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CLUB

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From the Editor's Desk

As the previous edition was about to be posted, Auckland found itself in the Lockdown state of Level 3 once again. This meant a few events could not operate unless we returned to Level 1. Luckily, both regional level 3 lockdowns were relatively short periods of time and things got back into full swing reasonably quickly. This required the club to move a few postponed events and it was fantastic to hear the Brit & Euro Classic Car Show had secured an alternative date. Check out the website for all the new and re-scheduled events.



In this issue we cover the Weekend Away to the Duke of Marlborough at Russell, and some rescheduled events such as the British and European Classic Car Show held at Lloyd Elsmore Park. This was another fine display of motoring history and in my humble opinion, it was the row of E-Types that stole the show. Enzo said it 60-years ago and I agree with him, they are still the most beautiful car ever made. We also cover the club event of High Tea at the Waitakere Resort and Spa, and the large National Jaguar NZ Rally held over the Easter Weekend in the Taranaki.

It was great to see such events as the Ellerslie Classic Car Show receive some positive airtime via Sky Sports - Sky Speed. The club's success at this event was well and truly highlighted during this episode. Once again, congratulations to all who made this event such a great success for the club. It certainly was a team event to prepare and display, not only the competition cars, but the club display cars also.

The club's website continues to be utilised and becomes more informative as time goes on. More members are using the facilities available for registration of events which is very helpful. This gives the committee time to plan for that event and place early bookings with outside organisations. We have also noticed an increase in the number of views and requests from non-members interested in what our club is about. I would encourage you to, 'keep surfing' and touching base with the website on a regular basis. Keep an eye out in the 'NEWS' section of the website. Various articles and interesting reads are constantly being added. These pieces compliment the articles in the magazine, and some contain links to a variety of interesting video clips. A new feature just added is the back-catalogue of previous Club Magazines in 'Members Only' section of the website.

I would like to thank the large number of contributors to this edition of the magazine. With-out their contributions, this magazine would struggle to exist. Steve Heaney, Paul and Allison Ingram, Peter McElroy, Laurie Olive, Simon Crispe, Mark Devlin (Impact PR), Dean Wright, Alan Kemp, Robin O'Connor and Pat Kerr.

Also, I would like to thank the Advertisers of our magazine for staying with us through this difficult last 14 months and hopefully, the overseas bubbles will start to open-up, and the un-restricted travel to limited destinations can proceed. In the meantime, please continue to support your Local and the advertisers of the club.

Once again, we have a fantastic arrangement of interesting reads which I am sure you will enjoy.

Kind regards

Gerard Leeuw

Editor



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REGISTERS

- **Pre-War** | **Swallow, SS** (1925-1939) *John Edean*
- **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, DS420** (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.

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

Cover image: This year's Brit & Euro car Show



president's report

Welcome to you all to this second edition of the club magazine for 2021. As I am writing this brief report, Christy and I are touring through the South Island in a motorhome and are currently in the small township of Hokitika on the West Coast.

We planned this tour last year to visit the top of the South Island and parts of the country we have seen very little of. As with many others, the dreaded pandemic threw a spanner in the works, hence, we had to delay our plans until this year. On our travels so far, we have not seen many Jaguars on the road, but we have certainly seen plenty of other motorhomes and caravans.

While spending a few days in Nelson, we visited the Nelson Classic Car Museum. There is an area in this museum dedicated solely to Jaguar. One tends to forget that Jaguars were once assembled by New Zealand Motor Corporation in this area in the seventies. Many models were well represented such as the Mark 2, Mark 5, Mark 7, Mark 10, XJS, XJR and E-Type. What did surprise me was the emphasis on the younger Jaguars showing good older cars are becoming very hard to find.

Jaguar has shown its strength in the recent Brit & Euro Classic Car Show with a great display of E-Types. The main focus for the club was the display of beautiful E-Types celebrating the 60 years since this awesome car became available. This collection of variants was the highlight of the display and received many positive comments throughout the day. It was hard to find a photo of one without someone else getting in the picture. It was unfortunate this event was delayed and the inclement weather the day before, did not help set too many records this year. A special thank you must be mentioned to the organising committee for this event. Our members, Dr /Rev Richard Waugh and Mr Laurie Hayward [Patron of this event], without these two gentlemen this wonderful showcase motoring event would not be enjoyed by the many visitors throughout the day. By all reports, when the sun did eventually break out through the clouds, the crowds of people swarmed through.

The club's annual Concours d'état was held at this event and results of this club competition will be attached to the article about this event in this edition of the magazine.

