

JDC



AUCKLAND JAGUAR DRIVERS' CLUB



JAGUAR
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OF THE
SCREEN**

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GROOVY! ELLERSLIE CAR SHOW



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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 usually held in October or November each year. New members will receive a Membership Kit, which will consist of printed copy of the current e-magazine, car window sticker and name badge(s). A copy of the Club's constitution can be found on the website: www.jaguardriversclub.co.nz.

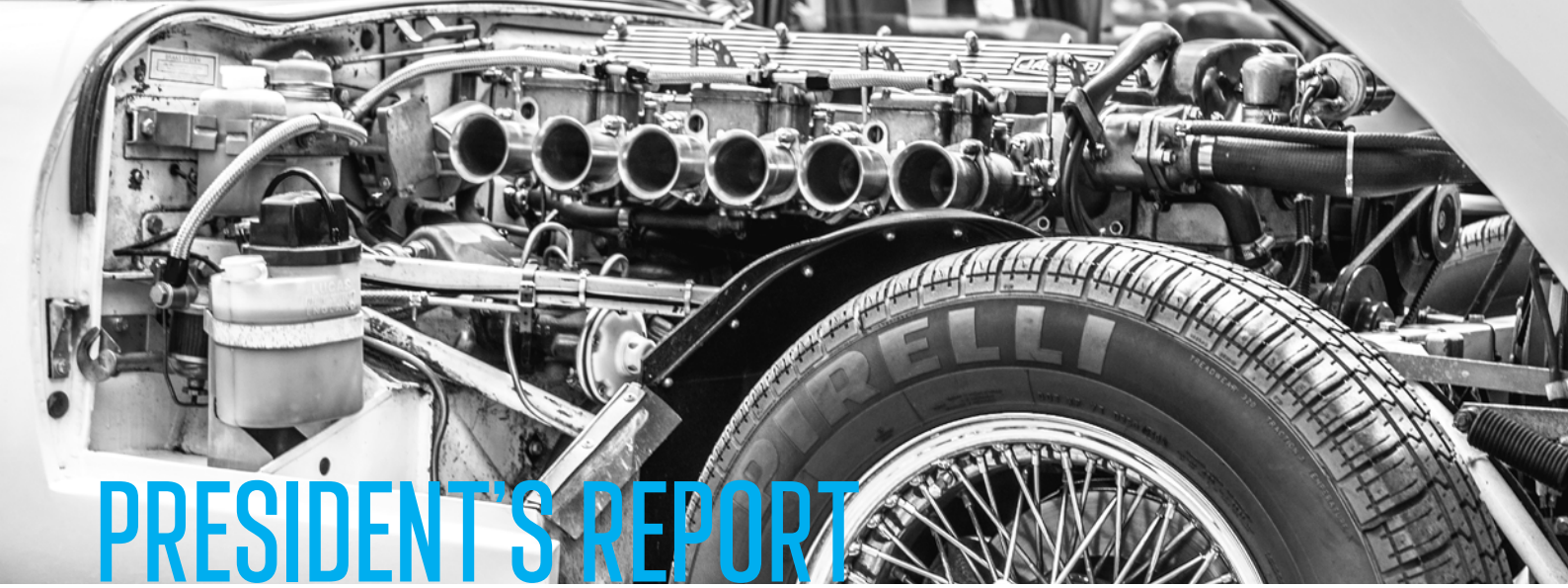
Each major centre in NZ now has its own independent Jaguar car club, around 14 in all, ranging from the small with a dozen members up to Auckland with 200-plus.

Life members - for service to the club.

Bill Crook, Robin O'Connor, Rex Day,
Mark and David Shorter, Steve and Denise Ward,
Laurie Hayward.

join the club, go to www.jaguardriversclub.co.nz

Cover image: Jaguar E-Type owned by Sue and Warwick Jenness



PRESIDENT'S REPORT

Happy New Year to you all and welcome to our first magazine for 2026.

I hope you all had a wonderful Christmas and New Year.

Welcome new members!

Unfortunately, our first event for 2026, the Wings & Wheels in Thames was cancelled due to the terrible weather we all experienced.

Our first event of 2026 is the Ellerslie Classic Car show (Concours d Elegance). What a spectacular show that keeps getting better each year.

Being a foundation member of the event, the club had vehicles entered in the Display, Survivors and Modified Classes.

This year's display theme at Ellerslie was movie icons. Our display celebrated Jaguar cars used in standout movies and Television series from the 1960s to the 1990s .

Bernie Wood, Howard Evans and Alex Postma (Aka Austin Powers), your committee members, were tasked with the organisation of our club stand. The stand was a fantastic showcasing five beautiful Jaguars.

I am very proud of the members and the cars that participated in all classes.

The results showed with your vice president Mr Jeremy Hatch taking out third in survivors' class with his magnificent 1947 Jaguar MK4.

I would like to make a personal thank you to Simon Crispe for all his work on the Ellerslie Classic Car show committee on behalf of our club.

This event like the Brit Euro coming up on the 1st March showcases the Auckland Jaguar Drivers club to so

many new people.

Brit Euro is fast approaching. We are aiming for 100 Jaguars to be on display so please come along enjoy the day and get your beautiful car out of the garage for a run.

This year we have many events planned, some being weekends away. I cannot emphasise enough that you must register for these.

With many events having thirty plus cars and over 40 people attending booking is essential.

To keep up to date check the events page on this edition and the club website.

As your club grows so does our wonderful network of support advertisers.

Please support them as they support us.

Christy and I look forward to seeing you at our next event.

Dean Wright

Club President

This e-magazine contains many links and hyperlinks. Click on them and explore the world of Jaguar.



THE EDITOR'S PERSPECTIVE



Kia Ora,

Welcome everyone to the January/February 2026 Issue 60 of the Auckland Jaguar Drivers Club e-magazine – Fangazine.



A particularly warm welcome to our new members. The Committee and I are confident you will not regret your decision to join this unique group of enthusiasts who share not only a passion for Jaguar motorcars, but camaraderie forged along highways, winding country roads, and the varied events that make our club what it is.

From Midweek Lunches to Saturday and Sunday Drives, Car Shows, Classic Car Museums, Weekend Trips – and perhaps even the occasional Technical Day (just to throw a spanner in the mix) – there is always something to anticipate on the AJDC calendar.

