

CA Talogue

EXPRESS May 2025

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS' CLUB INC.

Run to George Begg Festival, Teretonga Raceway



Steve McNulty reports:
"We had 4 cars meet early at Unity Park and all sports cars - Ross Scobies E Type convertible driven by Peter Scobie with wife Kay, Steve Roy in his E type fixed head with partner Susa, Brian & Jude McCracken in XK4.2 Coupe and myself with Noel Kane in XK4.2 Convertible. It looked pretty good heading South."
Further details of the trip are covered in the President's Report later.





Stopped off at Balclutha for a morning coffee

All were on display in the in-field at Teretonga (thanks to Peter Scobie)!



The four day George Begg Festival, held between Thursday and Sunday, was the brainchild of Scott O'Donnell and honours former Drummond car maker George Begg, whilst also celebrating cars from various generations. Modelled on the UK Goodwood Festival of Speed, the three days of racing included Historic Touring Cars, Formula 5000, Historic GT, Historic Formula Atlantic Cars, HVRA – Historic Saloons/Sports & GT's, Pre-78 Classic Saloons, Vintage Racing Cars (VCC), Modern Touring Cars, Italian Job - BMC and BMW Mini, The Drummond Dash, 30-Minute Enduro and Historic Rally



Demo. There were Jaguar Mk2's racing, the TWR tribute XJS as well as a couple of Italian-only races, as this year the theme was Italian cars. Participants are encouraged to dress in 60s & 70s garb.

Some of the original Begg cars in the pits



Left: George Begg Festival founder Scott O'Donnell, of Invercargill, and his Ford Capri which he drove throughout the weekend. O'Donnell was also behind the wheel in a variety of cars, a Porsche, Ford Capri and Ford Mondeo to name a few. O'Donnell said it was great having New Zealand motorsport celebrities like Greg Murphy, Emma Gilmour, Hayden Paddon, Paul Radisich and Steven Richards down to be part of the action.



Former Begg racing car driver Barry Keen, 86, of Invercargill, with two of the Begg race cars he used to drive back in the 1960s.
 "It's an amazing event. George would have been blown away – he would have just loved this day so much. It's an awesome way to remember him."

President's Column

Nice to have had some lovely weather over a long weekend - I got out and about in my convertible and it felt like middle of summer.

The George Begg Festival on Sunday 13th April saw 4 cars meet at Unity Park and head south - we had 2 E types & 2 XK 4.2 sports cars so it looked impressive as we stayed together heading to Invercargill. Top marks to Peter & Kay Scobie going the full distance with the hood down in Ross Scobie's superb E Type roadster, Also joined by Steve Roy with Sue in his lovely E type Fixed Head, Brian & Jude McCracken in his XK 4.2 Coupe and me with a friend in XK 4.2 Convertible. It was a nice day and the event was really good with some great racing action. Peter Scobie managed to get us all inside the track so it was great to be able to look around the pits and view racing from various spots. Scott O'Donnell & his crew certainly put on a great event.



Your Committee is planning some events through the cooler months so keep an eye on the events calendar for details.

I am heading to the Kings Birthday event based in Geraldine & Timaru organised by the South Canterbury Jaguar owners Club - it looks like a really good programme ending with the Timaru Best of British Day at Caroline Bay.

We are also planning a Sunday run in June and a garage tour in July.

You may have caught up on the April fools joke about JLR selling Jaguar to the Chinese car maker Geely (most felt this was great news as they have done wonders with brands like MG in recent times), Chinese now make over 140 different brands in China as well as 50 in Europe and 14 in the US so they are gaining a massive foothold into the new car market. According to my sources from MTF they said in NZ we will see at least 7 new Chinese brands hitting our market over the next 9-12 months - I am sure a new Chinese made Jaguar would have been great and in the price range of Jaguars existing client base! The other joke that caught a number out was that in NZ the speed cameras were being contracted out to Wilson parking who were mounting the latest technology in Nissan Leafs throughout the Country! My Brother was one that believed the story.

