



AUCKLAND
JAGUAR DRIVERS'
CLUB



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DON GRAYSON'S 1978 JAGUAR XJ6 4.2

End of an internal combustion era



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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: 1978 Jaguar-XJ6L, low front action



PRESIDENT'S REPORT

Good Company, Fun, Great Cars
Over recent months, members have enjoyed some excellent outings, with good turnouts and plenty of opportunity to enjoy our Jaguars, explore interesting destinations and catch up with fellow members.

Cracker Bay Lunch

One of our recent outings took us to Cracker Bay for lunch, with around 30 members attending.

It was a relaxed and enjoyable day, with members having the opportunity to catch up, share stories and, of course, admire the Jaguars that brought everyone together. These informal gatherings are an important part of club life, providing the chance to enjoy the cars while spending time with friends.

Richard Langbridge's Rolls-Royce Collection

Another memorable outing was a visit to Richard Langbridge's Rolls-Royce collection, followed by lunch in Clevedon, Farmhouse Café.

The event attracted an impressive 40 members, making it a great success.

Richard's very impressive collection of over 35 stunning Rolls Royce's was a must to see. This private collection gave us an opportunity to step outside the Jaguar marque and appreciate another important part of British motoring history. The craftsmanship, engineering and history represented by the Rolls-Royce cars made for a fascinating visit and plenty of conversation afterwards.

Looking Ahead – Our AGM

The club's Annual General Meeting will be held on 27 September at the Richmond Yacht Club, Westhaven.

The AGM is an important opportunity for members to come together, review

the year that has passed and discuss the future direction of the Auckland Jaguar Drivers Club.

It is also a chance for members to have their say, contribute ideas and become more involved in the running of the club.

We Need a New Editor

As we look ahead, the club is also seeking a new editor for the club magazine.

Xynarah, our interim Editor is doing a fantastic job, but we can't keep her much longer and we need your help!

The magazine is an important part of our club. It gives us a way to share photographs and stories from our events, keep members informed and celebrate the people and Jaguars that make our club what it is.

You don't need to be a professional writer or have previous editorial experience. Enthusiasm for the club, an interest in communicating with members and a willingness to put together the magazine are the most important qualities.

If you have ever thought, "I could give that a go," this could be the perfect opportunity to become more involved.

A new editor would also have the opportunity to bring fresh ideas to the magazine—perhaps introducing new features, member profiles, technical stories, restoration experiences, Jaguar history or highlights from club outings.

Contact any committee member for more information and put your Hand up!

The Road Ahead

The Auckland Jaguar Drivers Club continues to be about much more than the cars themselves.

It is about getting out on the road, discovering new places, enjoying



good food, sharing our enthusiasm for Jaguar and, above all, enjoying the company of like-minded people.

With the AGM approaching and plenty more drives and events ahead, this is an exciting time for the club.

So polish the Jaguar, mark 27 September in your diary, and come along to the AGM.

And if you have a little time, a few ideas and a passion for our club, perhaps consider putting your hand up for the role of Editor.

The next chapter of the Auckland Jaguar Drivers Club is waiting to be written.

Christy and I are looking forward to seeing you soon.

Dean Wright

Club President

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

(INTERIM) EDITOR'S REPORT



Stepping out of the vehicle

Welcome to the latest, and my last, edition of the Auckland Jaguar Drivers' Club magazine. It's been a good drive behind this "Editor's Wheel" and many thanks to everyone who has helped along the way and a massive shout out to all of you wonderful people who have written informative and interesting articles covering not only Events but also Videos and Special Interest links. And of course, what's a great publication without the stunning photographs supplied by our Members.



As the winter chill finally lifts and the first signs of Spring arrive in Auckland, there's no better excuse to dust off the covers, check the fluids, and gear up for a brilliant season of motoring ahead. While winter kept some of us in the garage, our community spirit hasn't skipped a beat.

Looking forward, we've mapped out an exciting lineup of events to make the most of the warmer weather and longer days. We have social gatherings, combined club meets, and an epic Hampton Downs Race 4 Life event locked in to get our cars out on the tarmac where they belong. Also, don't forget we have the AGM also coming up on the 27th of September.

What's Inside This Issue

We are absolutely delighted to present a fantastic and wonderfully diverse mix of stories for your reading pleasure in this month's edition. Alongside the Regulars, we invite you to explore our Special Interest articles, where we proudly celebrate and share some great articles written by our Members. In addition, this issue highlights detailed coverage of our recent club runs. These event recaps are brought to life by an exceptional gallery of stunning, high-quality photography that perfectly captures the spirit and excitement of our community on the road. Thank you to all of you who dedicated your time to creating such interesting content and stunning photos of our shared passion.

Get involved: this magazine belongs to you!

We constantly seek fresh content and love sharing member stories. A trip away, a frustrating anecdote from your garage or a video that really captured your interest or inspired you, please share it. You do not need professional writing skills, just your passion as an enthusiast.

Email your stories and photos for the next volume to editor.
jagclubak@gmail.com

As this is my final magazine volume before stepping down as Interim Editor, I invite you to grab a drink, relax, and drive straight into this very special edition with me. It has been an absolute privilege compiling these pages for you. While I am handing over the keys to the magazine, I look forward to seeing many of you, and your gorgeous Jaguars, out on the road at our coming club events.