A Slow Start to the Year

The New Year idled somewhat reluctantly through January, depriving many of us of the summer we had hoped for. Saturating rain dampened more than spirits and unfortunately brought the much-anticipated Wings & Wheels Thames event to a halt.

A disappointment, certainly – but mark it in your diaries for 2028. The engines will roar again.

Current Events

- Sunday 15 March 2026

Peter's Pétanque & Picnic Family Day

Hobsonville Point – 10:00am-3:00pm (Chichester Cottage)

All members and their families are warmly invited to what promises to be a relaxed and convivial afternoon of friendly competition, conversation and club fellowship. Even the little ones are welcome.

Please refer to the AJDC website for full details – and for Pete's sake, register now.

- Sunday 12 April 2026

North Shore Vintage Car Club Open Day & Car Show

40 Masons Road, Albany – Gates open 9:30am

While not an official AJDC event, members are encouraged to attend and enjoy the display of Vintage, Veteran and Classic vehicles, along with Hot Rods and restoration projects.

Add live music, prize-giving, and a well-timed sausage from the grill, and you have all the ingredients for a thoroughly enjoyable day out.

From personal experience, this is not to be missed. The event is informal – come and go at leisure – and there is ample parking available.

After 3:00pm, AJDC members are invited to the Black Antler Eatery at the northern end of Browns Bay for afternoon tea, followed perhaps by a gentle stroll along the beach to enjoy the fresh onshore sea zephyrs.

- Sunday 19 April 2026

Steve Keys' Private Car Collection

10:30am-2:30pm

Steve's remarkable collection includes Flathead Ford V8s, a Texaco tanker, vintage fuel pumps and service station memorabilia – pure delight for the mechanically minded and historically curious alike.

Early registration is recommended.



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THE EDITOR'S PERSPECTIVE

- Looking Ahead
Friday-Sunday, 12-14 March 2027
16th National Jaguar Rally – Tauranga

Registration is now open.

Join fellow AJDC members and enthusiasts from thirteen other Jaguar clubs throughout New Zealand as we celebrate the Jaguar marque in true style.

Past Events

Classic Cover Ellerslie Car Show – Banquet Evening

The annual Classic Cover Ellerslie Car Show once again delivered an evening of elegance and anticipation at the pre-show banquet. Members enjoyed fine company, lively conversation, and the unmistakable sense that something special awaited the following day.

Classic Cover Ellerslie Car Show – Show Day

Show day itself did not disappoint.

The quality and presentation of vehicles on display were exceptional. Amidst this distinguished field, the AJDC Display drew consistent attention and conversation.

This year's theme celebrated Jaguars and their connection to iconic cinema – reminding visitors that our marque has long held a starring role on the silver screen.

Adding theatrical flair was Alex Postma, stepping into the role of stunt double for Austin Powers. His spirited contribution – complete with a perfectly timed "Yeah, groovy baby" – brought smiles and visitors in steady numbers.

Each Jaguar featured was paired with its respective iconic movie connection. Special acknowledgement is extended to:

Bernie Wood – E-type – Car Trouble

Andrew Hunt – Mark II – Inspector Morse

Sue & Warwick Jenness – E-type - Austin Powers

Don Bowater – XK150 – Play Misty for Me

Stephen Boyle – XJ6C – The Minder

Special mention must also be made of Warwick and Sue Jenness, whose Jaguar E-type, draped strikingly with the Union Jack, provided a visually arresting centrepiece.

Behind the scenes, fifteen dedicated volunteers ensured the display was organised and professionally presented.

Particular acknowledgement must also be given to Bernie Wood and Howard Evans for their planning, coordination and attention to detail in bringing the concept to fruition.

A memorable weekend that showcased the creativity and camaraderie within our club.

Musick Memorial Radio Station.

A fascinating guided tour throughout the Art Deco building

with commentary by the knowledgeable Radio Ham volunteers was a most interesting event indeed. The building was completed in 1940, however a little more thought with spacing a couple of giant steps down to a storage room with an additional couple of smaller steps, when a Sea Captain from our group had an unintentional crash landing.

A Personal Reflection

As I continue settling into the Editor's chair, I am reminded that behind every Jaguar badge sits not just an enthusiast, but an individual with a lifetime of experience, skills and stories.

Within our club we have tradespeople, engineers, organisers, photographers, writers, technical specialists and creative thinkers.

Special Note: If you possess skills – past or present – that could assist the Committee or support club activities, even occasionally, your voluntary contribution would be sincerely appreciated.

Even the finest Jaguar runs best when all cylinders are firing.

Until then, I shall see you on the road.

Motto:

If you want a relationship, don't get a dog – get a JAGUAR.

A quote by Sir William Lyons: "Jaguar cars should look fast, even when standing still."

Ka kite anō,

Larry Raynor Olive Editor



ELLERSLIE PRE-SHOW BANQUET DINING AMONG LEGENDS

Photos: Editor

Before the field display. Before the judges. Before the crowds. The Auckland Jaguar Drivers Club gathered for an evening that set the tone for everything that followed.

Setting the Scene

On the eve of the Ellerslie Car Show, members assembled in the Newmarket Room for an experience that was far more than a dinner – it was immersion.

This was no ordinary banquet setting.

Encircling the entire dining room was an eclectic and spectacular collection of vehicles positioned around the circumference – transforming the space into a private motoring gallery. From the dramatic presence of the Bugatti La Voiture Noire, to instantly recognisable movie icon cars, to purposeful Formula 1 machinery and the charismatic speedway midgets that speak of raw racing heritage, the room was framed by history, theatre and engineering brilliance.

In total, around a dozen remarkable machines created an atmosphere unlike any conventional dining event.

Wherever one sat, there was something extraordinary in view.

Chrome caught the ambient lighting. Racing slicks contrasted with marble patterned carpet. Elegant table settings were juxtaposed against purposeful mechanical form. It felt curated. Intentional. Immersive.

An Evening with Character

The banquet was steered with warmth and flair by Sylvia Sandford, whose role as MC brought both structure and charm. Sylvia's entertaining stories and anecdotes had the room engaged from the outset. Her ability to blend humour, history and gentle camaraderie gave the evening rhythm and personality.

She did not simply host – she elevated the occasion.

Adding further dimension to the evening was guest speaker and performer Miranda Easten, whose musical contribution alongside her band enriched the atmosphere beautifully. Her presence brought energy and polish, seamlessly complementing the elegance of the setting.

