new jobs in the region with first cars expected off the new line in 2026.

A new Smart Oven control system has also been installed to help optimise existing operations, which automatically shuts itself down when it detects inactivity. A new heat exchanger is also being installed to recover heat from the paint shop flue gas and transfer it into the heating and cooling water production, improving system efficiency and saving around 2,250 tonnes of CO₂e per year, the equivalent of using 2,200 barrels of oil. The exchanger will also save JLR around £750,000 a year.

JLR is seeing a significant increase in clients wanting to personalise their vehicles, so we are preparing to expand our facilities and offer thousands more paint options across our brands, but doing so in the most sustainable and efficient way possible.

Paint shops are very energy intensive, accounting for around 80% of our operational emissions, so they represent our biggest opportunity. Our long history means we have facilities with different challenges, some are newer, some much older so we need to optimise where we can, whilst at the same time investing for the longterm so we can get where we need to be in ten, fifteen, twenty years' time to reach our net zero goal.

Andrea Debbane

Chief Sustainability Officer

SVO is all about offering our clients unparalleled performance, luxury and capability. That includes the most exclusive, high quality colour finishes available. Range Rover clients are increasingly choosing to tailor their vehicles with more exclusive Bespoke and elevated palette paints. By increasing our capacity we can satisfy the demand growth from our Range Rover clients and also expand this service for the first time to clients of our other Brands.

Jamal Hameedi

Director SVO

Due to the complex and energy intensive heating and curing processes necessary to achieve the highest quality and durability standards, paint shops are the largest contributor to automotive manufacturing emissions, accounting for 80% of operational emissions globally.

3. Arden AJ23 RS: The latest evolution of the Jaguar V8



More power, more looks, more driving pleasure: the last

combustion-powered Jag has been significantly refined once again

By: Christopher Otto

Oh Jaguar... Since the announcement of the new brand orientation, fans still have tears in their eyes. Discreet, powerful and classy was yesterday. Fully electric, diverse and brightly coloured - this is what the future of the British big cat looks like. Tuner Arden now shows us once again what we had and takes the last combustion-powered Jaguar to the extreme.

The Jaguar F-Type P575 with its 5.0-litre supercharged V8 engine marks



Read more:

4. Looking for a gift idea? Arden A-Type based on Jaguar for sale

The ex-press car is the perfect Christmas present for cat lovers

By: Christopher Otto

There are always opportunities to acquire very special vehicles. One of these opportunities is now, just before Christmas of all times, because the Arden A-Type is an exclusive one-off for sale. This special car is not only rare because it is an Arden, but the German-British car was actually built especially for presentations and as a press vehicle.

The Arden A-Type, a modified Jaguar XKR X100, offers a successful combination of



Read more:



5. Jaguar is fine losing its current customers

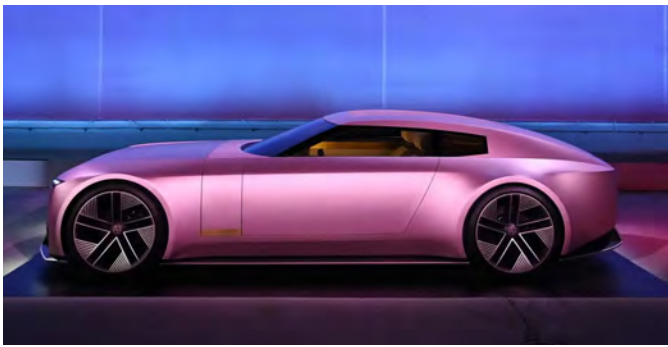
The automaker estimates that 85 percent of existing buyers won't order the upcoming electric Jag.

By: Adrian Padeanu

Reinventing a brand is tricky business. You risk alienating your current clientele in the hope of attracting new buyers. Jaguar is fine with targeting a different audience, even if that means saying goodbye to most of its existing customers. Managing director Rawdon Glover estimates that only 15 percent of current buyers will return for another Jag. Talk about taking a gamble.

That's right—the Tata Motors-owned company told Auto





Express that up to 85 percent of current buyers will take their business elsewhere. Jaguar knows it won't be able to replace all of them, not by a long shot, especially since its new EV will target



Read more:



6. The Jaguar Type 00 Doesn't Even Look Real on the Road

It made an appearance at Paris Fashion Week with actor Barry Keoghan.

By: Christopher Smith

Jaguar turned heads when it debuted the Type 00 Concept last December in Miami. Jaguar's official photos showed the large, blocky concept in stylized renderings. To the untrained eye, you'd think the cars weren't even real, but computerized models. Turns out, it looks just the same in real life.