Happy motoring,
Steve

Steve McNulty
President OJDC



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Next Club Events

Wednesday

7th

May

Technical Night

Replacing our usual Nog'n'Natter

7.30pm at SouthAir, 58 Steadman Road, Mosgiel
Mark Paterson will talk about the unique challenges of working on several XKs and E Types

All OJDC members & partners are invited to attend
Tea, coffee & bickies

Sunday

25th

May

Run to Carey's Bay Pub

11.30am Depart Unity Park
12.30am Lunch

Numbers please to Brian McCracken
0274 774 203 brian@rylockotago.ac.nz



30th May
to
1st June

King's Birthday Weekend

Get Together with South Canterbury JOC & Others in Geraldine & Timaru

We are meeting at Unity Park and travelling as a Club to this Event.

See over page for Registration info.

Please notify Steve McNulty if you are going

0274 346 370

jaguars@xtra.co.nz

Sunday

22nd

June

Peninsula Run with Lunch

Watch for further details



Sunday

TBC

July

Garage Tour -

Focussing on competition/racing cars

Further details to come



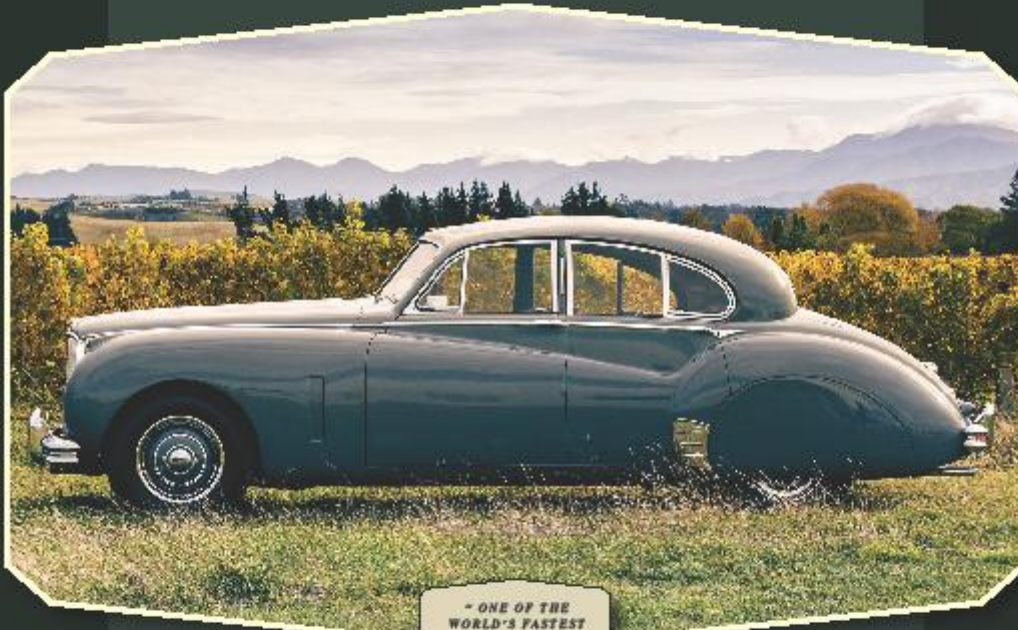
Saturday
13th
September

2025 Autospectacular
Edgar Centre, 9.00am - 4.00pm
We are planning a display of
Pre-war Jaguars
More info to come



THE 75TH ANNIVERSARY OF THE LAUNCH OF THE JAGUAR MARK VII

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Mark VII, VIII, IX
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CHRISTCHURCH 1-2 NOVEMBER 2025

PUBLIC DISPLAY OF CARS AT RISINGHOLME PARK,
OPAWA, SATURDAY 10AM-2PM

BOOK LAUNCH & DINNER AT CASHMERE CLUB
6.30PM SATURDAY

CANTERBURY PLAINS DRIVE & SUNDAY PICNIC

MORE INFO, CONTACT RICHARD WAUGH 022 533 9400
richard.waugh.rev@gmail.com

For Sale

1994 Jaguar Sovereign XJ6



Presently in Dunedin.

4L inline 6, 197801Km. Needs L/F wheel bearing & rust repair near top left and right of firewall for WOF.

Rear muffler removed & replaced with straight pipes (Latta Performance).