Together, these contributions transformed the banquet from a formal gathering into a genuinely memorable experience.

Fellowship Before the Field

Conversation flowed easily between tables. Restoration journeys were compared. Mechanical challenges revisited with hindsight humour. Long-standing friendships strengthened while newer members found themselves warmly drawn into the fold.



From left to right: Dawn Judge MG Club, Wayne Lack Auckland Mustang Club, Barbara Lokes Euro Car Club, Miranda Easten guest speaker and entertainment.



ELLERSLIE PRE-SHOW BANQUET DINING AMONG LEGENDS



L to R : Pat Kerr - Damian Shalfoon - Xynarah Cezanne - Jim Rentoul - Michelle Denyer - Stu Sanders - Irene and Rex Kingsford - Diane Findlay.

There is something uniquely powerful about the evening before a major show. The preparation is complete. The polishing cloths are folded away. The work is done.

What remains is anticipation – and fellowship.

As the evening gently drew to a close, attention turned toward the field awaiting us the following morning. Vehicles would be positioned. Standards upheld. The JDCA presence would once again reflect pride and heritage.

But for that Saturday evening in the Newmarket Room – surrounded by a dozen spectacular machines spanning eras and disciplines – the focus was not competition.

It was connection.

And it set the tone perfectly for Classic Cover Ellerslie Car Show & Intermarque Concours D'Elegance.



ELLERSLIE PRE-SHOW BANQUET DINING AMONG LEGENDS



Irene's Point of View

A STUPENDOUS EVENING AT ELLERSLIE

"Stupendous" is not a word I often use, but on this occasion it perfectly describes a truly enjoyable evening shared by ten members of our Jaguar Club.

We were delighted to attend the banquet evening held in the Newmarket Room at Ellerslie Racecourse, where the Auckland Jaguar Club had been invited as guests among several distinguished automotive clubs. It felt rather like Cinderella finally getting to wear her glass slipper!

The evening promised a fine dining experience from the very beginning, welcoming guests with champagne on arrival and the opportunity to mix and mingle with members from other impressive motoring clubs while enjoying an array of delicious pre-dinner canapés.

Adding to the atmosphere was a magnificent display of unique motor cars positioned around the room, allowing the 200 guests to admire these remarkable vehicles throughout the evening.

Our MC shared entertaining stories of her personal experiences with a variety of motor vehicles over the years, and it was a particular privilege to hear from one of New Zealand's rising young racing stars, Liam Sceats, already a champion in motorsport and clearly a talent to watch for the future.

Guests were also treated to lively entertainment from a band and a country singer, adding to the celebratory spirit of the night.

While the entertainment and elegant surroundings made the evening special, what made it truly memorable was the opportunity to enjoy the company of our own club members – sharing conversation, a delightful meal, excellent wine, and even a slice of birthday cake celebrating over 50 years of the Ellerslie Car Show, held the following day.

An evening to be remembered, and certainly one worthy of the word stupendous.

Irene Kingsford



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



16th National Jaguar Rally 2027

Attention all Club Members -
Keep your calendar open for this one.

Location: Tauranga
Facilitator: Glennys Muir
g_gmuir@xtra.co.nz

We are delighted to announce the 16th National Jaguar Rally 2027! The weekend will commence with Registration from 3pm Friday 12 March. A full rally programme will be sent closer to the date.



#20260312

See the website for Important Details



Peter's Hobsonville Point Pétanque and Picnic

Date: 15 March 2026
Venue: Chichester Cottage adjacent to Bear Park early Childhood Centre, 190 Buckley Ave, Hobsonville Point West Auckland
Facilitator: Peter McElroy

Peter is providing four sets of Boules, so you just need to bring folding seats, sunscreen and a picnic lunch and drinks, then get yourselves into teams for the Pétanque competition, for which there is a prize!

#20260315

See the website for more details and to Register



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 Allison Ingram, Secretary -
jagclubak@gmail.com



North Shore Vintage Car Club Open Day

Venue: VCC NorthShore 40 Mason's Rd, Oteha. 0632
Albany/Oteha region, Auckland.
Facilitator: Martin Rees

All welcome, bring your Vintage, Veteran or Classic car, plenty of parking. Non Jaguar Club event, however the Jaguar Club has been invited to attend!

#20260412

See the website to be Wait Listed



STEVE KEYS PRIVATE CAR COLLECTION - HALLERTAU PUB

Venue: 1. Steve Keys home car collection
56 Shepherds Lane, Flat Bush, Auckland 2019
2. Lunch at Hallertau Pub, 26 Clevedon-Kawakawa Rd,
Clevedon 2582 Auckland
Facilitator: Martin Rees

Steve has an eclectic car collection with some early Ford Flathead V8s, a large red Diamond T Texaco Fuel tanker truck and many other interesting vehicles and fuel pumps and service station accessories.

#20260419

See the website for Details and to Register



"Near Future Event"

The Jaguar Drivers Club Auckland AGM is booked for Sunday 27 September 2026
(Daylight Saving Starts this day)



ICON OF THE MOVIES

The annual Ellerslie Classic Car Show once again proved why it is one of New Zealand's most anticipated motoring events, with this year's gathering drawing enthusiasts, collectors, and families from across the country. Held at the picturesque grounds of Ellerslie Racecourse in Auckland, the show delivered a dazzling display of automotive history – and the Auckland Jaguar drivers club was right at the heart of the action.



ICON OF THE MOVIES

With 12 months of careful planning by Howard Evans and Bernie Wood, our Ellerslie Classic Car show subcommittee led to a stunning summer's day.

Three stunning Jaguars were staged for the main competitive event. John Munros' beautiful freshly built C Type. Larry Price D Type replica (Modified Class) and your Vice Presidents classic 1947 Mark 4 lead the way in Survivors Class.

As a previous entrant, I know how much physical work it takes in the preparation for the Intermarque concours Judging events, down to the finer detail.

The traditional Teams, Masters, 50-50-50 and Park & polish competition all returned for 2026.

There were 25 cars being judged - a huge task for the organisers with over 6,000 people in attendance.

Few marques capture the blend of performance, luxury, and timeless design quite like Jaguar. The club's display featured a fantastically designed display stand showing Movie Icons.

This year we had five beautiful cars, all referencing movie and television themes with Jaguar cars being the main characters.