Happy motoring, and remember to "keep the grace, space, and pace alive!"

Xynarah Cezanne

Xynarah Cezanne Interim Editor



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A CRACKER OF A SUNDAY LUNCH @ BRAVO CAFE

By Martin Rees

Twenty six Jaguar Club enthusiasts visited Bravo Cafe, Cracker Bay Westhaven for Sunday lunch.



This is a relatively new Waterfront restaurant with an excellent menu. It is spacious with a tropical vibe with palm trees and succulents and greenery indoors as well as outside. It overlooks the 'For sale' berths in the Westhaven boat Harbour and it also has short term rental berths that a launch owner can book for a few hours whilst he/she and their crew can come ashore at Bravo for a luscious lunch. It's great for land lubbers too!

They do a variety of Tapas plates style food for a light lunch. Their Spiced Chicken with Sweet and Sour peppers was popular along with their beer battered fish plus chips and T-bone steaks for the main meal, followed by some fairly traditional deserts, Vanilla Ice cream Sundae, Crème Brûlée, Black Forest Pannacotta and Affogato for those who had space left!. We had three tables in the spacious



A CRACKER OF A SUNDAY LUNCH @ BRAVO CAFÉ



restaurant with there being plenty of conversation about Jaguars and the cost of fuel, this latter being the reason we did not combine a driving 'run' with the lunch event to save a few dollars.

The weather was not conducive to dining outside but in the summer this would be an excellent venue for lunch or dinner to dine outside on a sunny day.



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



AGM of the Jaguar Drivers' Club

Time 11:00 am - 1:00 pm
Venue RICHMOND YACHT CLUB,
173 Westhaven Drive, Herne Bay, Auckland
1011
Westhaven Marina, Central Auckland
Target Audience All members
Facilitator Dean Wright/ Martin Rees

#20260927



Race4Life Event, Hampton Downs

Time 9:00 am - 4:00 pm
Venue Hampton Downs Motorsport Park
20 Hampton Downs Road, Whangamarino
3782. Waikato. Northern Waikato
Facilitator Martin Rees

#20260929



Ross Brothers Car & Truck Museum, Cambridge

Time 9:00 am - 3:00 pm
Venue Ross Brothers Museum,
162 Hannon Rd, Hautapu, Cambridge 3493 South of Hamilton
Facilitator Martin Rees

#20261019



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



Matakana Coffee and Cars

Date: 11 October 2026
Time: 8:30 am - 12:00 pm
Venue: Matakana Village Farmer's Market
2 Matakana Valley Rd,
Matakana 0985
Matakana /Omaha/ Northland
Facilitator: Martin Rees

#20261011



INVITATION 2023

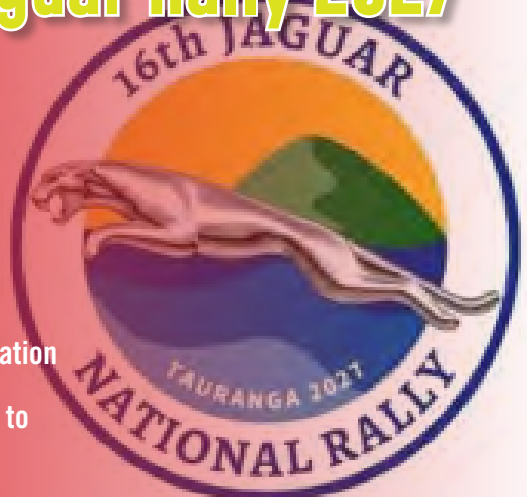
16th National Jaguar Rally 2027

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

See the website for Important Details

#20270316



EVENT | 12 July 2026 | Matakana |

PASSION, POLISH, AND THE POWER OF THE CAT: A SUNDAY @ MATAKANA CARS AND COFFEE

By Alan Spinks



A SUNDAY@MATAKANA CARS AND COFFEE

Joining an enthusiast community is always a gamble on the weather and the company, but as a brand-new Jaguar Driver's Club member, my initiation couldn't have played out better.

My first foray was back in May—a mere three days after signing up. The autumn drizzle kept the crowds modest and the polished chrome under wraps. July, however, was a completely different story. Under a radiant winter sun, the Matakana Country Park grounds transformed into a thriving tapestry of automotive design. Every park was claimed, and visitors arrived in droves to revel in the atmosphere. Sponsored by local real estate icon Di Balich (who arrived in style behind the wheel of her striking Aston Martin) and orchestrated by founder Richard Wooders, the event remains a masterclass in bringing great cars and passionate drivers together.

For the marque faithful, the highlight was an unmissable line-up of over nine Jaguars standing shoulder-to-shoulder. The star spark was sparked by club member Paul, who raised the bonnet of his Jaguar to display an engine bay so immaculate it looked like surgical equipment. Inspired by his dedication—and quietly hoping he might take me on as an apprentice—a chain reaction swept down the line. Soon, a row of supercharged V8s and classic engines stood proudly on display, attracting a steady stream of admiring onlookers.

While the surrounding paddock boasted breathtaking machinery—including a lush green Aston Martin DB6, a fleet of Ferraris, and even the formidable new 849 Testa-

THE MATAKANA CAR SHOW THE SILVER FOX - OMAHA - COFFEE & CARS

THE PUBLIC VOTES ARE IN...

