

# JDC



# AUCKLAND JAGUAR DRIVERS' CLUB



\$7

VOL. 28 | SEPTEMBER | OCTOBER 2020

## F-Pace:

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## *Cats herding cows!*

## eTrophy championship



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# From the Editor's Desk

As we began to celebrate the return to our usual club activities and events, we found ourselves being locked down once again. These are certainly extraordinary circumstances we find ourselves in, but we will get through this pandemic more determined than ever to resume our normal lifestyle. Through adversity, we will find ways to adapt and help each other to become more resilient to overcome the difficulties thrown our way. I know others felt that Season 2 of level 3 seemed much more manageable than the first season. I know for sure, despite working from home with no rush hour traffic to deal with, the working day seemed much longer. All we can hope for is that there is a sensible approach from here on so that we do not endure a Season 3.



With Auckland's unique level of lockdown and restrictions on gatherings, the club has found itself in the unfortunate position to postpone the arranged events through September and early October. The club hopes that members and your loved ones are safe and well, and we look forward to re-scheduling these postponed events. Please keep an eye on the Website - 'Events' for full details.

In the middle of September, the club email address jagclubak@gmail.com had been compromised. Some members received emails that were disguised in a way to appear to have come from the Club. Please, we ask you NOT to open these emails, nor open any attachments in these emails. Best thing to do is report them to your provider and 'Block' the email. If you wish to correspond with any of the club committee, please use the 'Contact Us' form via the website or visit the 'MEMBERS ONLY' section. Please be re-assured this hack has nothing to do with our new website and membership management system. It has not affected our club's operations and all new emails sent to members will have our Club logo at the top and will come through our provider 'Expert Services' with this identification. ".....@mailer.expert.services". We sincerely apologise for the inconvenience caused.

With the lack of club events, we have resorted to stories about this iconic brand. From Simon Evans' championship win in the I-Pace series for 2020, to the launch of the New F-Pace. From stories of travel (domestic road trips with a twist of wine) to the story of a Mistress. Hopefully, with the increased number of people attending gatherings, the Jaguar Drivers Club's itinerary of events will be back in full swing.

I would like to thank the large number of contributors to this magazine. Despite the lack of Club Events to report on, there is another fine array of interesting articles to dive into.

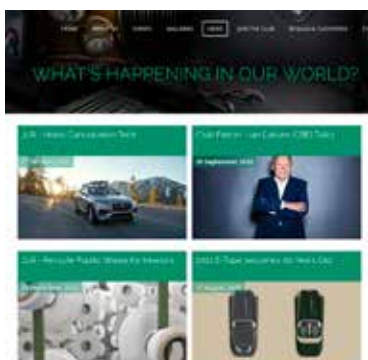
If you have a moment, I highly recommend looking through our website. It is a dynamic site that is changing all the time with regular updates and an array of articles posted in the 'NEWS' section.

Also, if you are in the market for the next classic or just a daily driver, check out our website 'CLASSIFIEDS'.

Please continue to Support your Local and the advertisers of the club.

**Gerard Leeuw**

Editor



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**WEB & FACEBOOK COORDINATOR**

Robin O'Connor 09 262 1994

## REGISTERS

- **Pre-War | Swallow, SS** (1925-1939) John Endean
- **Early big Saloons; live axle | MK4 & 5, MK7, 8 & 9** (1945-61) Richard Waugh
- **Early sports saloons; live axle | MK1 & 2,** (1955-67) Jeremy Hatch
- **Early Saloon; IRS axle | S Type, 420/G, MK 10, S1, 2, 3 XJ6/12, D5420** (1963-92) Laurie Hayward
- **Early XK | XK120, XK120C & D Type, XK150, Replicas** (1948-1960) Don Bowater
- **E Type | S1, S2 & S3** (1961-1975) Barry Hall
- **XJS | All XJS** (1975-1996) Barry Eade
- **XJ40 & X300/308 | XJ40, X300 & X308** (1986-2003) Dave Denison
- **Late Sportscar | XK & F Type** (1996-) Dean Wright
- **Late Saloon | S Type & X-Type** (1999-2009), **X350, X358, X351,** (2003-) TBA
- **SUV | F-Pace & E-Pace** (2017-) TBA
- **Jaguar EV | iPace** (2018-) TBA



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## A long and proud history since 1969

Jaguar Drivers' Club (Auckland) Inc - was founded in 1969 by 19-year-old Murray Higgins, of Blockhouse Bay. The owner of a 1948 Mk IV, Murray placed an advertisement in the Public Notices section of the New Zealand Herald inviting Jaguar owners and enthusiasts to a meeting. The result on April 16 1969, was the formation of what is now known as the Jaguar Drivers' Club (Auckland) Inc.

The first event, on June 9 1969, was a fun rally and gymkhana, followed by lunch at the Puhoi Hotel (for the princely sum of \$1.00 for adults and 50c for children) and an evening "get together" in the Architects' Clubrooms on Symonds Street.

The Club has grown steadily since its humble beginnings and is now one of the largest single marque car clubs in Auckland. The Club's main aim is to foster interest in and promote owning, driving, maintaining and restoring Jaguar cars. To this end, a wide range of events are arranged on a monthly basis. Although some events are competitive, all are social and family and friends of members are welcome to join in.

Another important person in the Club's (and Jaguar's) history was Lofty England. Lofty, who managed Jaguar's successful competitions department in the 50's, was the Club's Patron until his death in 1995. Norm Dewis (Jaguar's chief test engineer 1952 to 1985) was Patron until his passing in 2019. The position of Patron is now being filled by Ian Callum (CBE). Ian was Jaguar's Design Director for 20 years and was instrumental in a full transformation of the saloons and sports cars, the launch of the SUVs, and the revolutionary I-Pace.

The Club's financial year is from August 1st to July 31st and the AGM is held in October/November. New members will receive a copy of the current magazine which will give them a list of office holders (who are elected at each AGM). A copy of the Club's constitution can be found on the website: [www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz).

Each major centre in NZ now has its own independent Jaguar car club, around 14 in all, ranging from the small with a dozen members up to Auckland with over 300.

### Life members - for service to the club.

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

join the club, go to [www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz)

Cover image: F-Pace 2020... doing what it does best, in style!



## president's report

**W**hen the chance finally arrived, Level 1 for Auckland, the Club sprang into action and held two consecutive events during October. Members were excited to finally pull the covers off their cars, escape Auckland and enjoy the opportunity of socialising in a large group.

Our first back-to-level 1 weekend event was the 'Fish and Chip Fun Run' to Kaiaua. For an impromptu event, it was well attended with over forty members. It was a pleasant drive out to the Firth of Thames despite the alternative un-planned route taken. We arrived to find Kaiaua to be a busy place. There were two other car clubs with the same idea of breaking out of Auckland and enjoying this popular spot for lunch.

The following weekend was 'The Herd of Cows' event in Morrinsville. This day road trip was via Ohinewai and Tapuna. It was a stunning day, matched by the wonderful driving road and beautiful scenery. What more could a Jaguar, and its owner want? The cows spread out over the township of Morrinsville were well worth seeing/finding and the lunch at the Loxy & Co Eatery was excellent.

It was wonderful to meet new members to the club that attended these two events. I do hope they enjoyed the company of other like-minded jaguar owners and will join us for more events in the future.

Speaking of events, please keep a regular eye on our 'Events' page on the website. These are being updated all the time and the postponed events during the various lockdowns, re-scheduled. Click on the 'event', check out the details and how to register for that event. Your committee spends a lot of time co-ordinating a cross-section of events for you, as members to enjoy. If you have any ideas for an event you would like us to consider, please let our club captain Steve Heaney know. Contact - Steve, [events.jagclubak@gmail.com](mailto:events.jagclubak@gmail.com)

In addition to events, our editor is always looking for new magazine articles. We know many members have been working on their vehicles during lockdowns or planning the ultimate road trip to those far away hidden gems around this country. If you would like to share your project or trip, our magazine editor would value your contributions.

Contact - Gerard [editor.jagclubak@gmail.com](mailto:editor.jagclubak@gmail.com).

On a personal note, I was recently contacted by the Jaguar Enthusiasts Club in the UK. The club like us prints a bi-monthly magazine. An article was written on my Jaguar XJ40 and showcased our Club to their members. I was very humbled to be asked and excited to see the article in their July Magazine.

With the end of 2020 fast approaching there many important events planned - the Clubs AGM is just one of them. Some of our 2021 events are being added as you read this edition. A recent addition to our planned events for 2021, is the February Weekend Away to Russell. Limit places, so check your calendar and book in early. To keep up to date on all events and register your intention to join us for these events, please visit: <https://www.jaguardriversclub.co.nz/>, then click on 'EVENTS'.

Support our advertisers in this magazine as they support us, and get your Jaguar out of the garage and come join us at our next event!

Christy and I look forward to seeing you soon.