We have a full range of events coming up and more events keep getting added. Keep in touch via the website to book for these events early, as some events quickly become over-subscribed.

Support our advertisers as they support your club.

Christy and I will be back in time for Club Night with Dr/Rev Richard Waugh as the guest speaker, which is something we are both looking forward to.

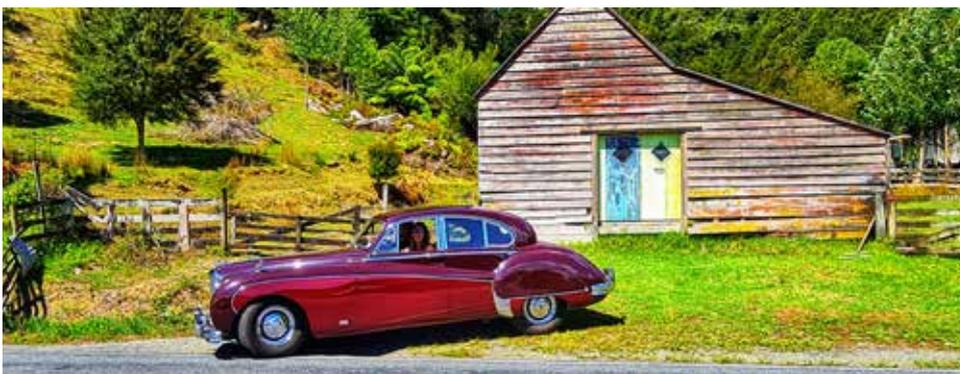
Kind regards

Dean Wright

Club President



The long and winding road from Whangarei to Russell



Saturday 20th February dawned beautifully and 19 Jaguars assembled at the BP station on the Northern Motorway ready for a fun run to Whangarei for lunch, and then on to Russell via the scenic -"Secret Coast Route. Boy were we all listening to the announcement earlier in the week that dropped the Covid Alert Level to 2 and allowed us to freely travel out of the limits of greater Auckland.

Unfortunately, the BP was closed for coffee and toilet facilities as their water was turned off. Our intrepid group set off in all directions and ended up in Whangarei as planned for a waterfront lunch at Quay Restaurant.

Following lunch each car was given a "rally sheet" Raewyn had composed, with 22 points of interest that were required to be noted as the cars followed the stunning Russell/Helena Bay drive. These clues were sometimes cryptic and required some creative thinking on the part of the drivers and navigators. When we did the "reccie" for this event we discussed making the clues easier however, we both agreed the I.Q. of the entrants for this event were sufficient to be challenged!

Little did we know.

Most spotted the life ring on the front of the bach at Oakura Bay with "3 Bears" printed on it however only 2 teams spotted the answer to No. 16... "Do you feel as if the weight of the world is on your shoulders? Perhaps there's help at hand"...

The answer was the Atlas Chiropractor!

When we did our first trip up this road we stopped at Oakura Beach and both of us agreed this was one of the most stunning beaches we have been to for many years. A lot of people on this trip had also not been there and agreed it was a real gem.

Another clue required finding the name Kelly on a letterbox to determine where his "brothers" lived. When we passed by earlier in the afternoon we noted the "Y" had fallen off the name but everyone did work this one out anyway. Phew.

Raewyn and I drove straight through to the Duke of Marlborough to sort out final arrangements for the "Dukes and Duchesses" banquet that evening and awaited the answer sheets from all entrants with interest.

Written by Peter McElroy



Saturday Evening - Dukes & Duchesses Dinner

Once settled into our lovely rooms at The Duke of Marlborough Hotel it was time to dress up for an evening of Dukes, Duchesses, Dining, and Drinks.

A fabulous looking group of 40 members gathered for pre-dinner drinks in the front room which was setup especially for the Auckland Jaguar Drivers' Club. Dukes and Duchesses arrived, each wearing their unique costumes, slipping into their regal role with military precision, grace and glamour.

We were welcomed by Robbie, the Maitre d, who seemed delighted to have our group staying at the hotel. We enjoyed excellent service, excellent food, a 3-course menu, with wonderful company throughout the evening. The Duke of Marlborough was buzzing with dining and bar guests, there was such a great atmosphere, some would describe it as rowdy but fun. Décor was fabulous in this grand old hotel and members were encouraged to take photographs of the many historical scenes created in this property.

Prizes for the best dressed Duchess, best dressed Duke, & best dressed Couple were presented to the Winners by Chief Duke Peter McElroy & Duchess Raewyn McElroy together with Master Duke Steve Heaney & Duchess Lana Heaney.