+ 1ST - 2025 FERRARI SF90 XX - W LEECH +

12TH JULY 2026 | MATAKANA VILLAGE



2ND >>> 1931 AUBURN - R VAN BARNEVELD

3RD >>> 1962 JAGUAR E-TYPE - B TREMAINE

4TH >>> 2026 FERRARI 849 TESTAROSSA - S KEYS

5TH >>> 2021 LAMBORGHINI HURACAN - L DICK

Congratulations to Our Winners...



A SUNDAY@MATAKANA CARS AND COFFEE



rossa—the Big Cats held their own. The public vote confirmed it, awarding third place overall to B. Tremain's spectacular 1962 E-Type Roadster.

For me, the day was made even more special by my co-pilot: my nine-year-old grandson, Leo. Armed with a microfiber towel, Leo spent most of the morning meticulously wiping down the Polar White paintwork of my F-Type V8 R, pausing only to admire his personal favorite of the day, a roaring Lamborghini Huracán. Seeing his eyes light up amid the sound and shine of the paddock was the ultimate highlight. The legacy has officially been passed on—he's already counting down the days until the next meet.



NOOSA CONCOURS D'ELEGANCE

Article by Paul & Allison Ingram

NOOSA IN WINTER: A CLASSIC CAR SURPRISE

Sunshine, nostalgia and a spectacular celebration of motoring excellence. When we chose Noosa on Queensland's Sunshine Coast for a mid-winter break, we had a simple plan: enjoy some winter sunshine, explore the area and revisit places we had regularly enjoyed some 25 years ago.

48381-J
NSW - HISTORIC VEHICLE



NOOSA CONCOURS D'ELEGANCE

NOOSA IN WINTER: A CLASSIC CAR SURPRISE



What we didn't know was that our visit would coincide with the 'Noosa Concours d'Elegance.' It turned out to be a wonderful bonus — and one of the highlights of our stay.

Now in its fourth year, the free Noosa Concours d'Elegance has quickly become a highly anticipated event, attracting some of Australia's finest classic and contemporary automobiles and thousands of enthusiasts to one of the country's most beautiful seaside destinations.

For us, the excitement started well before Concours day.

The Cars Arrive

Two days before the event, a fleet of enclosed transporters began arriving right outside our accommodation precinct, carrying their precious cargo from all around Australia.

Each transporter contained up to six cars, carefully secured on hydraulic stacking systems. The drivers had travelled for several days to bring these extraordinary vehicles to Noosa.

Watching them unload was fascinating.

The drivers even removed their shoes before beginning the painstaking process of bringing each car down from the transporter. Slowly and carefully, one immaculate vehicle after another emerged onto the roadside, where owners were waiting to drive them away to storage.

Then came the automotive roll call.

A Fiat Dino. Maserati. Lancia. Porsche. Jaguar E-Type. An iridescent pink Mercedes. Bentley. Ferrari. Aston Martin, the list goes on.



And that was just what we saw during our time watching the unloading.

It began at around 2.30pm and continued beyond sunset and throughout the night. There were only a few spectators around, so we had plenty of space to admire the cars and chat with owners and enthusiasts. Among the small



NOOSA CONCOURS D'ELEGANCE

NOOSA IN WINTER: A CLASSIC CAR SURPRISE

crowd were several young people with cameras, clearly fascinated by what was unfolding in front of them.

And the condition of these cars?

"Immaculate" hardly seemed adequate. "Pristine" didn't quite cover it either.

These were exceptional examples — the best of the best — representing Australia's premier celebration of automotive excellence.

Hastings Street Comes Alive

Concours day arrived with brilliant sunshine, providing perfect conditions for displaying the multimillion-dollar collection of vehicles selected from around Australia for the 4th Annual Noosa Concours d'Elegance 2026.

Hastings Street was closed to traffic from dawn, transforming the famous shopping and dining precinct into an extraordinary open-air automotive display.

People arrived from far and wide, with many walking kilometres to reach the event, others using the Free buses bringing enthusiasts into the area. We had the luxury of being just a 15-minute walk from the centre of the action.

At 8.00am, the Concours cars mustered in the car park beside our accommodation.

Soon the engines started, and the cars headed off in convoy towards Hastings Street. One by one, they were positioned along the street, angled perfectly into place beside their individual information and judging boards.

The judging had already begun at the muster station and continued throughout the day.

By then, the crowds were quickly increasing.

Moving from one car to another could be quite a challenge, but we had all day and nowhere else we needed to be. So we simply wandered back and forth, taking our time and making sure we didn't miss anything.

There was always another car to discover.

A Celebration Beyond the Cars

Noosa Woods provided another impressive part of the event, with a range of special displays.

The Supercar Circle brought together Ferrari, Lamborghini, McLaren and Rolls-Royce, while the Brabham Anniversary Collection celebrated the life and legacy of Sir Jack Brabham and his remarkable contribution to engineering and motorsport.

The Concours experience extended well beyond the cars.

There were Long Lunches, Fashion on Concours, a Champagne Masterclass, Cars & Conversations, Art & Drinks, street music and an extensive choice of restaurants and cafés throughout Hastings Street and the surrounding area.

For the weekend, Noosa had become a meeting place for car lovers, collectors, families, tourists and curious passers-by.