**Dean Wright**

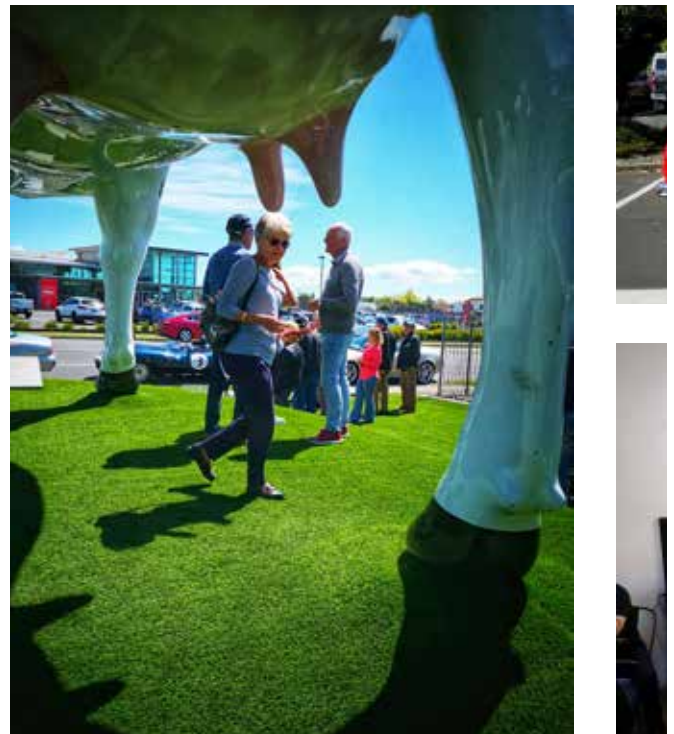
Club President



# Cats herding COWS

I wondered if some doggerel or witty lines of gup,  
 Would provide a little visual for the 'Herd of Cows Street Art' line up.  
 It was a brand new day, warm and sunny with some cloud,  
 Post elections Shape Shifter, some MP's did us proud.  
 We all met at Papakura BP Autobahn,  
 With the other city slickers to mix with the boys from down on the farm.  
 The atmosphere was contagious chatting with friends we knew, and  
 some with charm we love to meet.  
 We had burst our bubbles, this was going to be neat.  
 Mooved by Herd immunity,  
 Were conversations about Jaguars searching for cows throughout the  
 streets of Morrinsvilly.  
 Club Captain (or in this case - President) calls the Caucus to assemble,  
 "Good morning gals and guys",  
 And we all replied in harmony, "Good morning Murray", much to Dean's  
 surprise.  
 "Now everyone listen-up,  
 And this means you too Buttercup.  
 Be aware of speed cameras and others out there,  
 Turn left at Ohiniwai, then left again through Tahuna you bear.  
 Now go fire up your Leapers and Growlers, it's time to go make hay."  
 We are off to pay homage to Mecca Morrinsville, but first we must seek  
 the blessings from the Holy Cow Mabel the Meg along the way.  
 We drifted along as a cloud on high, when all at once we spied, a host of  
 motorcycles with Max Wrists, overtaking on a mission without fail,  
 Even a fishing boat on a trailer we tailed, all in search for the Holy Grail.  
 Upon our arrival, the group photos were made to our amaze,  
 Now off to Loxys & Co cafe to graze.  
 Awesome Deli food and friendly staff prevail.  
 We were then handed our mandate, to seek and ye shall find, the  
 much-coveted mysteries at the Museum of Morrinsville Street Art to  
 unveil.  
 We are truly blessed to have members who have taken the time and  
 effort in making this Club event come to fruition,  
 Also, to the willing Jaguar enthusiasts who congregate for this mission.  
 I don't know about you mate,  
 But we have been lifted-up in spirit, which reminds me to replenish the  
 'Panthera's' tank with ninety-eight.  
 Thanks again for an awesome day-out.  
 And to the Committee for organising such a special event to break the  
 drought.

**Winners of the Treasure Hunt - 1st Equal: David and Sue Jury & Robin and Maureen O'Connor.**





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.

Alternative payment methods, please contact the secretary:

Send to :-  
JDC(Auck) Inc.  
PO Box 11043.  
Ellerslie 1542.  
Auckland



INVITATION 2020

## MG CLUB TRACK DAY

Coordinator: MG Car Club  
Venue: Pukekohe Raceway  
Further details to follow regarding entries or helping as timekeepers/marshals.



#20201108



## AGM

@ 11:30am followed by lunch.  
AGM papers to be sent to members 14 days prior to meeting.  
We will need to know numbers attending for lunch to advise the caterer.  
Save the date and booking details to follow.

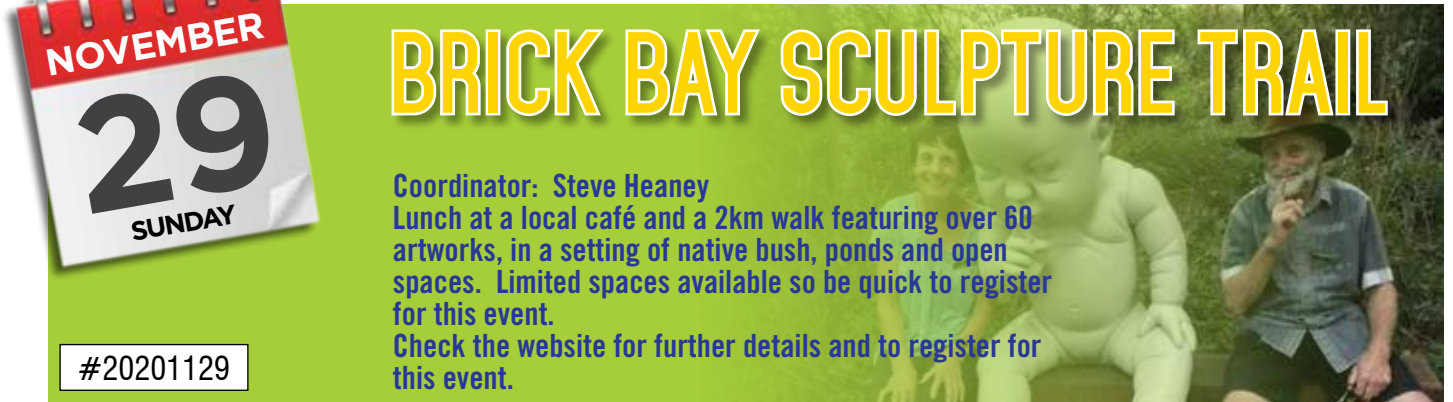


#20201122



## BRICK BAY SCULPTURE TRAIL

Coordinator: Steve Heaney  
Lunch at a local café and a 2km walk featuring over 60 artworks, in a setting of native bush, ponds and open spaces. Limited spaces available so be quick to register for this event.  
Check the website for further details and to register for this event.



#20201129



## CLUB CHRISTMAS EVENING

@6:30pm - City of Sails Chorus. Entertaining you with Christmas Song & Carols. Back by popular demand. Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Save the date. Cost and booking details to follow.



#20201203





INVITATION 2020

## NZ WARBIRDS OPEN DAY @ ARDMORE

Coordinator: Steve Heaney. Sunday 6th December @10:00am – open to the public. A large range of aircraft and vehicles will be on display. A select group of members will be invited to display their club vehicles at this event. Check the website for further details. Entry cost and booking details to follow.

#20210206



## ELLERSLIE CAR SHOW

Theme 'Celebration of 50'. Coordinator: Dean Wright  
A small number of club members cars '60 years of the E-Type' have been sourced for this display. Members who can assist with preparing these vehicles, please contact event coordinator.

#20210214



## WEEKEND AWAY - ROAD TO RUSSELL

Coordinator: Steve Heaney & Peter McElroy  
Meet in Whangarei for lunch. Take a mystery tour up to Russell staying at the wonderful Duke of Marlborough. Approximate costs at this stage \$300 for accommodation and Dinner. Limited places so register now via the website to secure your place.

#20210220



INVITATION 2021

## JAGUAR NZ RALLY 2021

Hosted by the Taranaki Jaguar Drivers' Club. Any expressions of interest please e-mail Peter Daye - peterjdaye@gmail.com Registration and accommodation must be sorted as soon as possible as entries are now limited. We are now taking registrations on a waiting list. This means you still may be able to attend as there will be people who have registered who will not be able to attend in 2021. We will contact you as vacancies occur.

#20210402



## On the road again

# New roading network set to provide safer alternative to SH1 in South Auckland

**A** new South Auckland roading project is set to reduce the number of heavy vehicles passing by a local school, create kilometres of public walking and cycling pathways and provide vehicles with an alternative to State Highway One.

The privately funded roading network at Drury South Crossing, the country's largest industrial and residential development, will see the creation of a new 6km urbanised roading network and a reduction in the number of heavy vehicles passing Ramarama School and residents on Ramarama Road.

Drury is one of the country's fastest-growing areas with a population expected to soar by over 60,000 in the next 30 years.

The project will also include the construction of 5km of walking and cycling paths, as well as a 4km shared path from Drury village to Drury South Crossing.

The Council proposed Mill Road project will provide an alternative to State Highway One and provide a new North-South

connection from Manukau to Pukekohe via Drury South Crossing.

Stephen Hughes, CEO of Drury South Crossing, says to facilitate the Drury South Crossing development a number of existing roads need to be closed and new roads created.