Also presented with prizes were the winner and runner up of the fun questionnaire provided by Peter & Raewyn McElroy,

many interesting answers were found on the long and winding drive along the Old Russell Road.

The name of a divorce lawyer had been offered up by Peter McElroy at the beginning of the fun run. He was prepared to pass on the name at the finish. As luck would have it no one asked him for it, couples were still talking and friends were still friends having enjoyed the drive and questionnaire very much.

On Sunday morning, we gathered for coffee at the Pompallier House French Café, a few fun games of petanque were played before a few members took an informative tour of Pompallier Mission & Printery. Our guide was just amazing, sharing her passion with us as she told the story of those who created the history at the Mission from pre-European to 1839 when Pompallier established the first Catholic Mission in Aotearoa, the construction of the printery building in 1841, a tannery established there in 1856. As recently as 1987 archaeologists discovered tanning vats set in the hillside behind the building. We don't want to give too much information as it was just fascinating and highly recommended to anyone visiting Kororareka (Russell) in the future.

Another fabulous Auckland Jaguar Drivers' Club weekend away, so, many thanks to Steve Heaney, our Club Captain who seems to manage everything with a quiet calmness and efficiency. Also, a huge thanks to Peter McElroy for organising this event.

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.

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CAFÉ LUNCH + GO KARTS

A drive, a race and then nice Café Lunch. Sounds thrilling so book early as spaces are limited.

Check the Events page of the Website for more details.



#20210516



CLUB NIGHT & SPECIAL GUEST SPEAKER

Come and enjoy a relaxing dinner followed by our guest for the evening – Garry Boyce. He will share his stories of 2019's Peking to Paris Rally.

#20210527



MID-YEAR XMAS DINNER

Riverhead Tavern [The Boat Shed] Check the Events page of the Website for more details.

#20210612



TECHNICAL EVENING – PAUL WALBRAN MOTORS

An evening of technical delight. Date yet to be confirmed. Check the Events page of the Website for more details.

#20210628





WESTBROOK WINERY TOUR/LUNCH

Date and venue yet to be confirmed.

Check the Events page of the Website for more details.

#20210704



WEEKEND AWAY - CHATEAU RUAPEHU

Limited Spaces for this subsidised event. Theme this year is 'Black & White'. *Cost \$350 per room including a 3-course dinner. Check the Events page of the Website for more details and bookings. *Based on a couple.

#20210821



2022 HISTORIC GP - BRUCE MCLAREN MOTORSPORT PARK, TAUPO

Date and venue is confirmed. This event is celebrating Jaguar & Daimler Marques for 2022. Jaguar Clubs are being invited throughout New Zealand to display their vehicles and parade them on the track at the 6th Annual Historic GP. Save the date and further details will come

Article Link: <https://www.scoop.co.nz/stories/CU2102/S00072/taupo-historic-gp-to-celebrate-jaguar-and-daimler-in-2022.htm>

#20220122



Brit & Euro Car Show 2021



With a terrible forecast for the weekend, I was wondering "will it or won't it happen?" right up until Sunday morning itself. I had noticed other planned outdoor events had already been cancelled due to the forecasted weather bomb coming on the weekend, so I wouldn't have been surprised if the organisers had made the difficult decision of postponing the 6th Annual Brit & Euro Classic Car Show.

Saturday was of course appalling weather with strong winds and almost continuous heavy rain all day and half the night. But just as they had forecasted, Sunday dawned warm, windless and looking very promising. The early morning mist was a sign that the weather was on the improve.

Setting off on the still wet roads at just after 6am for a Jaguar arrival time of 7am, a cluster of Jags passed me on the motorway. As a concourse entrant, I was trying to minimise my re-cleaning when I arrived at Lloyd Elsmore Park, Pakuranga, so I drove gingerly giving as many cars as possible a large following distance and a wide berth.

It was all 'go' at the arrival gate and very well organised as usual, so getting to our designated Jaguar Central was easy. Members of the Committee were on hand with the help of other trusty arm waving club members, soon had us neatly arranged and parked. The grass was long, wet and recently cut, so everyone had tyres with a thick coating of grass clippings. Despite the volume of rain the day before, the grounds were still rather firm under foot and there was little chance of cars being bogged down.

It was also of course, a celebration of 60 years of the E-Type and a superb collection were soon arranged around an E-Type graphic display. The number of Jaguars on the day was less than the club hoped for, no doubt because of the forecasted weather, but, an impressive display of Cats, nonetheless. Also, as usual, Jaguar was one of the biggest single marques on display. We had everything from the Swallow beginnings through to modern latest models, and the show Concours standards were as high as ever.