The cars centered around the main character Austin Powers. Thanks to:

- Warwick & Sue Jenness for the use of their beautiful Series 1 roadster showcasing a Union Jack flag.



ICON OF THE MOVIES

Bernie Wood E Type showcased the movie -Car Trouble

- Julie Walters & Andrew Hunt's stunning red Mark 2 - Inspector Morse John Thaw
- Don Bowaters' fantastic red XK150s - Misty for me Clint Eastwood
- Stephen Boles Daimler XJC - Minder Arthur Daley George Cole

A special thanks goes to Alex Postma who was Austin Powers for the day. A wonderful attraction to the stand that the visitors adored.

Visitors were treated to gleaming chrome, hand-stitched interiors.

People were drawn to our display with many questions for potential new members.

We were rushed off our feet all day! I am very proud of everyone's great input. Thanks is extended to all of the JDCA Volunteers whose hard work was very much appreciated. We couldn't have had such a great day without you.



ICON OF THE MOVIES



Judging was intense with the awards later in the day. Unfortunately, we just missed out on the display award, but in the Survivors class, Vice President Jeremy Hatch's stunning Mark 4 picked up third place. An exceptional effort considering the car is almost 80 years old.

A special thank you must go to Simon Crispe who sits on the organising committee for Ellerslie on behalf of the Auckland Jaguar Drivers Club.

A wonderful professionally run event.

Bring on 2027 where the Holden Club will be the organisers.



EVENT | 8 February 2026 | Ellerslie |

JAGUAR SPOTLIGHT – HONOURING THE MARQUE

OWNER – JEREMY HATCH – 1948 JAGUAR MK IV – 3.8 SALOON



Photos and article by Editor.

VISIT TO MUSICK MEMORIAL RADIO STATION

There are certain venues that seem to elevate a club day into something rather more memorable. Musick Point is one of them.

Perched high above the harbour, the Art Deco station stands with quiet authority – a sentinel from an era when communication travelled by Morse code and disciplined radio operators rather than satellites and smart-phones. As our Jaguars arrived and settled into the forecourt, it felt entirely fitting that machines built on precision and enduring design should gather at a place founded on exactly those same principles.

Once operating under the maritime callsign “ZLD”, the station formed a vital link in New Zealand’s coastal communication network. Today, as amateur station ZL1ZLD, it remains active – not as a relic, but as a living, breathing continuation of that heritage.

Inside, modern amateur radio equipment sits comfortably alongside beautifully preserved vintage transmitters and receivers from the former Post Office Radio Station. There is something reassuring about that coexistence. It speaks to stewardship rather than replacement.

A particularly meaningful connection for our group came through Warwick Jenness, who once worked for AWA - Amalgamated Wireless (Australasia) Ltd, where he was involved in the sale of radio equipment. His background added a human



VISIT TO MUSICK MEMORIAL RADIO STATION

bridge between past and present – reminding us that behind every transmitter, just as behind every Jaguar engine, stands craftsmanship and lived experience.

We were treated to a generous and thorough “Cook’s Tour” by the dedicated volunteers of the Musick Point Radio Group. Their knowledge and enthusiasm were matched only by their commitment. Keeping the air waves open while preserving a site of such historical significance is no small undertaking. It is, at times, an unenviable responsibility – maintaining relevance in the present while safeguarding the past.

And perhaps that is what resonated most strongly.

In a world quick to replace rather than restore, places like Musick Point quietly remind us of what once mattered – and still does. As Joni Mitchell once wrote in Big Yellow Taxi,

“Don’t it always seem to go, that you don’t know what you’ve got till it’s gone.”

Standing there among preserved transmitters, towering aerial bases, and a fine gathering of Jaguars below, it felt less like nostalgia and more like gratitude – gratitude that, thanks to dedicated volunteers and passionate custodians, this piece of New Zealand’s communication heritage is not gone at all.

As our engines turned over and we departed, there was a quiet appreciation – not only for the machinery we cherish, but for the people who ensure history continues to speak.

Our club members wish to thank the Amateur Radio Station volunteers for giving up their time to show us their radio waves hobby and reminding us of such important places that played an important part of our history.

Editor



VISIT TO MUSICK MEMORIAL RADIO STATION



MUSICK POINT MEMORIAL PARK - A BRIEF HISTORY

Credit Auckland
Public Library.

Musick Point in pre-European times was occupied by the Ngai Tai Ki Tamaki (or Te Naupata) iwi which were over-run by the Ngapuhi iwi in 1821. The fortified headland was known as Te Waiaroha Pa. In 1836 William Thomas Fairburn bought 40,000 acres (160 square kilometres of land off the local Maoris that included the peninsula. He paid with 90 blankets, 24 adzes, 24 Hoes, 24 combs, 14 spades, 12 plain irons, 900 lbs of tobacco and 80 pounds Sterling. The peninsula land was subdivided and sold. Prior to 1930 the English name for the Peninsula/Point was East Head which then became known as Tamaki Head.

In 1937 a Pan Am flying officer Captain Ed Musick landed a Sikorsky S-42B long range 4 engined flying-boat at Mechanics bay starting the age of air travel for NZ. Thus the need for long range radio communications was established. Initially this radio service was provided from the Central Post Office in down-town Auckland but there were problems with interference with radio transmissions from the overhead wires of the electric trams. An isolated position away from electrical interference was required hence the commissioning of the Radio station in the Art Deco building at what became known as Musick Point in honour of Ed Musick. He unfortunately was killed when his aircraft crashed whilst on survey work in Samoa on 11-1-1938.



The building was completed in 1940 but not commissioned as a radio station till 1942 when the Americans used the radio service to communicate with both ships and aircraft for their war effort in the Pacific region. In case the main radio station got bombed a secondary station in a bunker was built 300 m south of the main building, a water tower and housing for the people working in the radio station were also built nearby. Musick Point Radio Station became the headquarters for Auckland Maritime Radio ZLD and Aviation Radio ZLF.

The Civil Aviation Authority moved ZLF to Mangere Aerodrome (now Auckland Airport) in 1957. ZLD became owned by Telecom and later Spark, that still uses the building for its Cellular network services. (We had to get permission from Spark to enable the Jaguar Drivers Club to visit the site.)