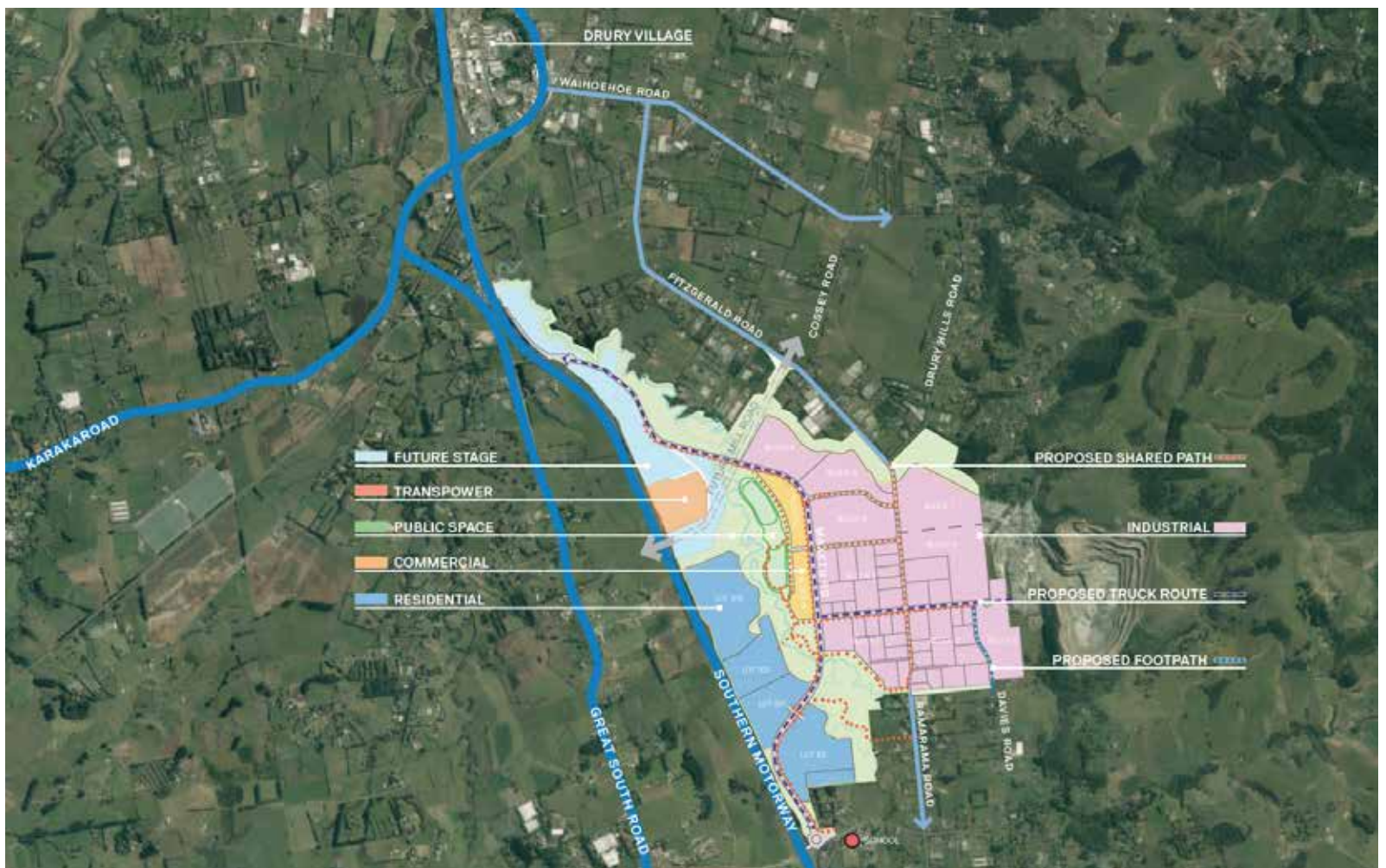
He says from late September 2020 the Southern section of Ramarama Road will be permanently closed while the northern section of the road will remain open.

Traffic will use the newly constructed Maketu Road instead of Ramarama Road with the connection to Fitzgerald Road retained.

"The new roading layout with the development area has been the subject of comprehensive technical assessments through various Council planning processes.

"An improved transport environment is being created with lower speed zones on new urbanised roads replacing the higher speed limits on rural roads.

Written by Impact PR Mark Devlin for Drury South Crossing.



“One of the key outcomes of this development will be an upgraded road network which reduces the heavy traffic at Ramarama School - an education facility whose rolls are expected to surge as the local population increases in the coming years,” he says.

The 360-hectare, mixed-use Drury South Crossing development is expected to contribute \$2.3bn to the economy and employ 6,000 Kiwis when completed in 2027.



# Kaiaua Fish 'n Chip run



Article &amp; Photos: Dean Wright

It is exciting to finally be back at Level 1 and be able to have another Club Event in 2020. To celebrate the opportunity to leave the Auckland area with a group, an impromptu Fish and Chip Fun Run to Kaiaua was quickly organised.

This event is always popular with members. Even with the short notice, we had twenty beautiful Jaguars lined up ready for the leisurely drive out to the Firth of Thames. Upon reflection, it was a large assortment of Jaguars lined up at the meeting point, from the stunning D Type owned by Mr Larry Price to newly purchased Jaguar XF of Mr Peter Daye.

Club Captain Steve Heaney set the course through the back roads of the Hunua Ranges to eventually pop out at Kaiaua. It is times like this that you really appreciate how very lucky we are to live in this country. Within a short distance we can escape the rat race of the city and find ourselves surrounded by beautiful farmland and splendid native scenery.

Steve could not make the event and yours truly took on the task of being Co-ordinator of this event. As they say, you are never too old to learn new things. What I did learn is, do not rely entirely on Google Maps and perhaps, drive the designated route prior to the event.

As leader of the pack, my navigator and I missed a turn-off causing the group to be a little lost. I soon realised the temperature in my Jaguar started to rise! However, with the assistance of Robin O'Connor, we got back on track and found our way to the required destination. By the time we parked, my navigator and I had patched things up and were back on talking terms.

Upon arrival, there was some time to admire the other Jaguars in our pride and have a catch up with friends. It was great to chat with members we had not seen since April. As we walked to lunch, the conversations continued. The group did split up between the Pub and Fish and Chip Shop for lunch. Christy and I deviated to the Fish and Chip shop for a change, and that was a splendid decision as the Gurnard was wonderful.



The place was packed not only with Auckland Jaguar Club members, the MX5 Club and Jowett Club had also decided to make this drive. It was great to see other clubs out embracing the great weather, and like us, enjoying the freedom once again.

# MEMBERSHIP BENEFITS

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



## 1. Fuel Discounts:

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  - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
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# Mid winter lunch with auction

## Riverhead 4th July 2020



The auction raised over a thousand dollars which was donated to our clubs nominated charity - Camp Quality. This donation was gratefully received by Paula Daye - club's Camp Quality coordinator. We thank all those club members that either contributed by offering items for the auction and to those that dug deep into their pockets to bid for these items.



Peter McElroy in action for the Auction.

Dave Bellamy -  
General Manager of  
Camp Quality writes;



PO Box 20430  
Bishopdale  
Christchurch 8543

11 August 2020

Mr Dean Wright  
President  
Auckland Jaguar Drivers Club  
PO Box 1086  
Auckland 1140

Dear Dean,

Please pass on my thanks to the members of the Auckland Jaguar Drivers Club for the donations raised at their recent mid-winter dinner. Their support is very much appreciated, and the money raised will go towards running our camps and activities for children living with cancer.

Camp Quality's goal is to enable children living with cancer to just be children again. To have fun and participate in exciting activities with achievable challenges. To make new friends and to have time away from the routine of treatment and hospital visits. We aim to build into the life of each child a hope for the future, a desire to return to camp, and a source of rich memories. We passionately believe in the power of fun to help children and their families overcome the challenges that living with cancer brings.

Camp Quality is entirely dependent on the generosity of our supporters, partners, and donors, just like your Club members. Without this support, we couldn't provide camps for more than 300 children and young people every year. Please know that we are incredibly grateful and that the support is making a real and lasting difference to the lives of children living with cancer.

Once again, thanks so much for your support.

Warm regards,

Dave Bellamy  
General Manager  
M: 027 747 4006

[admin@campquality.org.nz](mailto:admin@campquality.org.nz)

Camp Quality NZ

[www.campquality.org.nz](http://www.campquality.org.nz)



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**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.





## Taking the scenic route - wine or whine?

Written by: Don Kavanagh

**W**ow, it's been a hell of a year hasn't it? As a wine lover, it has certainly been memorable, but not exactly what you'd call a vintage year, unless you had a particularly weird sense of humour.

Between the Covid-19 pandemic, the interruptions to the world's sporting and social calendars, two painfully elongated election campaigns running both here and the US, it's enough to make you jump in the car and just keep driving. Only we might not be able to do even that if we get another lockdown.

What the multiple lockdowns this year have taught me is the simple joy of a long drive - the all-consuming concentration and exhilaration of shifting a tonne of metal along a tar-sealed surface at speed, with only a vague destination in mind. Luckily, I was able to manage that a couple of times between lockdowns and it was during one of those escapades that I came across a small roadside treasure - Leveret Estate & Mills Reef Winery.

This little treasure can be found beside State Highway 2, just south of the bustling metropolis of Katikati as you head for Tauranga and it is well worth a stop if you're on that road. As well as being a lovely old Spanish mission-style building, it houses an Aladdin's cave of wine.

It has always had an association with wine. Before Leveret took over, it used to be the home of Morton Estate, a powerhouse of New Zealand winemaking in the 1980s and early '90s. It was particularly famed for its bubbly wines and its luscious, bold Chardonnays.

Today, Morton is more of a brand than a winery, so it's nice to see that the Leveret & Mills Reef Winery is carrying on a proud tradition on the premises.

As the name suggests, it houses two separate wine companies, who have joined forces to resurrect this once-iconic winery.

Mills Reef should be familiar to anyone with even a passing interest in New Zealand wine. It has been making outstanding wines for 30-odd years now, from fruit grown mostly in Hawke's Bay.

The top-level wines carry the Elspeth name, in honour of the Preston family matriarch, and the Elspeth Syrah is a wine of rare beauty. The current, 2016, release (RRP \$49.95, and widely available) is particularly impressive, offering plenty of rich berryfruit and white pepper notes, backed up with spicy oak and firm tannins. From an excellent Hawke's Bay vintage, it's lovely now, but it will reward another five to eight years' cellaring.

Leveret is a little less familiar, but well worth checking out. It produces a couple of ranges, from the entry-level Mill Road wines, through Falconhead to the Leveret Estate wines themselves. They all offer decent drinking and exceptional value.