NOOSA IN WINTER: A CLASSIC CAR SURPRISE

Inspiring the Next Generation

One of the aspects we found particularly encouraging was the 'Next Gen Judges Program.'

We noticed a group of young enthusiasts carrying clipboards and wearing printed T-shirts bearing the program's logo. Curious to know more, we stopped to chat.

The program is designed to inspire the next generation of motoring enthusiasts — young people aged 16 to 25 who have a curiosity about classic and contemporary vehicles.

Participants are given the opportunity to experience some of the event's most remarkable cars up close while developing an appreciation for the craftsmanship, design and engineering that make them special.

Guided through the Hastings Street display, the young judges learn the fundamentals of vehicle assessment. They are encouraged to look beyond first impressions and consider the qualities that make a car genuinely stand out — its design, innovation, engineering, attention to detail and presence.

We recognised some of these young enthusiasts from the transporters unloading two days earlier.

They were clearly passionate.

One young man we spoke to had travelled from Rockhampton, while another was a local Noosa resident. Both had been eagerly anticipating the event for months.

They were buzzing with excitement — and their knowledge was impressive.

It was a pleasure to see such enthusiasm among a new generation of motoring fans. The love of cars clearly has the power to bring people of all ages together.

From Local Car Show to Major Event

The origins of the Noosa Concours d'Elegance can be traced back to the Noosa Beach Classic Car Club, which hosted car shows in Noosa Heads from the late 1980s, a great event when we visited all those years ago.

Over time, local businesses recognised the opportunity to create something distinctive for Noosa. The Hastings Street Association subsequently brought that vision to life, developing an event that celebrates automotive excellence in one of Australia's most iconic beachfront settings.

Today, the Concours brings together collectors, entrants, enthusiasts and admirers in a shared celebration of design, craftsmanship, heritage and innovation.

And the Winners Were...

The 2026 awards were selected by a distinguished panel of judges.

Best in Show

1954 Mercedes-Benz 300 SL Coupe

Best Classic Car — 1945–1965

1960 Lancia Flaminia Zagato Sport



Best Classic Car — 1966–1985

Aston Martin DB6 Vantage

Best Modern Car

1990 Ferrari F40

A Winter Escape Worth Considering

Our mid-winter trip to Noosa had originally been about catching up with friends, sunshine, relaxation and revisiting familiar places from years ago.

The 'Noosa Concours d'Elegance' added something completely unexpected — and memorable. Yes there was "Grace, Space & Pace" on display, Jaguars that made you turn and admire.

If you're considering a winter escape in 2027, perhaps Noosa could fit the bill. Add the Concours to your calendar and you'll have the opportunity to enjoy a spectacular seaside setting and an extraordinary collection of cars, all brought together for one remarkable day.

The next Noosa Concours d'Elegance is scheduled for Saturday, 17 July 2027. We both loved it.

The photographs accompanying this article provide just a glimpse of what was a fantastic day out — and one we would happily experience again.





With Permission:
Photos by Tom Gasnier. Article by Kyle Cassidy

HONOURING THE MARQUE

DON GRAYSON'S 1978 JAGUAR XJ6 4.2

It might not be immediately apparent but 2022 marks 100 years of Jaguar. Even the lowliest of pub quiz teams will be able to tell you that the name Jaguar didn't appear on a car until 1935, attached to the S.S 2.5-litre Saloon. So what gives? A few years before, a company called Swallow Sidecars was formed in 1922 by two Williams, one with the surname Walmsley, the other Lyons. Yes, that William Lyons. As the company name suggests, it got its start making sidecars for motorcycles, and by 1926 had expanded into the coach building business, making more stylish bodies to fit Austin, Morris, Fiat, Standard and Swift underpinnings. By 1930, the firm was on the up and had an agreement to supply a chassis to the Standard Motor Company who fitted their own engines and bodies. This was the S.S.1, and within a few years, the car side of the business grew. Lyons bought Walmsley out and by 1935, the former was chairman and MD of S.S Cars Ltd.



DON GRAYSON'S 1978 JAGUAR XJ6 4.2

It's said Lyons never did qualify what S.S. actually stood for, but there are a few combinations to choose from. More S.S. cars followed, including the new two and a half litre saloon, which was said to have had such grace and elegance to go with its equal measures of power and agility it needed a nameplate to better convey these qualities. And so Jaguar was chosen. Up until the war these cars were badged as S.S. Jaguar but post 1945, the letter combination had seriously negative connotations, thanks to the Nazis. And so the S.S. reference faded into history.

Jaguar was on the ascendancy in the post-war years, winning multi-sports car titles with its racing cars, and in the swinging sixties its road cars were a hit with the likes of the E-Type. In the latter part of the decade Lyons delivered what would be the last car he would have a hand in designing, the XJ6.

This new saloon was such a step forward, it was intended to replace all of Jaguar's other existing sedans in the line up to maximise the return. It debuted in 1968 with recognisable but fresh Jaguar styling. With wishbones up front, it used the independent rear end of the E-Type/Mark X, and the XK engine series lived under the bonnet, customers able to choose between the 2.8- and 4.2-litre straight six.