In 1993 all NZ Coastal Radio Stations were closed so ZLD stopped operating at Musick Point and the land reverted to Crown ownership. It's equipment (including that at the Oliver Road site) was purchased by the 'not-for-profit' Musick Point Radio Group who took a long-term lease on the property, so they could continue to operate on the amateur Radio 'Ham' frequencies, call signs ZL1ZLD and ZL1ZLF. A Radio Museum is now also housed in the building. Until 2013 broadcasting was done on 512 KHz and after that on 427-479 KHz.



PUKE-PROOF LUXURY: JLR'S GOT A SECRET WEAPON

“Jaguar Land Rover is already shipping tech that tackles motion sickness head-on – who knew? I sure didn't.”

For a person like me, who has suffered at the mercy of the winding New Zealand roads all of my life, I was pleased to find out that Jag Land Rover is one of the forefront companies, among a small few, who are actually doing something about this ‘barfing’ affliction.

Some of you would already know, since this past year of 2025, you can walk into a showroom and order a Range Rover SV or Defender OCTA with “Body and Soul” (BASS) seats that monitor your heart-rate variability and breathing in real time, calculate a live wellness score, and instantly soften acceleration, smooth braking, and tighten or loosen the adaptive dampers to keep you settled. JLR claims it cuts measurable motion-sickness risk by up to 60% – a figure born from thousands of real-world test miles. That’s sweet music to my ears!

For a brand whose customers pay six-figure sums expecting effortless comfort and elegant sophistication, turning “I’m going to puke!” into “I feel awesome. Floor it!” is the new definition of class in my biased opinion.

That capability didn’t come from a marketing department mood board. It started with a researcher named Spencer Salter deliberately making himself motion-sick for two solid years – zip-lining, helicopter hops, rally stages, roller-coasters, anything that would churn a stomach – all on JLR’s dime. His rule was simple: you can’t cure something you’ve never felt. The worse the nausea, the better the data, so hats off to that dude for sure.

What a sense of commitment. Spencer strapped on every biometric gadget available – smartwatches, chest straps, temperature sensors, even the sweaty-palm skin-response



PUKE-PROOF LUXURY: JLR'S GOT A SECRET WEAPON

pads that lie detectors use – and he rode until he literally puked. His PhD from Coventry University became the foundation JLR is now producing.

The breakthrough was his heart rate readings. (They say ‘the way to a man’s heart is his stomach’, but this weirdly makes sense.) Adrenaline spikes push it past 100 bpm; expected right? However “calm-but-deadly motions”, as he phased it (like spinning slowly on your office chair or riding on those evil teacup rides at school fetes and for me “The Claw” ride) heart hovers around 80 bpm. When the instant or sudden vomiting is unavoidable, it crashes into the low 30s as the body assumes poisoning and slams the brakes on circulation. That dramatic dip, plus breathing and posture cues, gives the car an eerily accurate early-warning system.

Today’s BASS seats are the first production fruit of that work, but JLR isn’t stopping there. We’re talking interior cameras, seat-embedded optical heart-rate sensors, and cabin-temperature monitoring. Sounds basically like smart watch tech woven into the furniture.

If the system spots you going green it can cool the air, tilt your seat more upright, ping your phone to look at the horizon, stiffen the suspension, or briefly increase road feel to jolt you out of that pre-nausea fog. Eventually the car will learn your personal triggers and route around tight, twisty roads altogether. Sign me up.

Other brands are moving too: Xiaomi’s YU7 EV has a dedicated Anti-Motion-Sickness Mode, and the University of Michigan’s PRACT haptic pad is now an aftermarket buy that cuts symptoms by half, but I’m happy to say, JLR is the first luxury maker baking biometric wellness straight into the DNA of its flagship models. Someone should take a bow.

When complete self-driving finally arrives and nobody has the steering wheel to focus that keeps drivers from feeling ill, the problem, I am foreseeing, will explode. JLR’s answer isn’t to hope passengers tough it out in a lounge pod on wheels, no, it’s to make sure the car itself becomes the antidote, long before Level 5 autonomy (see below) shows up. Salter himself remains a key figure at JLR as Chief Technical Specialist, building on his completed PhD work.

Progress usually looks a lot like someone turning pale for science, I’m just glad it wasn’t me. In this case I’ll go ahead and say it, “Progress looks like the quietest, most composed luxury SUV cabin on sale today.” Thanks to Spencer Salter and JLR from the pit of my stomach.

By Xynarah Cezanne

Postscript:

Here’s what “Level 5 autonomy” means in plain English:

The car industry (and regulators) use a 0-to-5 scale created by SAE International to describe how self-driving a vehicle is: Level 0 – No automation (pretty much every car before the 2000s).

- Level 1 – Basic driver assistance (e.g. adaptive cruise control OR lane-keeping, but not both at once).
- Level 2 – Partial automation (Tesla Autopilot, Mercedes Drive Pilot, etc.) – the car can steer AND accelerate/brake at the same time, but you must keep your eyes on the road and hands ready.
- Level 3 – Conditional automation (e.g. the latest Mercedes Drive Pilot in Germany/parts of the US) – the car drives itself in specific conditions (usually motorways, traffic jams), but you must be ready to take over within a few seconds if it asks.
- Level 4 – High automation – the car can drive itself completely in a defined area or situation (e.g. robotaxis in San Francisco, Phoenix, or Beijing districts) with no human needed, but it still has a steering wheel and pedals in case something goes wrong outside its zone.
- Level 5 – Full automation – the ultimate goal. The vehicle can drive itself anywhere, in any conditions, just as well as (or better than) a human, forever. No steering wheel, no pedals, no need for a human to ever intervene. You could legally sleep, read, or watch a film on any road, in any weather, at any time.