The Leveret Reserve Chardonnay (current release is the 2019) is a particular favourite, offering the kind of flavour-packed wine that harks back to some of the old Morton releases. It is choc-full of crème brulee and lemon sorbet notes and it's great value at around \$29.

The winery is well worth the visit, if you're in the neighbourhood, and it offers two of my favourite fringe benefits: ample parking and great cellar door discounts. Fill your boots.

Leveret Estate & Mills Reef Winery is located at 2389 State Highway 2, RD4, Katikati

## OWNER PROFILE

# The Mistress



**M**y wife calls you the Mistress because I spend so much time with you. She is right, you are a great Mistress - beautiful, fast and a good performer. I know a lot about you, but you do keep some secrets from me. This I do know - you were born at Browns Lane, Coventry, England on 12 May 1958 and you were named S 8304. A beautiful Jaguar XK 150 OTS. You differed from your sisters, the FHC and the DHC because you looked lower, longer, sleeker and much sportier. Your cunning designers had increased the length of your bonnet, moved the windscreen back by about 2 inches, removed the quarter lights on the doors and carefully folded your hood out of sight behind your seats. A vast improvement compared with your sisters. Black with black interior you looked resplendent and on 6 June you were shipped off to New York.

You were destined for the high life and that is what you got. A fabulous garage right on Central Park, parties in the city and at the Hamptons. Many very fast trips to Boston and Martha's Vineyard and occasional trip down to DC. Yes, you certainly mixed with the 'in crowd', and on many occasions you were the Belle of the Ball. Your small lithe body, excellent handling and exuberant power put you well ahead of the crowd, even if it did engender some unpleasant comments from the

buxom locals as they wallowed with their enormous tail fins and glared at you with their quadruple headlights. I know you didn't like being called 'that skinny foreigner' and worse. Speed was your forte, why, even your handbook recommended that for full power, your overdrive should not be engaged until 100 miles per hour. Those local girls could hardly keep up with you despite their enormous cubic inches, and you still had a gear in reserve.

Life was just great for three years and then on 15 March 1961 disaster struck. Your life was never the same after that. That was the date that the all new Jaguar E Type was first revealed in Geneva. You were yesterday's news, all the attention was focused on the new Jaguar. You described it to me as being just like being an only child and then getting a new sister and you were so angry you couldn't decide whether to throw a conrod or just loosen off a few tappets. In the end you just let your timing chain rattle. For three years you sulked, right in the back of the garage - never used, never serviced - just neglected.

Eventually you were sold to a nice young couple, but being parked on the street in Manhattan was not your cup of tea. Left out in the rain and even snow on some occasions. It was too much. Fortunately they decided to start a family and they sold you to a young fellow in South Carolina.

You said it was all very tiresome - weed, ban the bomb protests and the anti-Vietnam war protests. You saw it all but were delighted when you were sold to a military chap. He was based in Pensacola and flew for the Blue Angels - just 24 he was. That was a real change to your lifestyle, plenty of discipline, cleaning and polishing, and high speed runs. At some stage he had an aircraft engineer repaint you bright yellow and I can understand how you were embarrassed about that.

Eventually you ended up in California. That turned out to be your worst nightmare as you not only suffered neglect but first-hand experience of domestic violence. You were used and abused, but you failed to recognise that at that stage of your life you were just a worthless has-been. You were well into your thirties, sagging, scarred and scratched. No longer elegant and spritely. That was when Nick Clements of European Collectables in California found you. Your luck had the potential to change as he took you under his wing in 1995.

Soon afterwards Paul Salt from New Zealand heard about you and some of your sisters, and before long you were all rounded up and on a ship bound for the other side of the Pacific Ocean. Your luck continued to improve and it was a great day when you came under the care of Johnny McKitterick in Christchurch.



You certainly didn't look much then, but Johnny and his panel beater son Jack, could see your potential. They set to work and did a full nut and bolt restoration on you including changing you over to right hand drive. They painted you Signal Red, renewed your black upholstery, gave you brand new wire wheels and a new hood. You were very proud of your new self and strutted about with your feathers puffed. What wasn't obvious at that stage was that under your bonnet Johnny had worked some magic. He gave you a 3.8 litre block, a straight port head, D type cams and 3 double barrelled weber carburetors. You were faster than you had ever been and enjoyed the club day races and hill climbs - mainly I suspect because you usually won!

The highlight of that era (and I suspect your whole life) was that well documented occasion when Johnny was taking you to the Easter Jaguar Rally and on the South Canterbury roads you came across a group of E Types travelling to the same event. A race ensued. You remembered that terrible time back in New York when those flashy things were first released and gave it everything. They didn't stand a chance as you roared away from them, beating them easily.

You were first registered in NZ on 7 August 1997 and you stayed with Johnny for nearly eleven years. He passed you on to

Murray Wheeler, also in Christchurch and you were with him for 5 years. That was just fine except for the Christchurch earthquake. It created a problem of where to store you, and it was cleverly resolved by sending you up to Nelson to be displayed at the Wearable Arts Museum. I know you found that rather boring but at least during that time the good gentlemen at Victory Motors completely reconditioned your engine and replaced the webers with triple SU's.

It was at the Wearable Arts Museum that we first met. During an Easter trip to Nelson we visited the museum, and there you were in a long line of classic cars. There is no doubt in my mind that you were the stand-out exhibit and your image was firmly fixed in my mind. I never even dreamed we would meet again.

Some years later I was in a position to buy an XK 150 and I saw one advertised in Christchurch. I rushed down for a viewing and only then did I realise that our paths had already crossed. Maybe it was indecent haste, but by 24 September 2013 you were with me. It was about that time that I discovered that while you are very beautiful and exciting, you are also rather demanding and require quite a lot of looking after. You had been premised on speed with wire covered headlights and suchlike. Together we changed all this to bring you back to your original

beauty. Lavished with tender loving care you responded well. You carried the 11,000 miles you had travelled since your makeover very well, and at 55 years old you were still just great. Since then we have travelled more than another 11,000 miles together and now at the tender age of 62 you are still splendid.

Those 11,000 miles and seven years that we have been together have been wonderful. Trips all over the North Island, countless car shows and other occasions, and always without a hitch and 100% reliability. Well that is nearly true, there was the occasion when you tried to kill my wife by breaking a stub axle. That really was unnecessary and it serves you right that you had to come home on the back of a truck. Oh yes, there was also the occasion in the middle of winter when you let your generator fail. We had to drive for hundreds of miles through rain and snow without the heater fan or windscreen wipers as we conserved battery power for your spark.

Yes, you are still loved, and although your incontinence is rather annoying, I have to agree with you when you say that if you stopped leaking oil, it would mean you didn't have any left.

## ROAD TRIP (PART 1)

# Auckland to Nelson

**L**ike many we had planned our 2020 winter trip months ago with much discussion about where, how long, the usual sort of stuff. But we had planned to go back to Europe as we had been doing for the last decade or more. As per our prior trips it would involve revisiting places we had previously enjoyed linked with some new destinations. Once the plan was agreed, bookings were made for travel and accommodation so, by February or thereabouts, the trip was in place commencing in early July.

Well - we all know what happened after that. The world as we knew it was turned on its ear and international travel was not likely to happen this year. So back to the drawing board for our "winter" plans which had now become spring? The South Island now beckoned instead!

As background, Liz and I sold our business about four years ago and retired. For an interest, we purchased a 2004 Jaguar XK8 in very nice condition with about 35,000 km on the clock. The idea being, we could do some motoring in our retirement, in style, speed, comfort and most importantly, at our pace. So it is that we planned this South Island trip.

The broad plan was to motor from Auckland at a leisurely pace, in fact this whole trip was going to be done at a leisurely pace, down to Wellington, across the ferry to Picton, and do a counter-clockwise trip around the South Island taking about six weeks to complete. While there would be the odd one-night-stand, our stops would be anything up to a week using cottages and apartment style accommodation.

We left Auckland on the afternoon of Friday 11 September and enjoyed a quiet and uneventful drive to Hamilton. After many years of enduring roadworks on previous trips south, it is now a pleasant drive through the completed project. Poor old Huntly is a thing of the past, with no more views across the mighty Waikato River to the tall chimneys of the power station. The new by-pass is flowing with no driver surprises, the verges are nicely planted, and the occasional pieces of



roadside artwork made a very satisfying start to our road trip. We overnighted with my cousin which was as usual a lot of fun. The next morning was brisk enough for a good walk along the banks of the Waikato River before we started our drive to our next destination, Taihape. As it is now early spring, the countryside has that beautiful new grass green flush - a colour that promises warmer days are coming. We had decided on a less popular route and headed to Te Awamutu, then on to Kihikihi, where we turned off Highway

Written by: Gene O'Neill | Photos: Liz Eglinton & Gene O'Neill

3, and headed for Whakamaru to meet up with Highway 32, the Lake Taupo western bypass.

From Kihikihi the road is the most enjoyable drive, initially through rolling lush Waikato farmlands with flowing corners and short straights, all with very little traffic. There are occasional clusters of huge rocks on the hillsides like natural sculptures, which make the road worth driving. Leaving the farmland for a while the road enters a mix of native bush and exotic forests of mainly pine. In the middle of this area are the two hydro dams of Waipapa and Maraetai and their associated lakes. Back into rolling country before we got to Whakamaru. If you haven't driven this section of road, make it a 'must do' while you still have a Jaguar to enjoy the experience.

At Whakamaru, we turned onto Highway 32 and headed for Kuratau Junction. This road travels down the western side of Lake Taupo and, while it is a very nice road to drive, we actually do not get any real views of the lake until you join up with Highway 41 at Kuratau Junction. From there we headed to Turangi. On this road we did get some wonderful views back up the lake towards Taupo town.