It was the development work on the suspensions that won Jaguar praise. Along with rack and pinion steering, telescopic dampers worked with anti-dive suspension geometry, and specially developed Dunlop radial tyres made the XJ6 handle and ride supremely. Work on areas such as engine mounts and air flow helped soothe driveline vibrations and wind noises from the cabin, making it a superb car to cover distance in. A novel braking arrangement saw the rear discs sit inboard, helping reduce unsprung mass. Jaguar would also introduce a V12 version of the car which, at the time, made it the fastest four-door in the world, and the XJ was a hit on both sides of the Atlantic.

Come time for the Series II update in 1973, it was those American tastes that influenced the subtle styling changes up front with the reprofiled grille. And it was US safety regs that saw the bumpers repositioned too. Mechanically, the smaller 2.8-litre version was dropped by 1975, with a 3.4-litre engine introduced and a new Borg Warner three-speed auto was installed with its alloy housing. While the XJ6 didn't have trouble stopping, revised brakes with four-pot front calipers were installed, while the Series II model also introduced the world to the two-door coupe version of the XJ6.

This XJ6 you see here, resplendent in its original coat of Amarillo, has been owned by Auckland, Don Grayson, for the past 42 years. He purchased it in 1980, after a friend needed to free up some funds for a real estate deal. "He'd had it for two years from new. He said 'Don, you've always wanted a Jag', so I bought it." It was his first Jaguar, after having a run of MGs and Austin Healeys previously.

"When I was a kid in Epsom the guy across the road got a Mk VII Jag, then he had a 3.4. I used to see him in the morning on his way to work and I thought I'd have one of those Jags one day."

Don paid \$26,000 for it in 1980. "It cost \$26,000 brand new, but there was a shortage of cars at the time, so used prices



DON GRAYSON'S 1978 JAGUAR XJ6 4.2

were high.” Sounds like history repeating.

“In their day, they were head and shoulders above the rest,” reckons Don. “They said you could drive from Auckland to Wellington and get out refreshed. It is such an easy car to drive, it’s very smooth.” He’s always liked the look of them too. “This one had all the right combinations for me, the right wheels, the colour, and the upholstery was just right.”

It’s been a ‘hobby car’ as he puts it, driven mostly on Sundays and as such it’s only clocked up 101,000km since new. “I’ve looked after it. It sits in a basement garage out of the light, so it’s well preserved.” He says many of the English imports have been known for their rusty underbodies, whereas this one “is still brand new underneath”.

This is a survivor car, Don saying the paint is still original as he points out the driver’s door with its slightly off-colour hue. “It was like that when I got it. It hasn’t been repainted or faded, it’s just always been a slightly different colour. They were bloody hopeless in those days; they probably damaged it during assembly and resprayed it in the factory.”

On that note, this Jaguar is a Kiwi-assembled XJ6. According to Richard Waugh’s Classic Jaguars in New Zealand, a group of New Zealand dealers worked out a deal with British Leyland, which was entwined in the Jaguar business at the time, to assemble the XJ6 here. This involved the government, meddling in everything as it did back in the day, to sort the import licence. In the end, 300 Jaguars in CKD form could be assembled here each year, the procedure taking place at the Stoke factory in Nelson, which was already assembling British Leyland bangers at the time. According to author Waugh, this CKD arrangement gave an assured supply to New Zealand as the fully-built UK models were already in high demand while there were the usual advantages of local assembly including reduced shipping costs and the provision for locally supplied components. Assembly of these ‘NZ’ Jaguars started in July 1971, the first one off the line being a manual 2.8-litre in white with red interior. The line didn’t set any production records – it averaged about one car per day over its lifetime. The Series II came online in 1974, running until December 1978. The Series III XJ6 was not available in CKD form, so that put an end to the Kiwi Jags with just over 1400 being made here.

Don’s XJ6 was assembled in February 1978, while the chrome spear on the bonnet and the leaper were added by Shorters in Auckland, the original dealer. Don says his Jaguar has been very good to him over the years. “The 4.2 engine is so good. There are no computers and so I leave it for a while in the garage, and there’s nothing ticking away. It always starts.”

He’s always had it serviced at the original dealer. “I thought if I always take it back to Shorters, it’ll have a history with them, and if I ever sold it, they can vouch for it.” Not that it would be a hard sell as Don says he has a few lining up for it. “I heard the past president of the Jag club telling a guy the other day that he has the first option on it!” Though it’s not something he’s looking to move on. “I’m stuck with it, it’s impossible to part with, it would be like cutting off my arm. I just enjoy having it.” Here’s to another decade behind the wheel Don.



Article by Martin Rees, Events Co-ordinator

ROLLS-ROYCE CAR COLLECTION & FARM HOUSE CAFE



Our keen group of 27 Jaguar enthusiasts assembled at the Lloyd Elmore car park off Cascades Rd at 0900 in the rain which fortunately disappeared fairly quickly, so by the time we arrived at Meadowbrook Farm in Clevedon there was no need for raincoats other than to keep warm.

We were greeted by Richard and his brother-in-law, Andrew, and directed to park by a new implement shed that was not there last time I visited this amazing car collection with another Club.

Nearby was a pen of orphaned lambs that were being hand reared so they were very hopeful of a drink of milk as humans came to their fence!

The first 'Rollers' we encountered were Richards 'daily drivers', in two groups of three cars separated by a Jaguar XK8 Convertible in British Racing Green. The left group of three cars were Rolls Royces, a 2019 Phantom VIII on the left, 2014 Wraith centre and a 1990 Corniche Convertible on the right. The Right group of three cars were Bentleys, a 2017 Mulsanne on the left, 2016 Continental GT in centre and a 1997 Continental R on the right. Richard drives a different one to work each day!