Now, we're getting a new look at the concept in public, in action on an actual street. And you know what? It still looks weird as hell. The matte blue exterior almost has a light-absorbing quality to it. Depending on the angle, there's very little to see in the way of exterior detail. Then again, this car doesn't have much exterior detail.

In addition to the above video, Jaguar shared



Read more:



Video



Video



Video

7. The New Jaguar Looks Like Cruella's Car On Video

A spy video shows a prototype of the outlandish Jaguar EV near the Arctic Circle.

By: Adrian Padeanu

Jaguar is hitting the reset button. Rather than continuing to chase BMW, it wants to go after Bentley. The brand's reinvention starts with this outrageously shaped car. It was initially previewed by the Type 00 concept last December before the outlandish EV appeared earlier this month during Paris Fashion Week. You won't be able to buy the Type 00 as is. Instead, Jag will sell you whatever's hiding underneath the camouflage.

Having recently watched the original 1961 One Hundred and One Dalmatians film with my daughter, I can't help but notice how the shape of Jag's new EV reminds me of Cruella de Vil's car. But the imposingly long hood doesn't conceal a combustion engine. Instead, the British brand is going completely electric. It has already ended production of all its ICE models except for the F-Pace. From 2026, every car that



Read more:



8. Jaguar XJ (X300, 1994-1997): Old-school luxury

The large, elegant saloon turns 30 and is reminiscent of glorious times.

By: Roland Hildebrandt

It has caused quite a stir: Jaguar wants to reinvent itself completely. The previous model programme is being scrapped, replaced by a highly controversial new direction, also visually. This is not entirely new for the British company. In 1986, the new XJ40 caused a stir, its angular headlights shocking the purists.

Over the years, attempts were made to soften the design. But it wasn't until 30 years ago in the autumn of 1994 at the Paris Motor Show that they really succeeded. There, Jaguar presented a new XJ, internally codenamed X300. A saloon full of elegance, reminiscent of the classic XJs of the 1960s and 1970s. And successful: since the model was launched, Jaguar sales have risen by 30 per cent worldwide, in Germany by as much as 80 per cent.

Jaguar's future:

The first new Jaguar in years doesn't have a rear window

The super Jaguar of the future shows itself on the road

A Jaguar with Ford's help - It is the first Jaguar XJ to be produced entirely under the umbrella of the Ford Motor Compa-



JAGUAR FUTURE

ny and can be seen as a further development of the previous XJ40 generation. Like all previous XJ generations, it has an independent rear suspension. The design of the X300.....



Read more:



9. Jaguar Land Rover to pause US shipments over tariff

By: Zahra Fatima

Jaguar Land Rover has announced it will "pause" all shipments to the US as it works to "address the new trading terms" after tariffs were imposed earlier this week.

A 25% levy on car imports came into force on Thursday, one of several measures announced by US President Donald Trump which have sent shockwaves through global supply chains.

The US is the second largest export market for the UK's car industry, after the European Union.

In a statement, a Jaguar Land Rover spokesperson said the company was "taking some short-term actions including a shipment pause in April, as we develop our mid to long-term plans".

The Coventry-based car manufacturer - which also has sites in Solihull and Wolverhampton - said the US is an "important market for JLR's luxury brands".

More cars are exported to the US from the UK.....



Read more:

10. 12 month WoFs and brake fluid-a warning!

By: Simon Crispe

Now that 12-month WoFs for classics look like they are on the horizon, which is great news, a word of caution. Apparently one of the most common "fails" for older cars which don't do much mileage is brake hydraulics. This is because the DOT 4 fluid which most of us run is aggressively hygroscopic ie it constantly soaks up moisture from the air. This moisture continually entering the system, then sinks to the lowest point ie the brake calipers (or wheel cylinders if your Jaguar is old enough to have drum brakes). The water in the fluid then corrodes the cylinders & pistons from the inside especially if your car is not used for example over the winter. If the car is used regularly this effect is somewhat mitigated by the heat in the brakes etc. However even regularly used cars can suffer

the same issue with corrosion leading to caliper piston seizure and serious damage to the seals. Talking to my friendly WoF inspector, this effect already occurs with cars checked every 6 months, so the risk if we move to 12 months is greater and repairs will be more expensive.