The weather continued to be a topic of conversation because there was misty low cloud and a hint of rain, but by 10am or

so, the trend was set: a fine day as forecasted. In fact, once the yellow orb came out, it was as downright hot and humid as Auckland can ever get.

The total number of cars displayed at this event set a new record - over 1300 - and you can only imagine what the number might have been had the forecast not been so iffy. But the great weather brought out the big crowds and the queues quickly formed at the food and drink outlets.

As a relatively new concourse entrant, it was dawning on me how hot the competition was, being surrounded by "like new" 10 to 25+ year old cars! But with the terror of the late morning concourse judging out of the way (results elsewhere - pipped at the post), it was time to go for a wander around the other marques on display.

I was reminded that beauty is in the eye of the beholder and it was all there - triumph and disaster, the beauties and the beasts, the horrors and delights, the luxurious to the very basic, but so much to see and admire. Never having restored a vehicle, I am agog at the efforts and skills some car fanatics can put into our cars. It's a marvel to see everything from the loved old daily drivers to the ground up restorations, all in one place.

A magic day for any car lover and we thank the organizing committee of this great event for arranging this alternative date after the Alert Levels squashed the first attempt. I wish to thank club members Laurie Hayward (Patron of the event), Richard Waugh, Simon Crispe, the Committee and fellow club members for making this day so special. Even though I didn't get a huge trophy to take away, a big thanks must go to Don Bowater and his team of judges for taking the time to judge the club's Concours d'Etat. Bring on 6th March 2022 and look forward to seeing everyone back at Lloyd Elsmore.

Special Event at the Event

Not only was the Lloyd Elsmore Park the scene of an incredible turnout of classic cars on 11 April 2021 given the downpours the day before, but it was also the scene of a very much more important celebration. Laurie Hayward as one of the



founders of the B&E had managed to arrange for the classic car world to descend on Pakuranga on the very same day as his long suffering and very gracious wife Pat's 80th birthday!

Pat & Laurie's daughter Karen ensured that this very special day for the Hayward family was not overlooked and a delicious and suitably decorated birthday cake was ceremoniously cut by Pat and shared with other AJDC members! We hope Pat enjoyed a very happy birthday to celebrate a wonderful milestone which was more properly observed at a special family celebration the following weekend.

Pat and Laurie will also be celebrating another fantastic milestone later this year...their 60th Wedding Anniversary! So, a notice needs to be given to the Jaguar Drivers Club that Laurie will not be double booking himself again on the 25th November!

Simon Crispe - Vice-President AJDC

2021 Results - Prizes will be presented at the next Jaguar Drivers' Club Night.

The concours placegetters were...

Best Jaguar Overall	XK (X150) - 2010 - MZP985 - Mike Percy
Runner Up Best Jaguar Overall - Classic	XK120 FHC - 1953 - AJ1954 - Roger Munns
Best Jaguar Sports car	XK (X150) - 2010 - MZP985 - Mike Percy
Runner Up Best Jaguar Sports car	XKR Portfolio - 2008 - JGS187 - Gary Smith
Best Jaguar Saloon	X350 - 2006 - MYL38 - Dave Denison
Runner Up Best Jaguar Saloon	XJR6 (X300) - 1994 - XJR300 - Paul Marchant

Chief Judge - Don Bowater.



RACING

Podium finish for Mitch Evans & Jaguar Racing under the lights at the Diriyah E-Prix

The Kiwi had a great start to the race, moving from sixth to fifth off the line. He moved into fourth position after Eduardo Mortara took ATTACK MODE and managed to hold onto the position by overtaking Pascal Werhlein. With two minutes to go before the end of the race, Evans made a decisive overtake on Rene Rast to secure a solid third and 15 points for the British team.

After qualifying eighth, Sam had a great start to the race and was showing very strong pace. With 25 minutes left of the race Bird had a collision with Mahindra's Alex Lynn which resulted in the Jaguar I-TYPE 5 needing to pit. Bird returned to track in P23 before the team decided to retire the racecar ahead of round 2 tomorrow.

Fantastic to start the year with a podium for all the team at Jaguar Racing - a great podium for Mitch in third. He drove a really strong race today and the team delivered a fantastic strategy to get him onto the podium. The car looked really fast in race trim which is really exciting as it shows the potential is there. Mitch delivered an extremely polished performance with some fantastic over-taking moves. He took his opportunities and he made the moves stick. I'm really proud of all the hard work the team have put in and to come away with a podium in the first race shows that we've got a really competitive racecar in the Jaguar I-TYPE 5. We're disappointed with how the race ended for Sam - he was looking really strong, made some great overtakes and was moving into a very good position to attack the end of the race. We'll take a lot of learning from today and we'll push for more points tomorrow.