In the first shed on our right was a massive vintage 1929 Vauxhall boat-tail Speedster/Roadster flanked by a dark blue 1959 Jaguar XK150 Hard-top Coupe. Adjacent to this was a black 1951 Jaguar Mk V Convertible/drophead Coupe. The other two occupants of this shed were a 1974 Jensen Interceptor and a 1984 Bristol Brigand. The next



ROLLS-ROYCE CAR COLLECTION & FARM HOUSE CAFE



shed to our right held a green/black 1928 Model A Ford Pickup truck flanked by a 6-wheel drive Alvis Saracen/APC with a straight 8 Rolls Royce engine.

At my last visit, Richard told the story of how he used the Saracen to intimidate sheep 'rustlers' who were stealing sheep off his property at night. He drove towards them with lights blazing and threatened them with some 'choice invective' and the built-in machine-gun. They never came back!

Next we were invited to assemble in the courtyard surrounded on four sides by about 24 (probably more!) 'remote-operated' garage doors that all lifted simultaneously to reveal his huge collection of vintage and Classic Rolls Royces plus a few other rare Marques interspersed. Each car had an identifying Make, Model, Year plaque on the wall above it and Richard told us the history of each car in turn as we moved clockwise around the whole collection. Each car is registered and warranted and he has a list of them in his cell-phone so that he drives them all in rotation at least once a month to keep the oil circulating. VTNZ comes to his property annually now (used to be every 6/12) to check all the cars for their WOF. There is an on-site workshop with a pit in the floor to allow the undersides of the cars to be thoroughly checked!.



ROLLS-ROYCE CAR COLLECTION & FARM HOUSE CAFE



It's difficult to remember the details, history and 'provenance' of each car, some of which have been owned by Princes, Generals and Heads of State. Many of the cars have been purchased in a badly deteriorated condition, (one even having been partially destroyed by fire), at what were relatively cheap prices. This has enabled RL to have his team of mechanics and spray-painters, that maintains his rental vehicle fleet, work on his damaged cars when there is 'down time' at his business. The restorations have been done to perfection. RL says he now has a representative example of every type of Rolls Royce made except for three, of which there were only ever three of each made. These rarities are in other private collections overseas.

We were given a comprehensive illustrated pamphlet summarizing the information about each of his Rolls Royces as compensation for his not allowing photos to be taken.

The collection consists of 25 Rolls Royces, 6 Bentleys, 3 Jaguars, 2 Bristols, 2 Alvis, 2 Lagonda, and one each of a 1974 Jensen, 1929 Vauxhall, 1947 MG TC, 1928 Model A

Ford and a strange tiny 1939 Rytcraft!

Martin thanked RL very much for allowing our Club visit, presented him with a nice bottle of Mt Difficulty Pinot Noir and our members gave him a hearty round of applause.

We then all headed to 'The Farm House Café' on the Papakura-Clevedon Road. We did have a short drive through the hilly countryside to enjoy before lunch, but due to the wet roads and cool weather most people opted to drive straight to the café for lunch, but arrived half an hour early so one of our reserved tables was not yet ready for us. However, a staff member took our food and drink orders on a 'tablet'/iPad so the food and drinks started flowing just as the previous occupants vacated our table, so everything worked out well. The food was excellent, a suitable end to a very interesting morning.



The Jaguar E-Type Lightweight

https://youtu.be/dgX6RUVOBbl?si=JG3IWF4I_kaH1zXO

Supplied new to Tommy Atkins, '86 PJ' was the fourth of just twelve Lightweight E-types built and, with the exception of John Coombs' prototype, the first delivered to the UK.

Entrusted to Roy Salvadori for the 1963 season, the Lightweight made an immediate impression, qualifying on pole for the Sussex Trophy at Goodwood's Easter Meeting before finishing third on its debut against formidable opposition from Graham Hill and Mike Parkes. Salvadori went on to secure a further three podium finishes during the season, including third place in the Goodwood Tourist Trophy.

Roger Mac continued the car's competitive success in 1964, claiming victories at Oulton Park, Brands Hatch, Mallory Park and Silverstone before '86 PJ' passed into the ownership of Guy Griffiths. Over the following four decades, Griffiths and his daughter Penny used the car sparingly in hill climbs and club events, a measured approach that played a vital role in preserving its extraordinary originality.

Acquired by renowned collector Paul Michaels in 2004, '86 PJ' was entrusted to Eagle for a preservation-led restoration. Rather than restoring the car beyond recognition, Eagle carefully conserved its remarkable originality, returning it to the light metallic green favoured by Tommy Atkins and Roy Salvadori while retaining its original interior.

Today, '86 PJ' stands as one of the most original surviving factory Lightweight E-types and GT cars to have competed at Goodwood in the 1960s. Accompanied by exceptional provenance, its preservation has been further recognised at the highest level, earning the Schedoni Award for Best Preserved Interior at the 2025 Concorso d'Eleganza Villa d'Este.



ON THE TRACK

https://youtu.be/dgX6RUVOBbl?si=JG3IWF4I_kaH1zXO

Full Video Transcript:

Footage voice: "...highlight of the meeting, the GT cars, Ferrari and Jaguar battling for the honor."