Sun/heat damage to paint bonnet & roof.

Looking for offers - Matt

matthewrheather@hotmail.com

Name That Movie.....or TV Program

In this series we publish a still photo featuring a Jaguar car from film or TV.

The correct identity of the car and film/TV will appear later in the issue.

Car No20



The Demise of the XJ, the Greatest Saloon Ever Built.

Mark Paterson

Recently I had the pleasure of driving three different generations of XJ saloon within a two week period, a 1995 Jaguar XJR (4 litre six cylinder), a 2007 XJR (4.2 litre V8) and a 2013 XJ supercharged 3.0 litre V6 saloon.

The 1995 XJR (X300 shape) is probably the prettiest of the three but is by some margin the smallest. The interior space was fairly average for what was at the time of release one of the world's best cars. Just getting in behind the steering wheel is a bit of a mission, posterior on seat, slide left leg under wheel and



then drag right leg in bent at the knee to avoid grazing the door card with right foot. It is similar to getting into an E Type believe it or not! The boot space is very shallow, only good enough for a couple of suitcases. And a long trip sitting in the back seat for a tall person is uncomfortable with little back support and the floor level not far below the seat base. The problem is that the car is very low slung and the packaging is just not good enough. However the X300 is a very elegant car and they are reputed to be the most reliable Jaguar ever

built and with 322 bhp and 510 NM of torque from the big 4.0 litre six it has plenty of grunt and the XJR goes like a rocket (6.3 secs to 100 km/hr). The 5 speed gearbox is adequate and mechanically the X300 saloons are regarded as bullet proof.

I have owned the car for at least 15 years now and it has never missed a beat but to be honest I do not enjoy driving it that much. It is a long heavy car, a great motorway cruiser but it is not a car for our windy NZ roads. Despite its power, the handling is a bit ponderous. It feels nose heavy and doesn't really like sudden changes of direction. The XJ8 that followed was a big improvement in that respect after subtle changes to the suspension components. With the fat 17 inch tyres it also tends to tramline with sudden camber changes. A Series One short wheel base XJ6 in my opinion handles far better although they are much slower. However the X300 XJR is undoubtedly a very beautiful car and the interior is a lovely place to be. A typical price for a really tidy X300 XJR is around \$ 15,000.00.

The X350 XJ followed the X300 and X308 models in 2003. The X350 shape is regarded by some as too retro and too large. They are a large car and dwarf the X300. But that all alloy body sliced four hundreds of pounds of the XJR weight and the 4.2 litre supercharged V8 puts out 400 bhp and 540 NM of torque (5.3 secs to 100 km/hr). These cars have serious performance and are also very well built and very reliable. I have fancied one ever since they first appeared. Black on black



seems to be the favoured combo for the XJR and the price for a tidy one is probably around \$ 20,000.00. There are some for a sale for half that but you are talking high mileage vehicles with little history.

Recently Dean Hollebon called in to say hello in his 2007 XJR. I took it for a drive around the Taieri. What a beast! These cars put the hoon back in Jaguar. The torque in mid-range is unreal and if I owned one I would be spending a lot on petrol and probably doing my best to lose my licence. Every shove of the right foot is grin inducing and many a motoring writer has claimed that the X350 XJR is the best car Jaguar ever produced. It is a big car but it doesn't feel like it. The seating position and cabin layout are a big step up from the X300 and really they are an absolute bargain, especially the standard V8 and X6 cars. And the light weight and advanced suspension make the car handle like a sports car. But they never sold that well due to the retro looks. If Jaguar had brought the X350 out with a modern shape they would have sold truck loads. But they made a marketing mistake and they paid for it. They are still an elegant car however and very good value. The long wheel base XJR versions are worth a look at also, especially the Portfolio models if you can find one. But don't expect terrific fuel economy with 400 bhp and a very loud pedal.



If you want a great looking luxury car with a ton of power and charisma that will put a smile on your face every time you see it or better still exercise the outrageous supercharged V8 then the X350 XJR is a great choice. It reminded me of a raunchy old hotted up Mk 1 saloon. Completely incorrect politically but absolutely marvellous. If you are feeling like 70 is the new 50 then buy one and make some noise before the nannies restrict us all to Eveready specials.