At Turangi, we stopped for a bit of lunch at Creel Cafe which turned out to be superb, good service and great fresh food and good coffee, highly recommended. Back on the road, Highway 1, as I was really looking forward to driving the "Desert Road" - which I hadn't done for about twenty years. The day was perfect for it, not a cloud in the sky and a good covering of snow on the mountains of the central plateau as well as the tops of the Kaimanawa ranges to the east. It was absolutely one out of the bag, so we took the opportunity for a few photo stops. On to Taihape, being Liz's home-town as a child, it was a compulsory stop for the night. So ended our second and very enjoyable day on the road.

The morning dawned with mist wrapping the hills surrounding the town and today we are heading for Wellington, well Petone, to be precise. It was a quiet drive south enjoying some of the road improvements since we last drove this road many years ago. As we drove south, we encountered misty rain with the occasional brief heavy shower. The Jaguar's windscreen wipers only just kept up. Mind you they are only small wipers, and the showers were heavy! But as we got further south the weather improved, so we were able to enjoy a sandwich lunch overlooking the beach at Paraparaumu before heading into Wellington. To my surprise was the scale of earthworks going on from about Levin south to Wellington and the sheer cost of these projects. Anyway, once completed the Wellingtonians will have a marked improvement in getting in-and-out of their city. We arrived in Petone having fuelled up in anticipation of our crossing to the South Island in the morning. Found our motel, with good parking, and an excellent view down the harbour to Wellington CBD. All in all, our trip to Wellington has been very enjoyable motoring.

Dawn in Wellington was lovely and more importantly, the weather was fine, sea was calm and not much wind for our voyage across the Cook Strait this morning. As with many cities, no one could give us a definitive answer on travel time to the Inter-Islander ferry terminal. It ranged from 20 minutes on a good day to over an hour if the Hutt motorway is jammed up. Deciding not to risk missing the ferry, we allowed an hour but as things would have it, it took us about 20 minutes, so it was going to be a good day. Boarding was well organised

and orderly - mind you some of those ramps between decks were steep and we bottomed out hard on a couple of occasions. The "Kaitaki" ferry while old and well used, was clean and comfortable. Once onboard, we organised a couple of window seats and departure was a little ahead of schedule. From our window seats we enjoyed a surprisingly good coffee as we sailed out through the Wellington Heads, past Barretts Reef where the "Wahine" foundered with the loss of 51 lives in April 1968, and then into Cook Strait itself. Once in the Straits proper there was a slight swell which gave the ship a very gentle roll, all very enjoyable. Soon we could clearly see the snow-capped Kaikoura mountains. We entered the very narrow entrance to Tory Channel with its associated tight turn to port about 11am and the sea went from a slight swell to mirror smooth. We sailed up the very peaceful Tory Channel right past the site of New Zealand's first land based whaling station established in the late 1820's.

Onwards we passed mussel and salmon farms with divers working from small dinghies bringing their catch to the surface. Large areas where the forest comes down to the water's edge. Many little cottages in little private bays, and some not so little homes but all appear to be enjoying a picturesque if remote lifestyle.

Arriving in Picton a little ahead of schedule, we were soon off loaded. With a very nice Morgan 2+2 a couple of cars behind us, and we were on our way heading for Nelson where we intend to stop for a few nights. We decided to enjoy the Queen Charlotte Drive which, far from being the quickest route to Nelson, is spectacular and well worth the effort. But a couple of words of caution, it is very windy with several very tight hairpin bends, and the road for much of the way is very narrow. We drove it from Picton to Havelock which I suspect is the wrong direction to do it as most pull-off spots were on the other side of the road. We did enjoy a picnic lunch at the little bay at Momorangi along the way.

Joining up with Highway 6 at Havelock, unbeknown to us, we joined the Blenheim to Nelson road race. We were suddenly back in reasonably heavy traffic and driving at a much faster pace with the occasional one trying to examine the contents of our boot. In rapid time we were over the hill and in Nelson. I hear some of you ask, "What about a comment regarding the road and scenery?" Well, I was concentrating so much on doing my best Lewis Hamilton impression to stay ahead of the following pack, I didn't really notice much else. But don't fret, as a courteous Jaguar driver, at a safe spot I pulled over and let the pack go by. Mind you by the time we got to the city limits of Nelson, they were only just ahead of us. Was all that tailgating worth it? I think it was so they could get home and say, "Guess what? I passed a Jaguar today".

On arrival in Nelson we easily found our accommodation - a quaint Victorian apartment very close to the cathedral and walking distance to the centre of town. After settling in, we put the car keys away and they probably will not make an appearance for a day or so - we're off on foot!

So now we were properly in the South Island where the adventure would really begin.

**Part 2 Adventure... to be continued.**

HERITAGE

# Jaguar classic reintroduces 3.8-litre XK engine block



Brand-new 3.8-litre XK engine block is only available from Jaguar Classic

**J**aguar Classic is the official source of authentic cars, expert services, genuine parts and unforgettable experiences for classic Jaguar enthusiasts worldwide. Our team of highly-skilled engineers, graduates and apprentices at the Jaguar Land Rover Classic Works facility in Coventry specialises in outstanding E-type Reborn restorations and building exclusive New Original Jaguar D-type Continuation cars.

Jaguar Classic has reintroduced the 3.8-litre XK engine block, as fitted to many coveted Jaguar saloons and sports cars of the 1950s and 1960s, including the legendary E-type. Unavailable new for more than 50 years, these are the only brand-new XK engine blocks available.

Recreated to exact original specifications the brand-new cast iron engine block is a direct replacement for the 3.8-litre six-cylinder units originally fitted to the XK150, XK150 S, MkIX, Mk2, MkX, E-type Series 1 and S-type.

Subject to providing documentation which confirms proof of vehicle ownership, customers can choose to retain the serial number from their original engine block, which will be stamped

on the new casting with an additional asterisk denoting the new block is a replacement item. Alternatively, the new block is stamped with a new unique serial number.

New 3.8-litre Jaguar XK engine blocks are priced £14,340 each, including VAT, and come with a minimum 12 months Jaguar parts and accessories warranty<sup>1</sup> and certificate of authenticity, exclusively from Jaguar Classic.

This product is available globally and is covered by Jaguar's standard parts and accessories warranty. The warranty period is market-specific. The Jaguar parts and accessories warranty period is 24 months for UK and Germany. The warranty will not cover modified engines or vehicles used for racing purposes. As expected, shipping costs are additional.

**Note: Applicability**

Replaces cylinder block casting numbers C16020, C17567, C17200/1, C19292, C19983, C22290, C20012, C22250



Jaguar Classic Parts



# Simon Evans is the I-Pace eTrophy champion

**T**he Jaguar I-PACE eTROPHY series concluded in Berlin with Simon Evans being crowned the season two champion. Team Asia New Zealand driver, Evans, kept a cool head to finish P2 ahead of his title rival Sérgio Jimenez who was leading the series until the last race.

The Jaguar I-PACE eTROPHY series concluded in Berlin with Simon Evans being crowned the season two champion. Team Asia New Zealand driver, Evans, kept a cool head to finish P2 ahead of his title rival Sérgio Jimenez who was leading the series until the last race. ZEG iCarros Jaguar Brazil driver Cacá Bueno won the final round of the ten-race all-electric series with a lights-to-flag victory.

Kiwi driver, Evans, has won four races this season and continuous visits to the podium put him one step ahead of his Brazilian rivals. He only had to finish ahead of Sérgio to take the title and he drove his Jaguar I-PACE faultlessly throughout the seven Berlin races at the Tempelhof airfield.

First lap dramas saw Jaguar China Racing driver, Nick Foster, try to overtake Jimenez into turn one but the Brazilian closed the door which put the Australian down the order. Alice Powell, in her Jaguar ran racing Team Germany I-PACE finished just off the podium in P4 to secure fourth in the series. Grego-

ry Segers, the French teenager, finished just behind his team-mate Foster and ahead of Team Yokohama Challenge racer, Takuma Aoki.

PRO-AM challenger, Paul Spooner's, race was cut short after a coming together with VIP driver Sven Förster which lead to his retirement with a puncture. Adalberto Baptista secured the runners-up spot with a spirited win - the Brazilian's first of the season.

The world's first all-electric touring car series bows out after seven electrifying 'Lockdown Showdown' races in Berlin. The series has showcased the award-winning Jaguar I-PACE in some of the world's greatest cities - New York, Monaco, Mexico City, Hong Kong, Paris, Rome and Berlin. It has supported a diverse grid of men and women from all around the world and made history along the way. Jaguar Racing's journey continues in ABB FIA Formula E as the series receives FIA World Championship status from next season which starts on 16 January 2021 in Santiago, Chile.

*"Unreal experience - I'm incredibly proud to be the Jaguar I-PACE eTROPHY season two champion! The I-PACE came through for me again and it was like a rocket! It's been a tough nine days, with seven races but it's been epic at the same time. Thanks to the Giltrap*

*family and Group, Access Group and Wearnes Group, we did it. We rolled with the same set-up, with what we know and it worked, I'm so happy for Team Asia New Zealand. Big thanks to Robin Colgan and the guys in the Asia Pacific office and for putting me in the seat - Giltrap Group, Access Group and Wearnes Group and the opportunity to do this. I'm over the moon!"*

**SIMON EVANS**  
- TEAM ASIA NEW ZEALAND (99)

What a great way to finish - congratulations to our season two champion Simon Evans. I want to pay tribute to all the drivers who have taken part in the Jaguar I-PACE eTROPHY over the two seasons. I also want to thank all the engineers, mechanics, commercial partners and unsung heroes who have delivered a series we are all immensely proud of. Without exception everyone has put a little bit of themselves into this series and although it is a sad day to draw the curtain on eTROPHY we are honoured to have been a part of it. Thanks to Formula E for having the vision to host this history-making official support series.