JAMES BARCLAY - TEAM DIRECTOR, JAGUAR RACING

A great start to our world championship campaign. I got a position at the start which was great. The long safety cars made it a little nervewracking as I had to save my ATTACK MODEs until the end of the race. It was a shame as I hoped we could have a double points finish for Jaguar Racing. Overall it was a great result for the team, I'm very proud and we really deserve a result like this. They've worked so hard and we're looking forward to tomorrow. Racing under the lights for the first time was also amazing, it felt great from the cockpit with the halo illuminated and I really hope the fans at home enjoyed it too.

MITCH EVANS - JAGUAR RACING DRIVER, #20

The first half of the race was going really well, I was saving a lot of energy and making my way up through the pack with some decent moves. I'm gutted that the first race of the season ended like this but we look at the negatives, take them and try and improve them. It's amazing that Mitch secured a podium today, it's great for the team and we know that the Jaguar is fast. There are still a lot of positives to take away from this evening and we'll now work on getting ready for tomorrow.

SAM BIRD - JAGUAR RACING DRIVER, #10



Sam Bird won the second round of the ABB FIA Formula E World Championship under the lights of the streets of Diriyah. Jaguar returns to the podium for the second time this weekend. Briton, Sam Bird, secured his debut victory for Jaguar after qualifying third in Super Pole.

Sam Bird started the race on the second row of the grid but made a decisive move and progressed into second at the first corner, overtaking Sette Camara. Bird battled with his old teammate Robin Frijns for the majority of the race - attacking and defending and showing the pace of the Jaguar I-TYPE 5. After multiple incidents, Sam followed the safety car for the last six minutes of the race before taking the victory under a red flag.

The second night race brought less fortune to the other side of the garage. It was a frustrating day for Mitch Evans as he started in eighteenth on the grid after being held up by Oliver Rowland on his qualifying hot lap. The Kiwi did not finish after a collision ended his race.

An absolutely fantastic way to start the season - two podiums in two races, a third place and a win is a really brilliant start for Jaguar in this most incredibly competitive world championship. It's a real testament to the hard work and the expertise of the team that have worked together on all aspects of performance including the new Jaguar I-TYPE 5. It's great to be leaving Saudi Arabia leading the championship and we'll be working hard to continue this positive momentum into Rome.

JAMES BARCLAY - JAGUAR RACING TEAM DIRECTOR

I'm so incredibly happy right now. Jaguar have opened their doors with open arms, let me into their family and taught me new things. We've worked really hard together during the pre-season and although there were some challenges, we've worked for this result. This is for everyone - not only for the people in Riyadh, but for the team back at the factory and everyone at Jaguar who have tirelessly worked on this project. We walk away from this weekend in a strong position and I look forward to racing on the city streets of Rome.

SAM BIRD - JAGUAR RACING DRIVER, #10

The race was always going to be tough from the back of the grid. I was trying to make some progress but ended up losing some places at the start. Although this is disappointing we've had a great weekend as a team, we've scored great points on both sides of the garage. We'll take a lot from this weekend and hopefully move things forward for Rome.

MITCH EVANS - JAGUAR RACING DRIVER, #20

Credit: JLR Racing

Jaguar Racing today returned to the podium at the opening race of season seven of the ABB FIA Formula E World Championship. New Zealander, Mitch Evans secured a third place finish after qualifying sixth having made it through to Super Pole. Mitch demonstrated the pace and efficiency of the new Jaguar I-TYPE 5 with some decisive overtakes over his rivals.



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Article & Photos: Dean Wright



Nelson's Cat Cage - Jaguar Country?

As mentioned, from 1971 to 1978, the New Zealand Motor Corporation assembled a small number of XJ6 Jaguars and Daimlers at their Nelson factory. At the time, New Zealand was one of two countries to produce Jaguars outside of the United Kingdom. South Africa was the other nation given the responsibility to maintain and uphold the usual high standard of craftsmanship. Records show the Quarantine Road assembly plant produced 1404 XJ6 Jaguars and 108 XJ6 Daimlers over that nine-year period.