In 2009 the last model of XJ saloon, the X351, arrived and like the XF that replaced the retro S TYPE, it was a complete departure from the X350 retro look. The X351 is a very elegant car with real presence. The rear end is possibly a bit bland but personally I like the X351 shape overall and it definitely stands out from the crowd. Recently I bought a V6 3.0 petrol supercharged model which superceded the standard 5.0 litre V8 saloon. With 340bhp and 450 NM from only a 3.0 litre V6, these cars have ample performance, similar in fact on paper to the 1995 XJR. However the 8 speed gearbox makes huge difference and these cars are like a silent assassin. They take off like a scalded cat but make no noise doing so and before you know it a simple passing manoeuvre has taken you way over the speed limit. At 6.0 secs to 100km/hr they are not as quick as the X350 XJR but it is the refined way they perform that really stands out.

These cars are the bargain of the century. I paid \$ 13,500 for a 2013 model with only 53,000 km on the clock so the car is like new. It is a long wheel base model so there is tons of room for four adults and luggage. These cars really impress me.

My first real trip in the car was Dunedin to Christchurch. I sat at the speed limit the whole way. It was raining and the traffic was heavy and it took me a while to figure out the touch screen, audio, aircon etc.

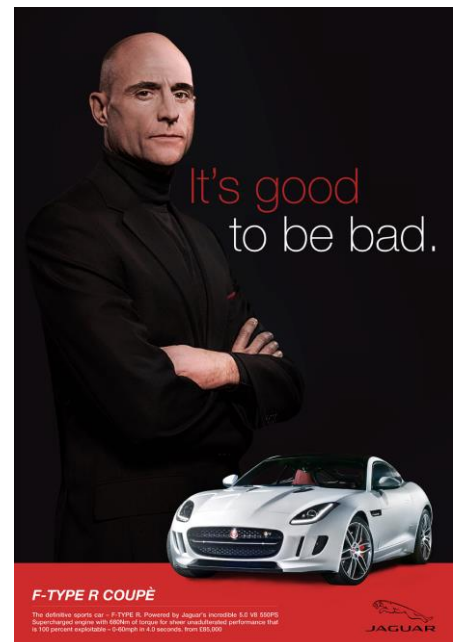
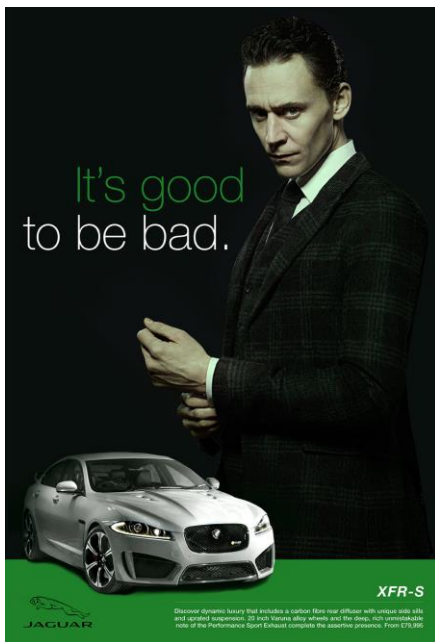
What happened to simple dials and levers? The touch screens are so complicated now that they are almost a safety problem due to the difficulty of navigating around them. But at 100km/hr the engine was ticking over at 1250 rpm and amazingly the car did 40 miles per gallon. I found this hard to believe at first but then fully loaded with four on board and luggage we travelled Christchurch, Wanaka, Queenstown, Dunedin and it still did 35 mpg. The big saloon got from Dunedin to Christchurch to Wanaka on one tank of petrol. Why bother with a diesel? I can confidently say that this is the best Jaguar I have ever driven and probably the best model Jaguar have ever built.