We may think we know why Goodwood so celebrates its past. But when we stop and consider why it's got every right to, we're transported even further. At its zenith in the 1960s, the circuit succeeded in bringing together the cars and drivers we now revere above all others.

Footage voice: "Halfway round lap one, the order is Salvadori Sears Hil..."

Not many people realize that the 250 GTO only exists because of the Jaguar Eype.

That's because in 1961, Graham Hill won at Alton Park for the first time out with ECD 400.

Graham Hill won at 97 mph. Ferrari saw the threat and knew that their position as top GT car was compromised. So they responded with the 250 GTO.

However, Jaguar immediately responded with this, the lightweight E-Type. Just 12 cars were built with an all aluminium monocoque and aluminium block. The car as a result was significantly lighter than the Ferrari.

Then coupled with that engine which has its alloy block, wide angle head, dry sump lubrication and fuel injection, it was streets ahead of Ferrari at the time and produced more power and more torque.

Virtually all of the lightweight E-Types since period have continued to be raced with success. That's because fundamentally it's a better car. But what sets this car apart from the rest is its history in period coupled with its originality.

This car was driven by Royce Salvadori in 1963 at the TT at Goodwood where it finished third overall. By the time of the TT in '63, Royce Salvadori had already won Lemon for Aston Martin and was ranked as Goodwood's most successful competitor.

I love the technology behind it. The aluminium riveted tub, it's like a Spitfire or a Second World War plane.

It was raced for 2 years between 1963 and 1964. And in about 1965, it was gifted to a lady called Penny Griffith. And she retained the car for nearly 50 years, only sprinting and hill climbing it and using it very sparingly. As a result, today the car remains in wonderful original condition.

This interior is entirely original, and I am sitting in the very seat that Roy Salvadori sat on to race at Goodwood here in 1963, the very same leather.

Roy Salvadori famously said, "Give me Goodwood on a summer's day and you can forget the rest." And being here today reminds me why the Revival is so celebrated. But this car, the fourth of just 12 lightweight E-Types built, not only raced here in period in that race, the

TT, the most celebrated of them all, but it finished on the podium being driven by one of the greatest drivers of the period. But what's remarkable is that it

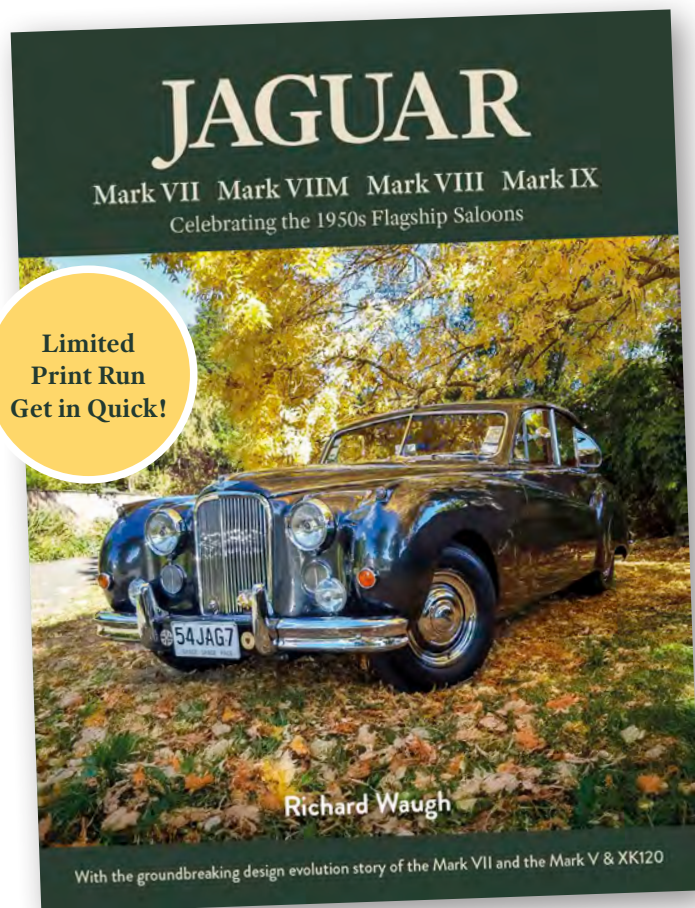
is the most original example of a car that raced here in that period and as a result represents a truly unique opportunity.



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JAGUAR

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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.



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The end of an internal combustion era: Jaguar's final V8 icon enters preservation



December 19, 2025, marked a monumental milestone in British automotive history as the final internal-combustion Jaguar rolled off the Solihull production line. The vehicle—which also served as the very last F-PACE—was a sinister, black F-PACE SVR powered by Coventry's legendary 5.0-litre supercharged V8. The black finish was specifically chosen to echo the final E-Type that departed the factory in 1974.



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Rather than heading to a private showroom or customer garage, the landmark SUV went straight into preservation. Matthew Davis, Managing Director of the Jaguar Daimler Heritage Trust, personally accepted the vehicle at Solihull before it entered the Trust's national collection at Gaydon. Contemporary reporting confirms it was earmarked to sit alongside historically vital Jaguars, including the final XE and the original 1935 SS Jaguar 2.5-litre saloon.