*"We look back and smile at what we have achieved in this series. Giving opportunities to drivers from diverse backgrounds, cultures and nations.*



Credit: Panasonic Jaguar Racing



*Whether it was Reema Jufalli making a little bit of history as the first woman to race at home in Saudi Arabia or Takuma Aoki, the first driver who is paralysed from the waist down to race an electric car - we have truly broken new ground. We were a world's first and those who follow will always be second.*

**MARK TURNER**  
- JAGUAR I-PACE ETROPHY SERIES  
MANAGER

*Every great series should come down to the wire and that's what we've seen today - the two protagonists, Simon and Sérgio, fought right up to the end in a tense and exciting finale. What a day to end on and what a final race! In two years we've created an incredible series that has not only delivered incredible close racing, but at the heart we've done it with a production-battery electric car, the first of its kind in the history of our sport and industry. This is the future of the sport and Jaguar is incredibly proud of all the Jaguar Racing team, entrants, drivers and partners who made it possible and created history together.*

**JAMES BARCLAY**  
- TEAM DIRECTOR OF JAGUAR RACING

After becoming the first premium manufacturer to enter the ABB FIA Formula

E Championship in 2016, Jaguar created the world's first all-electric touring car race series for a production car - the Jaguar I-PACE eTROPHY.

Exclusively featuring Jaguar I-PACE eTROPHY racecars, the all-electric series gives drivers of the future and established racers a chance to showcase their talent, competing on the world stage in zero-emissions motorsport. After making history in the inaugural season, the groundbreaking series will see up to 20 identical Jaguar I-PACE battery electric racecars on the grid in 10 races, across eight global cities.

New for season two is the introduction of ATTACK MODE providing an extra 20% in torque and power for a specified duration (defined at race) providing increased race strategy and additional overtaking opportunities.

The series supports the launch of the Jaguar I-PACE, Jaguar's first battery electric vehicle, and reinforces Jaguar Land Rover's future electrification strategy, commitment to electric street racing and the team's mission of 'Fearless Progress'.

Video - <https://www.youtube.com/watch?v=mPDN5sscnqE>



NEW ON THE BLOCK

# 2020 F-Pace: luxurious, connected, electrified

UP TO

**33 MILES\***

(53KM)

of electric-only range



**7kW AC  
WALL BOX**

Charges the battery from  
0-80% in as little as 1 hour  
40 minutes - Ideal for  
charging at home



**32kW DC  
FAST CHARGING**

Fast-charge to 80%  
in as little as 30 minutes

**49g/km\***

CO<sub>2</sub>

The cleanest, most  
efficient F-PACE in  
the range



**0-60MPH  
5.0 SECONDS**

The most  
powerful model  
in the core  
F-PACE range

\*WLTP (TEL) Combined figures

With an assertive new exterior, beautifully crafted all-new interior, latest generation Pivi Pro infotainment and the choice of in-line four and six-cylinder engines including PHEV and MHEV technology, the new Jaguar F-PACE is more luxurious, connected and efficient. The four-cylinder, 404PS PHEV has an all-electric range of up to 53 kilometres\*.



- **Introducing New F-PACE:** Enhanced exterior design, an all-new interior, advanced connectivity and efficient electrified powertrain capability for the first time
- **Enhanced exterior:** New bonnet design, super-slim all-LED quad headlights, new grille, and new rear lights and bumper for a more assertive presence
- **Crafted interior:** All-new interior features exquisite details, luxurious materials and intuitive technology to create a tranquil cabin space for all occupants
- **Electrified powertrains:** Plug-in hybrid electric vehicle (PHEV)\*\* and mild-hybrid (MHEV) powertrains for enhanced efficiency and refinement
- **Plug-in hybrid electric:** Plug-in four-cylinder hybrid 404PS petrol powertrain is capable of an all-electric range of up to 33 miles (53km)\* with CO2 emissions from 49g/km\*
- **Six-cylinder MHEV petrol and diesel:** New 340PS and 400PS in-line six-cylinder 3.0-litre Ingenium petrol and latest in-line six-cylinder 300PS Ingenium diesel engines with MHEV technology deliver refined power and exceptional performance
- **Latest diesel engines:** Next generation 2.0-litre, four-cylinder, turbocharged Ingenium diesel engine delivers improved efficiency with MHEV technology
- **Always connected:** Technologies include Jaguar's latest Pivi Pro dual-sim infotainment accessed through an all-new 11.4-inch HD curved glass touchscreen
- **Always up-to-date:** Software-Over-The-Air capability ensures latest vehicle systems and infotainment are installed seamlessly and remotely
- **Occupant wellbeing:** Innovative Active Road Noise Cancellation and cabin air ionisation with PM2.5 filtration to capture ultrafine particles and allergens



'For further details, check out the website - NEWs or visit your local Dealership.

See the new Jag F-Pace Facelift Interior...  
<https://www.youtube.com/watch?v=BVvMSuP5v7w>

Plus At a first glance...  
[https://www.youtube.com/watch?v=W-K\\_FgE83wM](https://www.youtube.com/watch?v=W-K_FgE83wM)

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# A Project to mortify the purists (a real labour of love)

In 1986 we bought our first Jaguar - a 1979 XJS V12 and joined the Taranaki Jaguar Drivers Club. At the time, our two children were three and six years of age. Hence, we felt the XJS would be suitable for at least the first five years. My wife, Nancy is a polio victim, and this was our only car. She used it most days and after twenty-three years of throwing her wheelchair in the boot, things became too difficult. She was no longer able to manage the walk from the boot to the driver's seat safely. This prompted us to buy a people carrier to suit her new powerchair. With 150,000 miles, the XJS had served us well. Being members of the club, we have enjoyed attending many Jaguar Club Events over the years and met a heap of neat people along the way.

Although our new mode of transport was functional and meets our needs, I despised it from day one. It might have been thirty years younger than the Jaguar, but it does not cut the mustard. The seeds of my new project sprouted about ten years ago, and it has taken a great deal of research and procrastination to finally get it underway.

A plan was hatched that may mortify the 'purists' but it made sense and will serve our needs. We are building a car that does everything that our altered people carrier does, but it will be no normal off-the-shelf production car. The idea is to build a 'special' customised Jaguar which will be an amalgamation of various components sourced from different Jaguar models. We have used a MK7 Jaguar body shell and lengthened it by 205mm in the rear doors. This is to accommodate the wheelchair ramp that will operate from the left-hand door. To help with the incline, we then lowered the floor by 100 mm. The entire running gear is out of a low mileage 1996 XJR 4 litre which we located in Auckland. Consequently, we have had to build a special chassis that can house the two XJR subframes and accommodate the lengthened MK7 shell. Because the engine sits very low in the body, we are converting the entire front end to a tilt forward like an E-type to enhance its looks and help with access to its heart when maintenance is required. In keeping with MK7 body, we want to retain some of the interior features such as the dashboard/wood and gauges. But with any customisation, it will allow us to incorporate some modern touches and features such as a reversing camera, GPS, etc.

With this very special build, we have involved the Low Volume Vehicle Technical Association (LVVTA) with this project since its inception and the certifiers have been extremely helpful.

When people see or hear about this project the most common question asked is 'What colour will it be?' The one certainty we know, it will be a Jaguar hot rod. It may have no exterior door handles or any chrome, like a Bentley Turbo, but we will make these other important decisions as the project evolves.

Come to the National Rally hosted by the Taranaki Jaguar Driver's Club in Easter 2021. We will be in attendance with this special vehicle. It will be a long way from finished but you will get the gist of our dream.

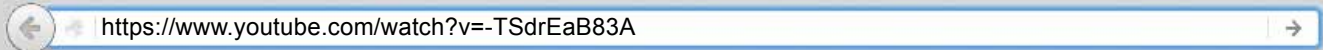




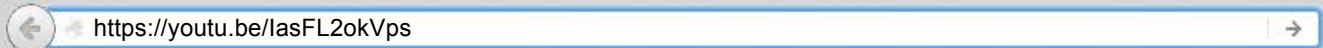
## JAG ON THE NET

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

Breakfast meeting



XJS National Day 2020



Ian Cullum candid chat on his cars.



# Jaguar Automobilia

By Richard Waugh

Have you wondered about where to buy that Jaguar book, badge, sales catalogue or piece of memorabilia that has always appealed? I have recently had helpful correspondence with world-renowned Jaguar automobilia collector Ian Cooling in the United Kingdom. Ian has been collecting Jaguar automobilia for over 50 years. Like so many others, his interest began with ownership of an E-Type; at first, he wanted a sales brochure for it, then a handbook in good condition, then a press pack from the launch, and so on. Ian has made a significant contribution to Jaguar automobilia through his long-time editorship of 'Jaguar Automobilia Collector' and with his well-known book, 'The Complete Guide to Jaguar Collectibles' (Bay Views Books, Devon, UK, 1998). Ian welcomes any Jaguar Automobilia queries directly to him on - [ian.cooling@invictanet.co.uk](mailto:ian.cooling@invictanet.co.uk)

Ian's website "Jaguar Automobilia Collector" is the premier international site for Jaguar-related automobilia, and he also runs two online auctions for Jaguar automobilia each year. His next auction will launch in mid-December and close in mid-January. If you register on Ian's site on this link - [www.jaguarautomobilia.com/auction/](http://www.jaguarautomobilia.com/auction/) - he will keep you informed of the lead-in to the auction. Once the auction launches, you can sit down and get comfortable with a cup of tea or coffee and enjoy browsing the fully illustrated catalogue with up to 1000 lots ranging from the pre-war SS Cars era, right through to the mid-1970s. The range is huge - Jaguar competition, XK sports cars, E-Types, History of Jaguar and Jaguar People, all saloons up to 1968 etc. as well as special sections on Le Mans and the XJ220. If you would like to enter any items yourself, you can do so through Ian's website.