The exact details of what was produced and where these vehicles ended up were lost when Honda took over the plant in 1988. What was known is that an agreement between British Leyland and the NZ Government was made to produce (meaning 'Assemble') 300 Jaguars per year in this plant. Given that the NZ Motor Corporation was also assembling variants of Triumphs and Rovers, it was placing a big responsibility on themselves to uphold the standard expected by a Jaguar owner. With the larger parts being shipped over from the UK, there were opportunities for the local suppliers to stamp their mark on these Cats. Rumours that these Jaguars were built, painted and assembled to a higher standard than what was being produced in the UK, were very much confirmed by the demand on these New Zealand built cars. Interior leather work and interior trims were all locally sourced and tyres were made by Dunlop over the other side of the Cook Strait in Wellington. They were a class above the rest.

At a recent count, some 200 of these vehicles still exist on New Zealand roads. If you own a XJ6 of this era, how confident are you in knowing where it was assembled? Maybe your vehicle is one those very special vehicles lovingly put together by the men and women of Nelson.

The link with the Jaguar brand in this region still continues today and the Jaguar Drivers' Club of Nelson is proof of the passion for the brand in the region. If you are ever in the



(continued on page 17)



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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.

(continued from page 15)



Official Production Totals for the Nelson Plant – October 1965 to August 1988

Model	Start Date	Finish Date	Production
Triumph 2000 Mk 1	October 1965	December 1969	7070
Triumph Herald range (1200 & 1300 Saloon & Estate)	October 1965	December 1971	6339
Leyland Truck & Bus	March 1974	1974	2600
Leyland 20 Van & Ute	November 1965	1968	590
Rover P6 2000 4 Cyl	April 1968	December 1971	2473
Triumph 2000 Mk 2	January 1970	1973	7977
Triumph Toledo 1300 2 Dr	March 1971	May 1972	504
Triumph 2500 Mk 2 PI	April	November 1975	2160
Rover P6B 3500 V8	May	April	1345
Jaguar XJ6 2.8 Man OD	September	November 1971	24
" 4.2 Auto	"	March 1972	36
" 4.2 Auto	"	December 1978	1266
Daimler XD6 2.8 Auto	December 1971	December 1971	12
" 4.2	"	January 1973	96
Triumph Toledo 1500 4 Dr	May 1972	March 1974	789
Rover 3500 V8 for Australia	June	October 1976	1806
Triumph 2500 TC	April 1973	April 1978	10776
Landrover 88 & 109 & 110	February 1975	November 1988	4398
Landrover for NZ Army	March 1980	February 1984	571
Triumph 2000 TC	July 1976	1978	1344
Princess 1800	"	1977	2352
Princess 2000	August 1979	February 1982	1908
Triumph 2500 S	April 1978	March 1979	576
Bristol Reel Bus Chassis	May 1978	1981	98
Rover SD1 3500 V8 Auto	April 1979	December	504
" 2800 Auto	August 1979	"	280
" Man	"	June	272
Mini 1000	October	March 1980	218
Mini 1000 LE	November 1979	"	120
Honda Civic 3 Dr	April 1980	1982	3100
Honda Civic 5 Dr	May 1980	1983	5111
Rover SD1 Series 2 2600 Man	August 1983	April 1984	120
Rover SD1 Series 2 3500 Auto	September 1983	May	162
Honda City Man	June 1984	August 1987	5764
Honda City Auto	August 1985	"	1656
Honda Accord 3 Dr & 4 Dr (Combined)	March 1982	August 1988	85682
Honda Civic 3 Dr & 4 Dr (Combined)	March 1983	1988	
33 YEARS TOTAL PRODUCTION			160496 (E & OA)

region, look them up and you will not be disappointed. A few drinks and many stories can be shared as a travelling Jaguar driver is regarded as a member of the extended family.

In my visit to the Nelson Classic Car Museum, there is a room dedicated to the mark – Jaguar. These are some of the best examples of Jaguars you will see displayed in a single room. The beautifully presented models were the Mark 2, Mark 5, Mark 7, and Mark 10. Then, you move on to the XJS, XJR and E-Type. What might surprise you was the lack of emphasis on the earlier models of Jaguars showing good older cars are becoming very rare and hard to find. Well worth the visit if you have a spare moment in Nelson.

On Tour.

Dean Wright

Reference: Tim Newman – writing for STUFF – Motoring 2019



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High Tea Report -Waitakere Resort & Spa

Written by: Pat Kerr | Photos: Steve Heaney

Thirty of our JDCA members and guests took part in a country drive on Sunday 18th April to the Waitakere Resort & Spa in west Auckland for High Tea. Thanks to Event Manager Steve Heaney's excellent planning, we had a successful run of 16 older and newer Jags, along with the oldest car, Simon Crispe's 1961 Daimler Dart (a very legitimate participant in the wider definition of our marque!).