They are a superb car and also very reliable. They are not a take your breath away beauty but heads turned wherever we went. We stopped for a coffee at Tekapo and parked right at the door to the café. It was noticeable that every person that walked past the car checked it out. For a brief moment I thought I might be someone important. Of course onlookers may have assumed that I had stolen it but in reality it stood out amongst the sea of SUVs and camper vans. They are just a lovely car. They are not like the X350 XJR monster which begs to be uncaged at every opportunity but they are very quick and they are so comfortable and effortless that you could drive the length of the country and arrive quite refreshed. However Jaguar stopped making them because they were not a sales success and were not profitable. For many years now it has been the case that everyone wants an SUV. They are spacious, relatively cheap to build and nowadays even the most basic SUV has more extras than you can shake a stick at. The average SUV has almost every system that the most expensive luxury vehicle has and they are just so usable. There is no worry about luggage space, they are economical and quite reliable. And they are quite stylish. Hardly anyone makes a saloon anymore.

Jaguar brought out the F-Pace in 2016 and they were late to the SUV party. It sold well and cut into the sales of the XF and the XJ. It is now the only vehicle manufactured by Jaguar and that comes to an end next year. It is such a shame that the XJ saloon range has come to an end. Perhaps Jaguar will come out with a world leading electric XJ next year. We shall see if Lady Penlope will be calling "Parker" in a pink monstrosity. Or will they be sold to Barbies? Let us pray that the engineers have more brains than the marketing boys have shown recently.

Until then consider investing in one of the greatest saloons ever built, the X351 XJ Jaguar. Go on. You know you need one young man.



Jaguar print ads based on the 2014 Superbowl commercials, using British actors who played the most compelling villains on film. Tom Hiddleston, Ben Kingsley, Mark Strong.



Meanwhile, David Beckham sold Jaguars in China.

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Jaguar – Reflections in Miniature Part 40

Concepts which never entered production



The XJ13 is perhaps the most intriguing of the prototype/concept cars produced by Jaguar as apart from the beautiful shape that followed the evolution from the C, D and E Types the newly developed V12 engine showed huge potential for this Le Mans challenger. Regrettably the much-needed development work essential to adequately challenge the competition of the time was not available soon enough. By the time the car was nearing the final stages of development a 3-litre sports car engine capacity was once again introduced for 1968 consigning this unique car to the “what might have been” category. Perhaps the most historical aspect of this vehicle was the high-speed crash suffered by Norman Dewis on the 20 January 1971 when the centre of a magnesium alloy wheel collapsed at 135mph whilst demonstrating the car to the press at MIRA. His account of the sensational crash when he was behind the wheel is amazing and the fact that he survived was nothing short of a miracle. The car was extensively damaged, but a full restoration was commissioned in 1973. Abbey Panels who built the original body still held the bucks for the car so replacing the panels was not a problem. The rebuilt car features the addition of larger wheel arches and flared guards to allow for larger tyres. The car has subsequently been fully restored.

This model of the XJ13 is a die cast made by AutoArt (53541) and is a most accurately scaled and detailed model of this car in its 1973 rebuilt form. The detail especially the engine located under the plexiglass rear cover is typical of the very high standard of AutoArt models. The original model, however, includes tyres that are undersized and once tyres of the correct size are fitted the model is transformed as shown below.



In 1978, the three-year-old XJ-S was still being subjected to persistent criticism; a factor legendary coachbuilder, Pininfarina, noted. It seems Jaguar, too, was aware of the Italian designer's intention of creating its own interpretation of an E-type successor and granted it one of the original XJ-S development mules to work with. Pininfarina's interpretation of an E Type replacement would have the oval-shaped front air-intake of the E-type, more bulbous curves and swooping arcs which peaked above the wheels. The car included a huge boot to maximise grand touring potential. The result was the XJ Spyder, a beautiful looking car, many fans wished would be built. When it debuted at the British Motor Show in 1978 Jaguar took note of the interest being taken in the XJ Spyder which ultimately led to their development of the XJ41/XJ42 concepts.

The model of the rare XJ Spyder has been produced by Matrix (MX51001-051). The detail is with all Matrix models is to a very high standard.