# MAINLAND MOTORING - make your own plans!



Ever dreamt of cruising the open and scenic roads of the South Island in your cherished classic, but have been put off by the 650km, 8-hour drive across the North Island - plus the Ferry and onward diversions? Why not say farewell in Auckland and then casually fly down to meet her in Dunedin, Christchurch, Timaru or Nelson? Ship together with another car for a rate reduction! We aren't interested in squashing cars into containers to save a few dollars - your cars are too valuable. As car enthusiasts ourselves, we look after them with great care at both ends.

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**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.

**JDC** AUCKLAND JAGUAR DRIVERS' CLUB

**advertise in here...**

For booking in our next issue, contact [susan.jdca@gmail.com](mailto:susan.jdca@gmail.com)



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## TOOL HIRE

**\$5 donation, \$50 deposit, covers 1 month hire, longer term hire by arrangement only**

Contact John Munro 09 415-6577 or 021 964454

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- FRONT SUSPENSION TORSION BAR TOOL - E TYPE
- GEARBOX DUMMY SHAFT TOOL
- HEAVY DUTY JACK & AXLE STANDS
- HUB PULLER
- 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 4.2 litre)
- TORQUE WRENCH
- VALVE BUCKET SEAT INSERT TOOL
- CARB TUNING KIT
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self adhesive type  
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**Iron-on club badge**  
highest quality, embroidered cloth badge, with metallic thread. Can be either stitched or ironed on.

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To celebrate the Club's 50th anniversary a limited number of mugs have been commissioned and are now available for purchase.

\$12.00 ea. 6 for \$60.00+p&p



All purchases can be made through the club's website - Regalia

Robin O'Connor  
09 262 1994

# LETTER TO THE EDITOR

## What's on your mind?

email: Editor.jagclubak@gmail.com

### Dear Editor

SNG Barratt in the UK are my favoured parts supplier because their parts and their service are right up there.

This was proved earlier this month when they supplied an order for an E Type radiator header tank, and unfortunately they sent the wrong part - a simple picking error. I notified them of the error and in less than a week I had received the correct part. No hassle, no arguments just excellent service. Unfortunately I know about picking errors because in my own business we have gone to quite elaborate lengths to more or less eliminate them.

As a result I have one C17533 - an Air Intake Box Assy for a S1 and S2 E-Type and they have asked me to pass it onto someone with their compliments. I have told them that I would ask the recipient to make a donation to the local Jaguar Club.

If any member needs an air intake box, please contact me at don@heirloom.co.nz.

Regards

Don Bowater

### Dear Editor,

I am searching for my father's old jaguar mk2 3.8 we shipped to New Zealand in 1967. Registration at the time was DD9134. I have seen she is still registered although now coloured blue. I have many photos of her in Europe and would love to share this with her current owner.

Please, feel free to contact me if anyone has any information to offer.

Kind regards

Christopher Richardson      Chris@odysseyhomes.co.uk

### Dear Editor,

I currently own a 2014 XKR. I am searching for the last brochure for the MY2015. If a club member knows any information about how I can obtain one, please make feel free to contact me.

Details: John Kibble

e-Mail; johndelia@farmside.co.nz

### Hello Jag Club Administrator

My name is Mike Williams. I am a keen photographer and classic car enthusiast. I have been taking photos of classic cars for years. Recently I came across an old book I had given my now deceased father around 35 years ago as a birthday present. He was a keen Jag man and owned several including a 1939 S.S.3.5 litre. The book was in pretty bad shape but I managed to recover many pages. The collection is of well known, rare, and in some cases obscure cars including old Jags I spent a great deal of time trying to photograph these images. Some of the results were poor due to fading etc. and because these are photos of old photos. However, many came out well and the resulting 400 plus images can be viewed by opening the link I have sent you below.

Some of the photos are my own which are of higher quality.

If any of your members are interested in downloading any of the images. I will send you another link which will enable them to download any of the images at no cost. These images are good enough to use as screen savers or to print as small photos or send on to other interested folk. Just let me know if this is of any interest to you.

If anyone would like a high-resolution quality digital image suitable for large reproduction as a large photo or canvas. I can do this at a cost of \$20 as it takes time and a fair bit of specific post editing. The result can be very impressive as shown in the image comparison of the Alpha Romeo edited image to the original image-these are the first two images on the site. Those image files can be up to 20+MB once all editing is complete. If the image has been purchased and the recipient is not happy with the result, I am happy to refund the cost. I am in the process of naming each image but it is a labourious process so I have decided I will only name a print with make model and year if anyone wants to purchase one. If any of your members have any photo images that they want edited to make into high resolution large prints or large canvasses I am happy to help them at no cost if I can with the editing suite I have.

Anyway, regardless of this I hope you enjoy looking through and sharing these lovely old classics as much as I do. They are in alphabetical order after the first page for makes as far as I could sort them.

Cheers

Mike Williams

*Right click to open the link below to view photos on Box cloud sharing site. None of your memory space will be used and no costs are involved apart from having mobile data enabled on your PC or phone. If you are unsure Google Box sharing site to see how data is shared and how I have made it available to you-it's a great way to store and share files without using your own hard drive memory or using usb or sd cards. The images are best seen with full screen activated see bottom right icon on each image*

<https://app.box.com/s/ece04jmk86itsyqws7pr7cmuh0so8p8b>

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Articles of interest, comments or letters to the editor, please forward to PO Box 11043, Ellerslie 1542, Auckland, or email: Editor.jagclubak@gmail.com, by the 20th of the month.

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# Replacement of the timing chains and tensioners on an S-type 4L V8

By Laurie Hayward

I finally panicked after reading Paul Walton's article on 4L V8 timing chain adjusters, in a "Jaguar World" magazine, as I have been putting this job off for 10 years or so. He did the chains on his XK8 and found the tensioners to be in very poor condition. I have owned my 2000 S type for most of its life and it has just ticked over 100,000 kilometres. I did my homework on having this job done, and found that the cost was going to be about the value of my car.

Having a little time between Lockdowns and knowing that Jaguar World had done a blow-by-blow account of the procedure for the chain and tensioner replacement on the V8, I set myself the task. With our Club having the specialist tools needed for this procedure for hire, I thought, how difficult could it be? How wrong I was!! What the magazine didn't say was that the job on an XJ8 or an XK8 which they featured, which seemed to be half the job it is on an S type. The timing chain cover on my S-type cannot be removed. Having to fit the V8 to the S-type meant they had a much narrower engine compartment than the XJ and XK cars. This necessitated the redesign of the alternator, power steering and a/c compressor mounting brackets plus the engine oil filter location, all adding to the battle I had.

The following is what you need to do before starting the Jaguar World instructions.

You do not need to remove the bonnet or radiator.

You must remove the electric radiator fan.

You must drain the radiator and remove some hoses.

You must remove the a/c compressor.

A useful tip at this point would be to buy a new drier and install it while you have the radiator hoses off, as the a/c man will have a lot more work to do, if you don't. Make sure you seal all open pipes and fittings with tape while the compressor is out, (moisture is the a/c's enemy) then unbolt the power steer pump. (leave pump in place) now remove the mounting bracket.

Slacken the alternator bolts as far as you dare without removing them from the threads, do the same with the alternator bracket.

Drain the engine oil and remove the oil filter, then with a large Allen key, remove the centre stud holding the water cooling jacket and move it to one side (this should allow the timing chain cover to be removed)

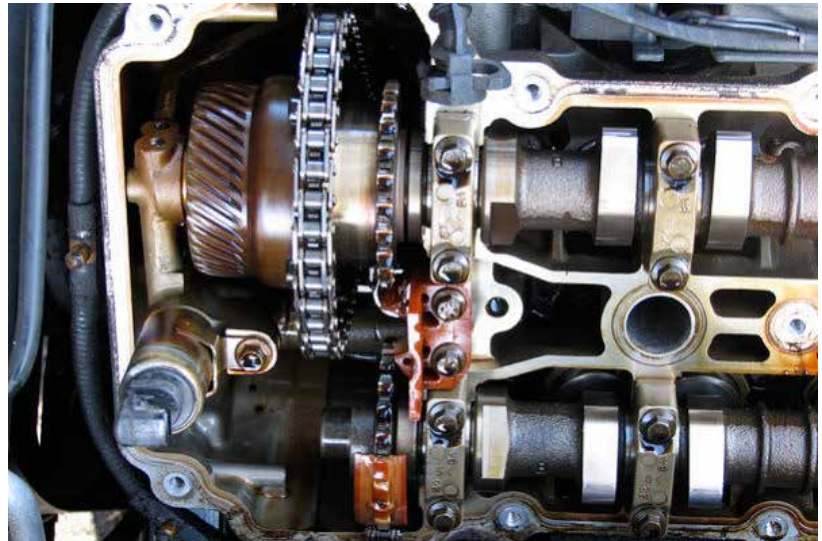
You can now follow the instructions as given in the Jaguar World Magazine.

One last thing to remove the cam covers you must remove all the plastic parts in front of the windscreen including the wipers, you also need to remove the a/c housing on the passenger's side.

I hope this detail gives you the courage to tackle this work. I must acknowledge the technical assistance given to me by Robin O'Connor. Also, parts advise and supply from Rob Waters or RJR.

Good luck.