The problem can be headed off by a number of actions you can take:

- use your car regularly
- renew the brake fluid at least every two years. Maybe do it at the same time you change your car's coolant?
- buy a water content check "pen" available from Repco and Supercheap. Simple to use by dipping the electrodes into your brake fluid reservoir. This will tell you instantly if there is water in your brake fluid.
- if rebuilding your brake system completely, consider using DOT5 silicon brake fluid. However, before using this product please note that it has a lower boiling point than DOT4 so not suitable for cars that are raced competitively. You must also ensure there is no trace of DOT 3 or 4 "non silicone" fluid anywhere in the brake lines master cylinder or calipers/wheel cylinders. The two types of fluid do not mix and if mixed will cause the total failure and seizure of all the rubber seals which will swell up. I use Automec silicone fluid in my Daimler Dart and E Type after total rebuilds, with no issues at all. This product is available in NZ from Hawkswood Classic parts in Wairau Valley. However, there are other brands of DOT5 available, but I have no experience of them.

Equipment required -



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.



Post-race media advisory - Miami E-Prix

Jaguar TCS Racing finish the Miami EPrix outside of the points, after a difficult race that saw Nick Cassidy finish in P15 and Mitch Evans in P16.



ON THE TRACK



Jaguar TCS Racing finish the Miami EPrix outside of the points, after a difficult race that saw Nick Cassidy finish in P15 and Mitch Evans in P16.

Nick and Mitch lined up in P13 and P14 respectively at the start the Miami EPrix, held at the Homestead-Miami Speedway circuit. After staying out of trouble at the race start, both drivers were able to navigate their way through the field and into points-scoring positions.

On lap 16, Nick activated four minutes of Attack Mode – switching his Jaguar I-TYPE 7 from 300kW to 350kW and all-wheel drive – and had begun moving up through the field when a safety car was deployed. This cost Nick the use of his remaining 1 minute and 30 seconds of Attack Mode advantage, severely compromising his race.

Later, during Lap 20, Mitch was caught up in an incident between Maximilian Günther of DS Penske and Jake Hughes of Maserati in the turn 10/11 chicane. With these two cars stopped in front of him, Mitch had nowhere to go, the contact effectively ending his race. This incident instigated another safety car, followed by a red flag.

The race restarted at 15:00 local time with Nick in P8, but with only four laps remaining. Despite crossing the line in 8th place, Nick unfortunately received a five-second time penalty for exceeding track limits, confirming his final result at P15. Mitch, who was able to restart but from the back of the grid, finished P16.

As a result, Mitch Evans is now P10 in the 2024/25 ABB FIA Formula E World Championship standings, with teammate Nick Cassidy in P18.

Over a quarter of the way into the season, Jaguar TCS Racing sit P8 in the Teams' World Championship standings with 35 points, and in P5 in the Manufacturers' standings.

For a combination of factors, some in and some out of our control, we didn't get the result we were capable of today. Ultimately the safety car and accident, which resulted in the red flag, compromised our race with both cars. It can happen but it makes it no less frustrating when it impacts both drivers. We weren't the only ones in the pitlane that will be feeling this way after a lot of hard work. There were some positive signs of progress though and also some key learnings which we will take away and turn into performance for the rest of the season. Eyes forward and we now look ahead to Monaco for a race we all love and what will be an historic weekend, as we take to the track for not one, but two days of racing through the streets of the iconic principality.

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL



Today had potential and it was exciting to be racing in Miami, but unfortunately, I got caught up in an incident with Jake and Max, so it was a disappointing race for me. It's time to look ahead to Monaco, my home race. I won there last year, but there is still more work to do to get us to where we want to be.

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

A hugely frustrating race today with safety cars and the track limits penalty. The weekend started positively. The car felt good on Friday, and we were quick, but today we struggled to get the performance we know we need. We'll review together, then we look to Monaco where we go again.

NICK CASSIDY

JAGUAR TCS RACING DRIVER, #37:



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. 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



2001 Daimler Majestic driven.

One of two imported into New Zealand
that year. This version is red with pale
bone upholstery, sun-roof and "dazzle"
hub caps.

A daily-driver with 230,000 genuine kms.
Asking price: \$12,000

Contact Cedric - 021 928 038.



For Sale

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

1967 Jaguar E Type - Rare Series
1.25 4.2 FHC, Chassis 1E21674.
Matching numbers engine and
transmission. White with original blue
interior. I have owned the car for 16
years. Official Heritage Certificate.
Condition: A well maintained never
restored car. Full service history.
Current mileage: 72,942 miles.