By 1980, Jaguar's design team, aware of the impact the XJ Spyder had created, were underway with the XJ41 coupe and XJ42 convertible concepts as potential F Types which would sit in the product line additional to the XJ40 saloon and the XJ-S. The original plan was to have both coupe and convertible powered by the AJ-6 twin cam engines which would be available across all current Jaguars. But as work progressed, problems started to manifest themselves causing delays. The XJ40 launch was held up, and Jaguar's opposition were producing more powerful cars. A twin turbo version of the 4-litre version of the 6-cylinder engine was trialled, and the concept designs were getting larger and heavier. By 1988, 4WD was added increasing the weight even more, however, the twin-turbo Targa

version easily exceeded 170mph in tests at Nardo in Southern Italy and, although the F-type was overweight, massively delayed, and unlikely to see production until 1994, production was still eagerly awaited. But it was not to be. Ford's purchase of Jaguar in 1989 resulted in a complete product review including a future update of the XJ40 and the XJ-S so the F Type project was duly canned. Whilst XJ41 and XJ42 were a lost opportunity for Jaguar, they would live on and with further development evolve into the Aston Martin DB7 which would remain predominantly underpinned by Jaguar mechanicals.

The model of the XJ42 Targa is by Alezan and is a limited edition of 150. These models are expensive but add a unique aspect to any Jaguar collection.



The XK180 was a design exercise released 50 years after the XK120 and again the designation was chosen to match the maximum speed of the car. With design cues harking back to the D Type of the 1950s this concept was considered by many to pave the way for an F Type to eventually come off the production lines as Jaguar had toyed with XJ41/XJ42 concepts and were still interested in creating a pure sports car. The XK180 was built on a shortened XKR floor pan and was powered by the XKR supercharged V8 engine which when coupled to the lightweight roadster bodywork was able to accelerate from 0–60mph in less than 5 seconds. This car was the first project undertaken by the reformed SVO division which had previously finished Daimler limousines using the traditional skills of bespoke craftsmen. Only 2 cars were built, and both exit as display exhibits.



The XK180 is a very striking concept car and this version modelled in resin by Spark and released by Replicars (JAG01) is one of the most accurate examples made. This is a superb hand-built model and accurately portrays the beautiful design of this car, which follows the general theme of flowing curves reminiscent of the D type and which continued through the E type, XJ13 and XJ220. The two long rows of bonnet louvres are very neatly created for such a small model. Overall, this model has excellent scale and proportions



The successor to the XK180 in so far as a future F Type was concerned arrived as the F type Concept in 2000. It was nothing more than a further design concept and whilst based loosely on the XK180 was a much smaller car with a floor pan shortened a further 30 cm ending up 64 cm shorter than the standard XKR. The new concept, however, was well balanced in design being narrower as well to keep the style and dimensions in proportion. The engine for this car was based on the 3 litre V6 as used in the S Type saloon and a supercharged version producing 300 bhp was also anticipated. The F Type concept continued the theme of earlier Jaguars especially the D Type and E Type although some aspects of the concept would need to have been altered for production to meet legislation requirements, especially the wind screen. The lack of any ability to offer wet weather equipment was also deemed to be a problem for a future production car. Only one prototype was built before the project was scrapped. The car survives as a display vehicle.

Models of this car are rare, and this example is a resin kit made by Provence Moulage (K1555). The detail is very good, and the proportions are correct. This kit has been painted in the original silver finish of the concept vehicle. The finished model is superb.





Released at the Frankfurt motor Show in September 2001, the R Coupe was purely a design exercise and had no engine and only basic suspension. Never intended to be a runner, the R coupe was suggested as a study in future styling ideas by the Jaguar design team. The R coupe takes clear styling cues from the current S Type with similar frontal features and the side window profile whilst in a two-door style also leans heavily on the S type outline. The XK coupe which entered production in 2006 has some styling ideas in the interior and dash layout carried forward from the R coupe although the exterior on the XK builds on the theme of the outgoing XK8 rather than the R Coupe. Its unique futuristic features included paddle shift gear selection, head lights that turned with the front wheels, a novel idea first investigated by Tucker of the US in the 1940s, electronic door locking, and voice activated telematics. This was the first concept design following Ian Callum's appointment as design director and showed future concepts rather than actual plans of a future production model. The overall dimensions were quite large with the coupe being closer in size to an XJ8 rather than the then current XK8. Only one example was made which remains as a display car.