Laurie



# CLASSIFIEDS

More photographs & details on JDC website

## Jaguar C Type. - P.O.A.

Reluctantly for sale is my new build C Type, certified late 2019 with just 1350 miles on the clock. Built as closely as possible to the original 1951 cars and is a blast to drive. Fitted with a 3.8 XK motor with 4 speed compact overdrive Jaguar gearbox and limited slip diff. Leather upholstery and Mohair tonneau cover. This car is in immaculate condition.

Contact Hamish Russell

Phone 0274 931896  
Hamruss9@gmail.com



## Jaguar SS100 1948 - P.O.A.

This is a well known club car and is a high quality REPLICA of this great classic, with sensible modern upgrades. The car is in excellent condition and I would love to see it stay in a club-members hands.

Contact Hamish Russell

Phone 0274 931896  
Hamruss9@gmail.com



## 1966 Jaguar Mark 2 2.4 Litre

I have owned the Mark 2 since 1983 purchasing off an 80 year old lady. It now has 112,000 miles. Has always been garaged/warranted and now it is time to pass it to someone who can continue to enjoy it. Mostly original but I do have an option for electronic ignition.

Price negotiable, open to offers.

Contact - Colin Harvey  
021597432



## Rare Jaguar XJ 220 - P.O.A.

A rare opportunity to purchase this one special Jaguar XJ 220 of the 274 ever built. This unique vehicle is the Turbocharged V6 version, built in 1994. Right-hand drive and one of 69 hand-built cars in that year. Imported from the UK to New Zealand in 2005 with 174 miles on the clock. Despite having two previous overseas owners, it was first registered in New Zealand. Currently, this car has driven a total of 1200 miles.

Contact Rod Sullivan  
e-mail; rod@sullivan.kiwi.nz  
Phone; 021 945156



## A few Jaguars for sale.

*Anyone who is after a restoration project then these may suit.*

I have 2 MK5's, several MK7's and several 420G's. These are all in various states of repair. To help with the project, I also have available individual parts and donor cars.

Phone 021 263 5215 or, enquire to [info@jaguarworkshop.co.nz](mailto:info@jaguarworkshop.co.nz)



## For Sale -

High Ratio Steering Box. It is new, but old stock. It will suit many models including Mark 2's and XK sports. Asking price \$750 ONO.

Contact: Robin Bell  
(06) 8776294 or [rbellinhb@gmail.com](mailto:rbellinhb@gmail.com)

## Jaguars 2003 XJ8 and 2005 XJ6

Reluctantly, I must let one of my X350 XJ's go due to a competing Land Rover addiction and a lack of garage space. I cannot decide which one to part with, so I intend to keep whichever does not sell.

1. Slate Grey XJ8 4.2 2003, 144,000km, bought on a whim last year, new 19" alloys, personalised plate neg.
2. Black XJ6 3.0. 2005, 117,000km, owned 5+ years.

Both are in sound overall condition with usual quirks and foibles.

Please call for full details. Priced to sell: \$6000 firm for either car in current condition.

Contact Andrew - mob 022 1989 007 or landline; 09 437 6650.



1999 Jaguar S type, Sage Green Runs beautifully and has 228,000kms on the clock. Equipped with climate control, electric seat controls, electric mirrors, traction stability control, sports mode, rear seat arm rest, and has a cassette player, along with a CD stacker. Excellent tyres with a registration expiring on 22/12/20.

Price: \$5000.

Any questions or further details, please feel free to e-mail me.

Steve Johnson  
e-mail: [stephenjohnson80@gmail.com](mailto:stephenjohnson80@gmail.com)



2002 Jaguar S type Red in colour. 3 litre NZ New. 6 Speed Auto, NZ New, 2 Keys, Current Rego & Wof, XF 18" Alloy Wheels & Pirelli Tyres, 5 Star Safety, Clean & Tidy throughout. Will accept \$5000 ( offer for club members ONLY )

Please contact; Jeremy at Jaguar Workshop.

Email: [info@jaguarworkshop.co.nz](mailto:info@jaguarworkshop.co.nz)

Phone: 09 236 3715



## 1984 Jaguar Sovereign 4.2

Reluctant sale of my much-loved Series 3 '84 Jaguar Sovereign 4.2 litre with 117,800 miles. Owned for near 29 years. Always garaged, it is in beautiful condition. Finished in sage green, with biscuit leather upholstery and a personalized number plate.

Recent work includes: Engine rebuild with new flanged liners, pistons, rings, bearings, timing chains, tensioners, guides, revised rear main seal, frost plugs etc. Climate air conditioning overhauled with new water valve, TX valve, amplifier, receiver/dryer, micro-switch and gas. Plus, a new roof lining. The only thing not working correctly is the cruise control.

Price \$15,000 - Contact: Dave Denison

Email: ddavedd@xtra.co.nz  
Mobile: 022 404 3697



## Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine Jaguar and Daimler original factory brochures. Grab a piece of history and find one that corresponds to your collectible car. Mark Shorter who has the largest private collection in Australasia and is offering the Auckland Jaguar Drivers Club members an opportunity to purchase these brochures. Brochures range from 1949–2015 and are in as new condition unless stated. Also available are some Jaguar and Daimler books, calendars, handbooks, some signed by Lofty England and Paul Skilleter. Calendars ideal for framing the 12 photographs of rare Jaguar models.

Please Contact  
Mark Shorter 021 613616

David Shorter 021 610910  
Email david@shortercars.co.nz



## 1992 Jaguar XJ40 Sovereign

This 4 litre XJ in Regency Red, with cream leather upholstery is in excellent condition. A low mileage vehicle (86,000 kms) with an immaculate interior.

Features a 6 stack CD player, glove box hand-book, workshop manual and complete factory toolkit. Reason for selling - have moved to an apartment with only one carpark. An appreciating asset, viewing and test driving welcome.

For further details see Trademe Auction #2808162751

Contact: Peter Daye - mobile: 027 2087973.

# SUSTAINABILITY



Credit: Jaguar Media Centre

## JLR upcycles aluminium to cut carbon emissions by a quarter

**R**esearch by Jaguar Land Rover has revealed how an innovative recycling process could upcycle aluminium waste from drinks cans, bottle tops and end-of-life vehicles into the premium cars of the future and reduce production CO2 emissions by up to 26 per cent.

The REALITY aluminium project is a key part of Jaguar Land Rover's Destination Zero mission to reduce carbon emissions and its ambition to make societies safer and environments cleaner through relentless innovation. Engineers were able to use the recycled aluminium parts and mix it with a lower amount of primary aluminium to form a new and tested prototype alloy, comparable to the existing Jaguar Land Rover grade and quality.

Analysis of the recycling and manufacturing process revealed it has the potential to reduce alloy production CO2 emissions by up to 26 per cent compared to the current automotive grade, helping Jaguar Land Rover further close the loop on its manufacturing and use of raw materials.

Aluminium is one of the most widely recycled materials in the world and can be melted down and reformed repeatedly without losing quality. Post-consumer recycled aluminium appears in everyday goods such as drinks cans, aerosols, foil food trays and bottle tops but is not widely used for high-end applications such as automotive manufacturing. Nearly 75 per cent of all aluminium produced in the USA and EU is still in use today while the creation of recycled aluminium uses around 90 per cent less energy than raw material production\*.

By recovering the high-quality automotive-grade aluminium used to manufacture vehicles, Jaguar Land Rover can re-use the premium properties as part of a blend, reducing the need for virgin aluminium in vehicle production. Typically, end-of-life vehicle scrap is exported overseas where it can be re-used for low-end applications, but new advanced separation technology has enabled it to be upcycled back into the automotive process, helping close the loop and reduce the environmental impact.

Gaëlle Guillaume, Lead Project Manager for REALITY at Jaguar Land Rover, said: "This project has allowed us, for the first time, to recover premium automotive-grade aluminium from scrapped vehicles and re-use its unique properties. The potential of this on the production process is a reduction in CO2 impact as well as helping us re-use even more aluminium.

"As we move into an autonomous, connected and electrified future, with the potential of shared fleets being de-commissioned en masse, it could allow Jaguar Land Rover to engineer this closed loop recycling alloy into tight production schedules to further improve efficiency and environmental benefits."

The £2 million project, co-funded by Innovate UK and in partnership with Brunel University, is helping Jaguar Land Rover extend its aluminium closed loop and recycling initiatives as part of Destination Zero. Jaguar Land Rover has already reduced its global operating CO2 emissions per vehicle by 50.7 per cent since 2007 and remains committed to an ongoing decarbonisation process. Between September 2013 and March 2020, around 360,000 tonnes of closed-loop scrap have been processed back into the brand's lightweight aluminium intensive architecture, across all vehicle lines including the Jaguar XE.

JAGUAR F-PACE SVR

# WHY SETTLE DOWN WHEN YOU CAN STIR THINGS UP?





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Boasting a 5.0 litre Supercharged V8 petrol engine that produces 550PS and 680Nm of torque, the exceptional F-PACE SVR reaches 0-100km/h in 4.3 seconds — with a top speed of 283km/h. Meanwhile, a comprehensive range of advanced technologies help keep all on board safe, connected and entertained on every drive.

If you're looking for an SUV that combines maximum driving exhilaration with efficiency and style for everyday, you'll find it in the Jaguar F-PACE SVR. Yours for MRP \$157,900 +ORC\*.

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**5** JAGUAR CARE  
YEARS SERVICE PLAN



\*Terms and conditions apply. Price shown relates to the F-PACE SVR AWD and is the Maximum Retail Price (MRP). The standard Scheduled 5 Year Servicing is included. Speak to your retailer for more details or visit [www.jaguar.co.nz](http://www.jaguar.co.nz) JLR225102