For enthusiasts eager to view the vehicle in person, multiple reports describe it as being displayed—or destined for display—at the British Motor Museum at Gaydon, where the Jaguar Daimler Heritage Trust collection is housed. Road & Track specifically reported the vehicle as preserved there, with other contemporary media confirming it will take its place among the Trust's most important historic cars.

Curiously, Jaguar itself did not make a major formal announcement regarding the final car's completion. Instead, much of the original information surfaced

through the Jaguar Enthusiasts' Club and the Jaguar Drivers' Club. This lack of a central corporate release likely explains why detailed factory specifications—such as the exact VIN, build number, spec sheet, and engine number—have not yet surfaced publicly. However, because the Heritage Trust maintains original factory vehicle records, there is a strong possibility they would share the VIN (or at least the final six digits) if approached directly.

The preservation of this particular model carries immense weight for the brand. The F-PACE was an unprecedented success story, with Jaguar stating in 2024 that 328,000 units had been crafted at Solihull, securing its status as one of the company's most successful models of all time.



JAGUAR AROUND THE WORLD

— NEWS CLIPS

Jaguar Land Rover said Monday it will cut 4,000 jobs across its global workforce as it tries to cut costs and compete with Chinese electric carmakers.

Britain's biggest automaker said the job cuts will take place over the next two years as it targets 1.7 billion pounds (US\$2.3 billion) in savings to make it more competitive as the industry transitions to electrification.

"The automotive industry faces significant challenges, with technological change amidst intense competition and ongoing geopolitical uncertainty," chief executive PB Balaji said in a statement.

The job cuts and savings will help the company invest 15 to 18 billion pounds (US\$20-24 billion) over the next five years in electrification, digital technologies and other areas, he added.

Jaguar Land Rover, which makes the Range Rover, Discovery and other luxury SUVs, has reported slumping profits and sales in the face of intense competition from cheaper Chinese EVs, soaring costs and the impact of US President Donald Trump's tariffs.

The tariff policy introduced a 10% import tax for British-made cars, with the tax rising to 27.5% after the first 100,000 vehicles produced in a year.

The company's sales were also hit last year when a cyber-attack forced it to halt production for a month.

The company, owned by India's Tata Motors, makes most

of its cars in factories across the UK. It employs around 34,000 people in the country and the majority of the job cuts are expected to affect its UK operations.

Monday's news came as Treasury chief John Healey pledged to grow Britain's sluggish economy and help businesses navigate rising costs.

Prime Minister Andy Burnham's office said Monday that while market conditions are challenging for the automotive sector globally, Britain's government will not consider a bailout for Jaguar Land Rover.

Last week, Volkswagen announced a sweeping cost-cutting plan that would cut 50,000 jobs, slim the company's model line by half and end auto production at four German plants to counter competition in China and the effects of U.S. tariffs.



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Marcus Bridle - Silverdale – 2013 XF – Lunar Grey



Javed Azimullah – Lynfield – 1996 XJ6 R (X306) - Black



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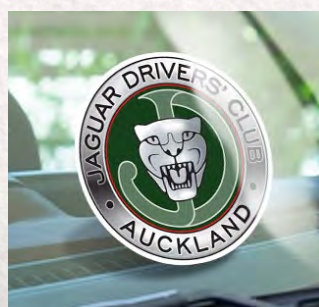
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When we first went to Archibald and Shorter Greenlane to view the new XF being introduced, I remember thinking how it was a nice looking car but was unsure as many say it was a bit of a step away from the Jaguar norm. As I remember there were only the 3ltr V6 petrol and the 2.7ltr diesel, not sure if the V8 was available from the start. New cars were never on my radar so I didn't really think much more of them. When a few started turning up with members of the Jag Club I admired them not really thinking I would own one.

Move on to January 2021 I was just browsing through Trade Me, as you do, well I do anyway, I spotted a lovely Blue XF and kept on browsing but kept on coming back to it. So I did a bit more homework and found out it was a SV8, which is the supercharged 4.2 V8, which increased my interest. The car was in Tauranga and after speaking with the owner, he told me he was coming up for the weekend and I arranged to view it. Long story short, I was smitten with it and flew down to Tauranga a few days later to pick it up. When stopping at a fuel station close by to fuel up a lady called over and said what a lovely car I had. I'd only had the car for five minutes which made me feel good.

A lovely spirited drive home and although I have the supercharged XJR6 this is a different car being more modern and comfortable to drive and having an extra 100HP (420) it certainly gives you the tingles when first driving it.

The XF 4.2 SV8 was only really made for one year before the XFR 5.0 was released and I believe there were only around 400 made for the English market and that not many were released worldwide. So what I believe is it's quite a rare car, I think, with a few imports from Japan and a few from England so I'm guessing there's probably only around 30 in NZ - of which I bought another one, so I had two, and sold this one after a couple of years, but kept my original one which came in from Japan.

They are quite highly spec'd with lots of stitched leather including door cards and dashboard, heated seats and rears are split and fold down which give a huge boot space. One thing I really like is the BOWERS and WILKINS HI FI stereo system of which I have not heard another factory system anywhere as good.

The 20" Volan wheels were a special for the SV8 only and came with staggered fitment with 255/35 on the front and 285/30 on the rear, but now upgraded to 265/35 front and 295/30 on the rear.

I really like this car and it would be a hard decision between selling this or my XKR which is also a great car.



JAGUAR XF SV8 (2008)