Sources:

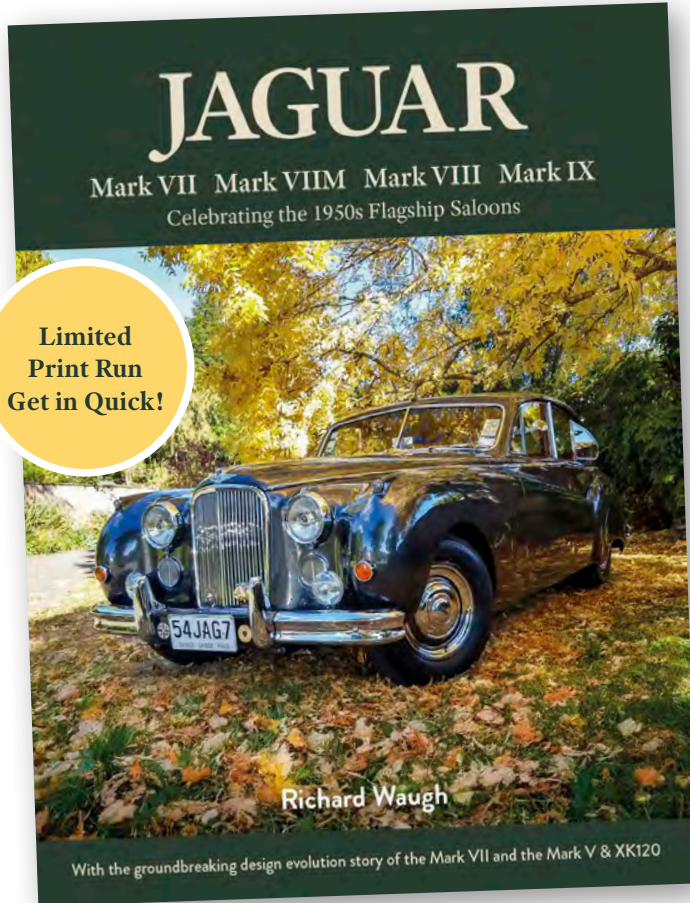
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- SUBPAC automotive – Body and Soul Seat collaboration
<https://www.auto.subpac.com/>
- Motion Sync PRACT seat pad
<https://motionsync.co/>
- Xiaomi YU7 launch specs
<https://www.xiaomi.com/global/product/xiaomi-yu7/>



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"I commend this book to anyone interested in the history of Jaguar. Especially significant is the remarkable unravelling of the design sequence of the Mark VII and its cousins the Mark V and XK120. It is the most important new international Jaguar saloon book for many years."

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- Has indepth design analysis of the Mark VII and Mark V/XK120 cars – with groundbreaking research, including that the Mark VII was a key influence on the XK120 design (and not the other way round!).
- Over 50 Kiwi cars profiled.

JAGUAR

Mark VII Mark VIIM Mark VIII Mark IX
Celebrating the 1950s Flagship Saloons

Richard Waugh

RRP: \$45 soft cover/\$60 hard cover

ISBN: 9780473749361

Publishing date: Late October 2025

Format: 210 x 280 mm, Portrait,
Paperback, 165 pages,
300 photographs/illustrations

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About the Author Richard Waugh

Well-known motoring and aviation author follows on from his very successful 2021 'Classic Jaguars in New Zealand' book. Richard has been greatly assisted by many Jaguar enthusiasts, especially Grant McMillan of Auckland. For the 75th anniversary of the launch of the Jaguar Mark VII Richard turns his attention to one of the most important Jaguar designs of the 20th Century.

Together

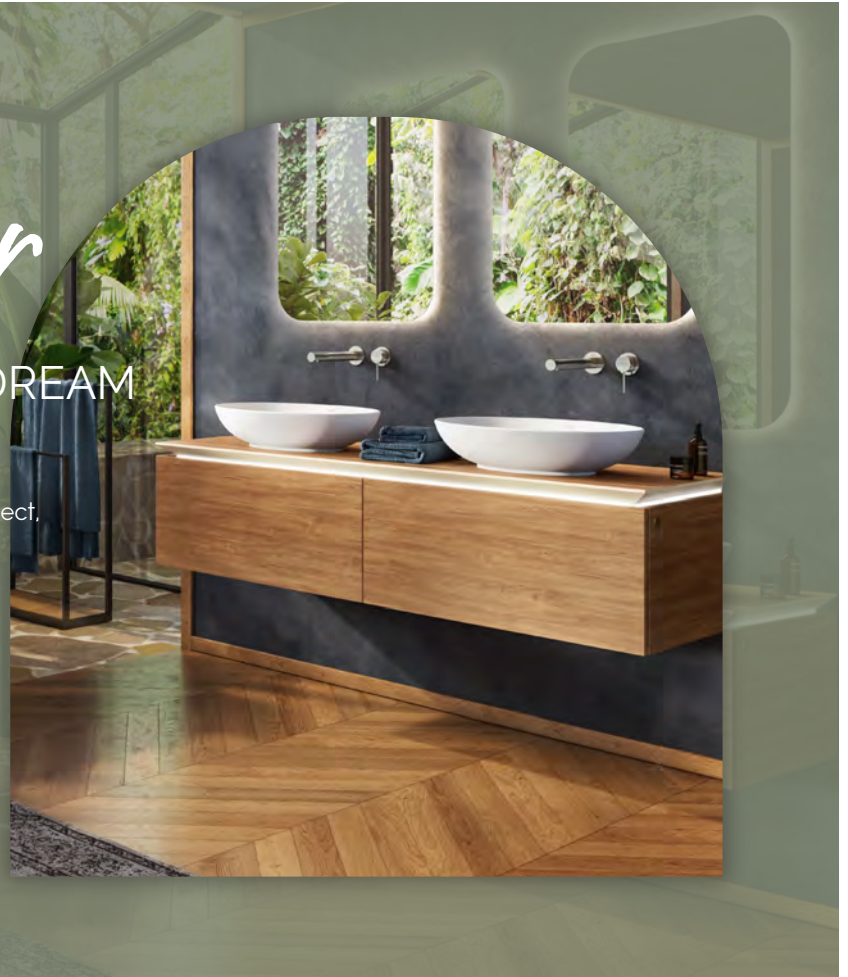
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BUYING AN E-TYPE JAGUAR



WATCH THIS BEFORE BUYING A JAGUAR E-TYPE!

A summarized guide - Notes from the YouTube Video

Watch the full video here: [@Collecting Cars](https://youtu.be/qkFtSiWp6KE?si=PCf5QQjfUxhfXawj) on YouTube interviews Tim Griffin from Classic Motor Cars (CMC).

During an extensive walk and talk around the showroom, topics covered in the Video include: Introduction, Identity, Check the Numbers, How You Use Your Car, Corrosion, Panel Gaps, Doors and Latches, Paint Thickness, What to Check in the Boot, Interior - Trim, instruments and Fuse Board, What to Look For Underneath, Bushes, Dampers and Anti Roll Bar, Brakes, Engine, Service and Maintenance, Independent Rear Suspension.

During the Introduction, Tim talks about E-Type models in general, saying they are a "very safe car, they are very strong."