Starting at the Westgate Mall, we went through Kumeu, and Taupaki, and then had plenty of hills and bends on the two lane iconic Scenic Drive, adhering (of course) to the 60km limit on the Drive. With the number of law enforcement patrolling the route, we were all on our best behaviour. It was a most enjoyable 23 kilometre run from our meeting point to our destination - The Waitakere Resort & Spa. After navigating the tricky drive, we found plenty of parking and a warm welcome.

The High Tea menu was presented in tiers of savouries and sweets, serving as a backdrop for lots of spirited conversation about our cars, and much else! The views across Waitakere to Auckland Harbour were spectacular too.

We said our farewells and departed either, continuing on the 11 kilometres of Scenic drive to the gate way suburb of the Waitakere Ranges - Titirangi, or drop down the valley via the West Coast Road to Oratia, or head north back through the western suburbs of Swanson. Simon Crispe expressed his concern when we were leaving, about his Daimler Dart possibly not being able to escape the steep driveway. A few of us watched his attempt and to our surprise, including Simon, his Dart managed the climb with very little effort. All in all, the High Tea was nice way to spend a Sunday and we thank the Committee for organising another superb event.



14th National Jaguar Rally

The weather forecast for Auckland was wind and showers but the outlook for Taranaki was even worse, high winds and heavy rain in the afternoon. It was not looking good for the drive down to New Plymouth.

Fourteen cars and members met at the BP on the Southern Motorway at 9.30am. For some strange reason, Simon and I were the only ones dressed for the summer weather.

With the full quota all parked up at the Autobahn, we set off in convoy at 10.00am sharp.

Typically, the Waikato was under a light white coat. We drove through some fog near Hamilton but the closer we got to Poi Poi, our designated lunch stop at the Fat Pigeon, the better the weather got. As we sat on the deck for lunch, the staff of the Fat Pigeon had to open all the awnings as it got too hot. Were we being tricked into believing that this small patch of summer weather was about to disappear at any moment? Both Simon and I were smiling about our dress code now.

The lunch and choice of food was excellent. This was well worth the stop and came highly recommended. From here, we squeezed back into our Cats and continued our journey to New Plymouth. It was a very pleasant drive as we all enjoyed the great road and weather. Amazingly, our arrival in New Plymouth was with the sun was still shining. Could we expect this for the entire weekend?

That evening, we had a delicious meal together as a club, which was organised thanks to Peter Daye.

The following day we all went about doing our own thing. This gave us a chance to explore what Taranaki had to offer. See some of the sights and enjoy the wonderful weather. Yes, we got lucky with another stunning warm spring day.

Friday evening was when the National Jaguar Rally of New Zealand really kicked off. That evening we had the registration, meet-and-greet with drinks and a light meal. A chance to catch-up with past acquaintances of other Drivers' Clubs throughout the country.

The rest of the weekend was well organised as follows:

Saturday: In the morning, all the cars congregated on the East End Reserve for the Rally Car show, concourse and judging. A wide range of some 200+ Jaguars graced the grounds which was open to the public to meander through. Auckland did well in the modern sport car section. Mike Percy found himself as the outright winner of this section with Alan Kemp taking the runners-up prize.

In the afternoon there was the Bryce Barnett or the Mike Ekdahl car collections to visit. Both are exceptional treats and well worth a look.

The evening function was dinner and dance at the Plymouth Hotel. This gave everyone the chance to dress up [in some sort of tartan] and let your hair down on the dance floor. We were also treated to a demonstration of a variety of Scottish dancing.

Sunday: In the morning the competitive driving tests came out with a Gymkhana on the grass. Once again, Auckland did well with Gail Percy and Jeff Cartridge winning events.



The afternoon was an opportunity for a leisurely drive around the 'The Naki' to the small "Republic of" Whangamomona on the Forgotten Highway. A great lunch at the Hotel highlighted that this is an interesting and unique part of New Zealand when the sun is shining.

That evening, the organised dinner included the prize-giving and the news that Christchurch is going to host the 15th National Jaguar Rally. After the weekend of activities alongside fellow club members, and the well organised outstanding weather we just had, we may have to seriously consider attending the next Rally. A big thank you must go to Peter Daye for his lead in organising things for our members.

New Plymouth



VIRTUAL RACING

Gran Turismo sv: the ultimate all-electric gaming endurance racer

A maximum speed of 255mph, an aerodynamic design honed to perfection and race-winning powertrain technology define the Jaguar Vision Gran Turismo SV - the latest all-electric virtual race car developed for Gran Turismo, and built in the real-world as full-scale design study.