Asking price: \$185,000

Contact: Chris Paddon

chris.paddon@extra.co.nz

021 044 1501



Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine
Jaguar and Daimler original factory
brochures. Brochures range from
1949-2015 and are in as new condition
unless stated. Also available are some
Jaguar and Daimler books, calendars,
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

2013 Jaguar XK 5.0L V 8 coupe Portfolio package

Two NZ owners with 41800 km.
Absolutely stunning coupe in Black
Amethyst with off black leather and
dark Piano Wood inlays. Many bells and
whistles.

Asking price: \$52,000

Contact: Cheryl Crook

0211540009



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



advertise in here...

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

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Jaguar Drivers Club Discount Card

Dear Member,

Attached is an information sheet and application for NPD's offer of a Jaguar Drivers Club Discount Card.

The offer is for 12 cents/litre off to members. Please read the details carefully as the offer may well be better on the day, our intrepid investigators of the E-Type variety have been pleasantly surprised. Weekly pricing is emailed to members.

There are no administration or transaction fees (an initial \$5 card fee).

For those still dissatisfied with your V8's and V12's, NPD is the only outlet offering 100 octane fuel!

NPD currently has 3 stations in South Auckland all near the motorway, and Pukekohe as well as many major North Island towns. If you are planning a South Island tour there are NPD stations everywhere.

[NPD retail network - Find discounted fuel, petrol or diesel near you](#)

Best regards,

Chris Mills

Secretary, Auckland Jaguar Drivers' Club

www.jaguardriversclub.co.nz

NOTE: Members who wish to apply must add their Membership Number on the first page of the credit application form. There are a number of fields where this info can be written in.

Please note that members don't have to use a company or fill in the guarantee form if they wish to apply as a private person. If members do want to run their account through a company all the pages need to be completed.

Member ID (Drivers license), proof of address and bank details for direct debit are also required to be submitted with all applications.

[www.npd.co.nz]www.npd.co.nz



MEMBERSHIP BENEFITS

Do not put your Membership Card in a safe place and forget about it. Put your membership card to good use.



1. Fuel Discounts:

Offer to the Auckland Jaguars Drivers Club members from NZ Fuel Cards

- BP: 9 cents per litre off BP's National Price
- Mobil: 11 cents per litre off the pump price
- Caltex and Z:
 - 7 cents per litre off the pump price
 - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
- Card fees are only \$1/card/month (normally \$1.53 incl GST)
- No transaction fees
- Payment by Direct Debit, twice-monthly.

If you are interested, please contact Robin O'Connor, robinocconnor29@gmail.com to receive Online Application Details.

2. Archibald & Shorter: 10% discount on ALL Parts and Service.

3. Mainland Motoring: NZ's largest domestic shipping forwarder - See Advert in this Edition.

4. Rodney Jaguar Rover Spares: 10% on ALL parts - See Advert in this Edition.

5. A1 Hearing: Free audiological assessment worth \$75 - See Advert in this Edition.

6. Clubs Tool Hire: Contact John Munroe - See Advert in this Edition.

7. Swann Insurance: Classic or Modern Classic Car insurance at very competitive rates. Phone: 0800 807 926

8. Arvensis Consulting: GPS Tracking for your Jaguar. Contact; info@arvensis-consulting.com. Quote 'trackmyjag' promo code to enquire about a 24 month subscription.

Watch this space for further deals...



CLUB BUSINESS



Dear Members,

We wish to draw your attention to the Special General Meeting on Sunday 25 May and the Committee's request for a new team to step up to run the Club.

Please view the detailed Job Descriptions for each of the Committee roles. We hope this helps you understand what's involved in volunteering for this opportunity to help, sustain and improve your Club! We have uploaded them all to the Members area of the Website (to view Job Descriptions in the Members Area you need to scroll down towards the bottom; or you can request document(s) from the Secretary).

Please get back to us with your interest and any questions you may have.

This is a great opportunity for everyone to understand what the Committee does in the background and that despite it being a commitment, it is not a huge burden to get involved. Right now, however, it is critical for the survival of our 56-year-old club that members do step forward.

Best regards,

JDCA Committee



Special General Meeting

A Special General Meeting is called for Sunday 25 May at 1pm. 5 committee members are stepping down at the next AGM - unless a new group of members volunteer for the Committee, there will be very little choice for the future of this 56-year-old club. Detailed Job Descriptions for each of the Committee roles can be found in the Members area of the Website. Please refer to the e-mails for further info leading up to this special event.

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