Here's a breakdown of their discussion:

1. Choosing the Right Model

The decision often starts with your physical size and how you intend to use the car.

The "Fit" Test: Early Series 1 (3.8L) cars with "flat floors" have very limited interior space. If you are over six feet tall, these

may be uncomfortable.

Series 1 (1961-1968): Considered the most beautiful and collectible, especially the first 500 "Outside Bonnet Lock" (OBL) cars, which are prime investment pieces.

Series 2 (1968-1971): A "facelift" model with open headlights and better cooling. It offers a more robust driving experience and better value for money.

Series 3 (1971-1975): The "Gentleman's Express." Featuring a V12 engine and a longer wheelbase, it provides significant legroom and is the ultimate choice for long-distance touring.

2. The Golden Rule: Buy the Body

The most important advice given is to buy the best body possible. Mechanical parts are "nuts and bolts" and relatively easy to replace, but Bodywork is exponentially more expensive.

Bonnet Costs: A new bonnet alone can cost nearly £10,000 (approx. NZD\$22,616), plus 80-100 hours of labor to fit and paint.



BUYING AN E-TYPE JAGUAR

Engine Frames: These are made of Reynolds Chrome-moly tubing and cannot be repaired if corroded or cracked; they must be replaced.

Inspection Tip: Use a torch to check the spare wheel well and the "sugar scoops" behind the headlights for hidden rust.

3. Verification and Identity

With nearly 78,000 E-Types produced, ensuring the car's identity is vital.

Matching Numbers: While not essential for a "driver" car, matching numbers are critical for investment-grade vehicles. Always check for a Jaguar Heritage Certificate to verify the chassis, engine, and gearbox numbers.

Body vs. Chassis: E-Types were built on a "body number" sequence on the track, with the chassis number only stamped into the front frame at the very end of production.

4. Mechanical Health Checks

Gearboxes: 3.8L cars use the "Moss Box" (no synchro on 1st gear), which requires a stop to engage. Later 4.2L and V12 cars have Jaguar's own all-synchromesh box, which is much more robust. Some people choose to put in an all-synchromesh box if the Moss Box is starting to wear. Tim points out it's very important to keep the original Moss Box particularly with a matching number car.

The V12 Engine: It is so smooth that it can be hard to tell if it's misfiring on one cylinder. A compression test is highly recommended before buying a Series 3.

Oil Leaks: Small leaks are common ("If it's not leaking, it's run out"). However, a rear main seal leak is an "engine out" job to fix properly.

5. Living with an E-Type

Maintenance: They are surprisingly cost-effective to run if you buy a good one. An interim service is roughly £350-£400 (approx. NZD\$791 - \$904).

Parts Availability: Almost every single part for an E-Type is available off-the-shelf from specialists, making them much easier to own than contemporary Ferraris or Astons.

Usage: The experts emphasize that these cars "don't like sitting." Regular use keeps the seals moist and the fluids moving. A higher-mileage, well-maintained car often drives better than a low-mileage "museum piece".

Tim says at the end of the video, when asked if he had to choose two E-Types to own, they would be "a very early fixed head coupe, to look at, polish and show people. And then if I had to drive something, it would be a Series 3 Drophead all day, every day." He states this car is reliable, robust and he would happily drive it on holiday, around the destination and back again without a worry.

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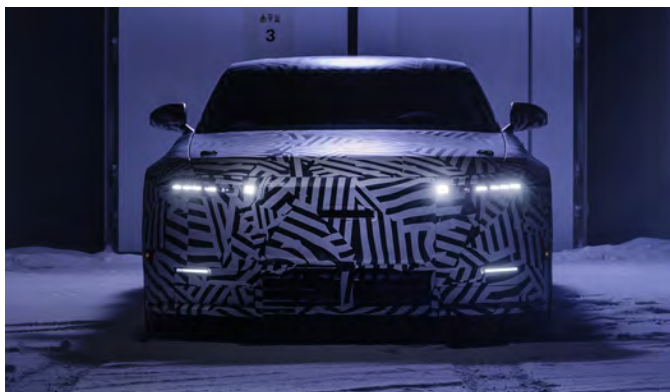
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JAGUAR AROUND THE WORLD

— NEWS CLIPS

1. Captivating, composed, comfortable: Jaguar Luxury GT begins latest season of winter testing



Jaguar takes its upcoming luxury four-door GT prototype to Arjeplog for cold weather testing.

New Jaguar four-door GT prototypes begin latest round of cold weather testing and calibration assessment in the Arctic Circle ahead of reveal this summer

Seasonal testing on frozen lakes is part of the most comprehensive Jaguar development programme ever undertaken

Engineers are tuning control systems of electric propulsion and chassis technologies to deliver true Jaguar dynamics, performance and comfort in all conditions

Arjeplog, Sweden – 2 February 2026: Prototypes of Jaguar's new all-electric luxury four-door GT have begun their latest round of winter testing. Taking on extreme temperatures as low as minus 40°C in the Arctic Circle.

The new four-door GT is undergoing the most rigorous global validation programme in Jaguar history, with 150 prototypes covering hundreds of thousands of miles across hot desert highways, frozen lakes and advanced virtual environments.

The demanding assessment schedule has been designed to push every system to its limits to deliver the most technically

advanced and powerful Jaguar production car ever made. An unprecedented scale of testing for Jaguar, with the most comprehensive virtual and rig testing programme ever, prior to physical validation on the road.



Read more:

2. Jaguar TCS Racing becomes most successful team in Formula E history after António Félix da Costa wins in Jeddah



Jaguar TCS Racing capped off a remarkable weekend in Jeddah with a historic victory from António Félix da Costa and a strong P7 finish for Mitch Evans, showcasing sharp race craft, flawless strategy and exceptional energy management.

Starting from third on the grid, da Costa immediately established himself in the lead fight, engaging in clean, hard racing with the front group as he carefully managed energy. By mid-race, his pace and efficiency put him in a powerful position, and a perfectly timed ATTACK MODE deployment allowed him to seize the lead and build a decisive gap.



JAGUAR AROUND THE WORLD

— NEWS CLIPS

Da Costa controlled the closing stages, extending his lead to more than three seconds and taking a brilliant victory - his first with Jaguar TCS Racing and the 13th win of his Formula E career. The result also marked a Jaguar powertrain 1-2 finish, with Sébastien Buemi finishing second for Jaguar customer team Envision Racing.