This is the hand-built resin model produced by Spark for Replicars (JAG03). They have captured the R coupe in excellent detail with perfect scale and proportion.





The R-D6 was yet another concept released this time in 2003. The rear hatch of the R-D6 appears to be a more modern approach to the earlier side opening rear doors which featured on the E type fixed head and 2 plus 2 coupes in the 1960s. The rather quaint styling of the R-D6 is mystifying as it is difficult to determine whether it is a saloon, sports car, or hatch back. Perhaps it is intended to be all three. The R-D6 features a diesel engine and a unique rear hinged side door accessed once the front door is opened. This feature was put into production in Ford's Mazda range including the RX8 and Bounty utility. Although never intended for production but another one-off styling exercise, the R-D6 along with the R Coupe clearly show that a possible evolution could draw on aspects from earlier Jaguars and incorporating these in state-of-the-art designs rather than creating totally new designs. This concept avoided the retro look that had been a feature of the 1990s. Seeing this car beside other Jaguars highlights not only the obvious link to the past, but also shows how future options are available without the need for any obvious retro look.



Spark in association with Replicars have produced a superb resin model of the R-D6 (JAG02) featured here and together with the R coupe and XK180 makes a very interesting trio of the design concepts created by Jaguar's design team around the turn of the century. As with the XK180, the hand-built models of the R Coupe and R-D6 are beautiful with fabulous detail of both exterior and interior.



The Jaguar C-X75 is a plug-in hybrid, two-seat, concept car heralded a new era in supercar development. The C-X75 which debuted at the 2010 Paris Motor Show produced 778bhp through four electric motors, each of which drove one of the four wheels. The batteries driving these motors are recharged using two diesel-fed micro gas turbines instead of a conventional four-stroke engine. It was described as an ideas model that would influence future design and technology. The C-X75 was named in honour of Jaguar's 75th anniversary; the C stands for concept and the X for experimental. In May 2011 Jaguar announced plans to build a limited production run of the Jaguar C-X75, with a downsized, boosted petrol engine instead of the micro gas turbines in the concept. The plug-in hybrid supercar was intended to have 250 cars built in collaboration with F1 Williams derivative, Williams Advanced Engineering. The production version was to have an all-electric range of 50 km, however, in December 2012 Jaguar cancelled plans to build the car due to the ongoing impact of the global financial crisis which seemed the wrong time to build such a car. Five developmental prototypes using 4-cylinder 1.6 litre supercharged and turbocharged engines were built one of which was used in the 2015 James Bond film, Spectre. Three of the prototypes were later auctioned Spark has made a superb hand-built resin model of the C-X75 (S2099). The accuracy of the model is exemplary with excellent exterior and interior detail.

Alan Race



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

Otago Jaguar Drivers Club – Members Merchandise

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



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Mens : XXS XS WS S M L XL XXL 3XL 5XL
½ chest: 49 51.5 54 58 60.5 63 65.5 68 70.5 75.5



EMBROIDERY
WHITE



NEW

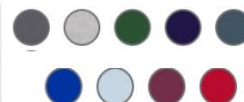
CLOKE - SJM/SJW PRO2 SOFTSHELL JACKET
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NEW

CLOKE - CSI CREW NECK SWEATSHIRT
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(MENS STYLE)

AP-YARRA
1302 / 2302
BLACK/WHITE
\$33.10



(LADIES STYLE)

NAVY / GOLD



TEAL / BLACK
RED / WHITE

MENS	XS	S	M	L	XL	XXL	3XL	5XL
I/2 CHEST	50.5	53	55.5	58	60.5	63	68	73
variations +/- 1 cm (guide only)								
LADIES	8-10	12-14	16-18	20-22	24-26			
I/2 CHEST	43	48	53	60	67			
variations +/- 1 cm (guide only)								

GIL-M6001 CAP
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NAVY/ WHITE
BOTTLE/YELLOW
\$16.35



Grille Badge \$35.00

Name That Movie: *Car No20: 1969 Jaguar Mk 1 2.4L in TV Series 'Endeavour' 2012 - 2023*



Member Benefit – NPD Fuel Offer to Club Members



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

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

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

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

To apply for your NPD card application form, email:

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

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