 [Read more:](#)

3. Podium and double-top-five finish for Jaguar TCS Racing at round 4 in Jeddah



Jaguar TCS Racing delivered a superb double-points finish in Round 4 of the ABB FIA Formula E World Championship in Jeddah, with Mitch Evans securing third place on the podium and António Félix da Costa finishing strong in fifth.

After starting P10 and P6 respectively, both drivers navigat-

ed a chaotic opening phase that included a delayed start, a three-wide Turn 1 shuffle, and an early Full Course Yellow that was later upgraded to a Safety Car.

Once racing resumed, da Costa immediately went on the attack, climbing into the top eight, while Evans focused on energy conservation to position himself strongly for the second half of the race. As the field remained tightly bunched, both Jaguar TCS Racing drivers executed a perfectly timed strategy: da Costa took an early PIT BOOST and ATTACK MODE to climb back through the pack, while Evans stayed out longer, cycling into the lead before making his own clean stop.

 [Read more:](#)

4. Jaguar Denies Firing Design Boss

More than a week after reports claimed the executive overseeing the design of Jaguar's controversial Type 00 concept was sacked, the UK car maker has denied terminating his employment.

Jaguar Land Rover has refuted reports - more than a week after they were published - that it has sacked long-time design chief Gerry McGovern.

A statement issued by the UK car giant to media outlets such as Motor1 denies a report by Autocar and Autocar India earlier this month that McGovern, a 20-year company veteran, was "escorted out of the office" and "terminated with immediate effect".



 [Read more:](#)

JAGUAR FUTURE

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What's on your mind?

email: Editor.jagclubak@gmail.com



Welcome! new members

- Ian Millar, Northcote
2016 F-Type RS
- Nick Hannan & Leslie Perrie
2015 XJ (X351) Saloon
- Linda Tapper, St Heliers
2007 XK8
- Brian Henry, Glenfield
2010 XKR
- Michael & Maureen Lowe, Flatbush
2011 XF
- Jeremy & Karan Thompson, Otumoetai
1999 XKR8 (X150)
- Warwick Knott, Milford
1980 XJS
- Marc Collins, Stanley Point
1977 XJ6 S2
- Peter and Beverly Boel, Mercer
2012 XKR.S

A reminder to all members to wear their name badge at club events.

Thank you to all those who have paid their subs for the 2025-2026 financial year. We really appreciate receiving these subscriptions on time.



JAG ON THE NET

Snippets, video clips and articles from the world wide web...



Jaguar E-Type: Why The World's Most Famous Sports Car Has a BIG Problem



Exploring The Collection of Cars Jaguar Wants You To Forget

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- Engine Stand
- Front Suspension Torsion Bar Tool - E Type
- Gearbox Dummy Shaft Tool
- Heavy Duty Jack & Axle Stands
- Hub Puller



Specialist Tools

- Rear Engine Mount Tool - E Type
- Remote Starter
- Timing Chain Adjustment Tool
- Heavy Duty Jack & Axle Stands



Specialist Tools

- Rear Engine Mount Tool - E Type
- Remote Starter
- Timing Chain Adjustment Tool
- Timing Chain Tensioner Upgrade Toolkit and Crankshaft Damper Removal Tool (applies to all V8 engines 1996 to 2002, not 4.2litre)
- Torque Wrench
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Soft Shell with two zipped side pockets, showerproof. Colour: Black. Material: 95% Polyester 5% Elastane outer. 100% Polyester inner.

Sizes available: Women 8 - 22 Men S, M, L, XL, XXL, 3XL, 5XL & 7XL.

\$140



Club jacket type 2

Soft Shell with two zipped side pockets, showerproof. Colour: Black. Lighter in thickness and weight.

Logos: Embroidered Gold Jaguar name & Leaper plus full colour AJDC Logo on front chest.

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Window sticker

self adhesive type inside-stick

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Iron-on club badge

highest quality, embroidered cloth badge, with metallic thread. Can be either stitched or ironed on.

\$15

CLASSIFIEDS

More photographs & details on
JDC website

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 \$8,600 ono

Contact details. Logan Leeuw
Mobile: 02108415751



1957 Jaguar XK140 MC - AUTO (LHD) e

1957 Jaguar XK140 Discounted to \$125,000.00 for quick sale

2,797 total XK140 FHCs built, a mere 396 included the Borg-Warner automatic. As you would expect most of those went to the US, and from that starting pool of 396 the current survival numbers are unknown, but inevitably there will have been significant attrition from this already low starting point - consider (<https://www.hemmings.com/stories/not-just-a-pretty-kitty-1957-jaguar-xk140-mc/>)

Contact Greg (text initially to 02041854321,

or, email to greg@famlaw.co.nz).



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or sales@primespeedsport.co.nz



2013 Jaguar XK 5.0L V 8 coupe Portfolio package

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Asking price: \$52,000

Contact: Cheryl Crook
0211540009



1967 Jaguar E Type For Sale

Rare Series 1.25 4.2 FHC,

Chassis 1E21674, matching numbers engine and transmission.

White with original blue interior

Current mileage 72,942 miles

Asking price: \$185,000

Contact: Chris Paddon

chris.paddon@extra.co.nz

021 044 1501



1986 Jaguar XJ-SC V12 Cabriolet

Clocked 134,360 Km (Indicated)

automatic, Steering RHD

Colour: Signal Red

Interior: Beige

Engine: 5.0L V12

VIN: SAJJNACW3CC129699

This Jaguar XJ-SC V12 is a two-seat targa-style Cabriolet, finished in an eye-catching colour scheme and benefiting from some notable recent maintenance with Paul Walbran Motors. It is sure to appeal to any marque enthusiast, and should make an effortlessly stylish warm-weather weekend cruiser.



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

2012 Jaguar XK

White, Interior Oatmeal Leather

5 Litre engine. Import Japan in 2023.

Mileage 40.000km

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This superb white Jaguar fitted with white wall tyres comes from an era when these luxury cars were built with great attention to detail. If you appreciate classic British motoring and want something with character, this XJS convertible is worth a look.

Low Km and lovingly maintained it would be difficult to find a comparable car anywhere.

Contact Bill Bate bill@iview.co.nz
021 522 622



For Sale, Sills for a Mk2

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@xtra.co.nz or 0212417591

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'XK GB' personalised plate for sale. Asking \$1200
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