The Jaguar Vision Gran Turismo Coupé - the first all-electric Jaguar sports car created for the globally-renowned Gran Turismo series, revealed in October 2019 - has already proved highly successful, attracting gamers with its radical, heritage-inspired design, driver-focused interior, and outstanding ride and handling.

Yet to the team from Jaguar Design, SV and Jaguar Racing, the Vision GT Coupé represented only the starting point for development of the Vision GT SV. It was an opportunity to re-evaluate everything that could improve performance and in doing so, re-think what an electric Jaguar endurance race car could be.

Fundamental to that process was detailed analysis of gamer feedback from online videos and forums. This 'virtual world testing' combined with many hours 'behind the wheel' enabled the design and engineering teams to determine exactly how to optimise the Vision GT SV to create the perfect electric gaming endurance race car.

Julian Thomson, Design Director, Jaguar, said: "Jaguars created for the race track and the road have always shared the same DNA - whether that's the D-type and XKSS, or the I-PACE and the I-TYPE. So, when the design team behind the Vision GT Coupé were asked to create the ultimate electric gaming endurance racer for Gran Turismo, they worked with engineers from SV and Jaguar Racing to create something really special.

"The Vision GT SV is a dramatic and visually arresting car which showcases what's possible when the traditional boundaries governing real-world car design are completely removed. In bringing this car to life with a full-size design study we've been able to showcase the

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most extreme version of an electric Jaguar race car that is inspired by the past but looks fearlessly to the future."

Designed as the ultimate virtual endurance racer, the Jaguar Vision GT SV pays homage to its illustrious forebears not only in a host of styling and surfacing references but in its unique circuit board livery which nods to milestones such as the Le Mans debuts of the C-type and D-type in 1951 and 1954 respectively.

Engineered by experts:

The streamlined, lightweight composite body structure now houses four Jaguar Racing and SV-designed electric motors to the Coupé's three, generating a combined output of 1,903PS (1,400kW) and 3,360Nm of instant torque with the traction and dynamics benefits of intelligent all-wheel drive and torque vectoring. Acceleration from 0-60mph takes just 1.65 seconds, on the way to a maximum speed of 255mph.

The Vision GT Coupé's elegant silhouette is still clearly recognisable in the GT SV, including the curvature of the C-type and D-type-inspired fenders, and - even with the additional motor driving the front axle - the wheelbase remains unchanged at 2,721mm.

Measuring 5,540mm from nose to tail, the GT SV is 861mm longer overall - a change driven entirely by aerodynamics. To deliver the increased downforce needed for greater traction for faster cornering and increased high speed stability on long straights, the GT SV has a new front splitter and a new deployable rear wing.

To solve the often conflicting requirements of increasing downforce while also minimising drag, the SV team worked with Jaguar's designers to develop a full suite of features which work together to improve dynamics, stability, performance and efficiency.

In addition to the larger, more effective splitter - which produces downforce over the front axle - apertures in the front valance channel air across the face of the front wheels to reduce turbulence and help air to flow cleanly towards the rear of the car. Air passing through the wheel wells is also smoothed towards the rear via exit vents in the fenders.

The completely enclosed, sculpted underbody - which includes a keel element behind the front axle to aid high-speed stability - accelerates airflow, reducing its pressure and therefore helping to reduce lift, before it exits at the rear via a large venturi.

The single most effective aero feature developed for the GT SV is its deployable rear wing, inspired by endurance racing cars from Jaguar's rich lineage, including the XJR-14. Meticulously developed from concept to final design through many iterations, the wing's main, fixed, section wraps over and around the back of the car, blending smoothly into the rear haunches.

The wing is designed as an integral element of the sculpted bodywork while also providing the aerodynamic performance required for endurance racing: two moveable sections automatically rise at speed to deliver extra downforce when needed but drop back to their nominal positions to minimise drag.

As a result, the GT SV has a drag coefficient of Cd 0.398 - remarkably low for a race car - but also generates 483kg of downforce at 200mph.

Micheal O'Regan, Aerodynamics Senior Engineer, Jaguar SV, said: "All the aerodynamic features have been painstakingly optimised through cutting-edge computational fluid dynamics analysis - in exactly the same way we do with real-world projects such as the Jaguar I-TYPE Formula E race cars.

"What I'm most proud of is how we've developed the GT SV into a credible electric race car with performance on a par with current endurance race cars - and in such a short space of time."

Electrifying performance:

Jaguar Racing engineers developed the GT SV's extraordinary quad-motor all-electric propulsion system. They also designed the system for the first Jaguar Vision GT car, applying all of their knowledge and experience from developing the Jaguar I-TYPE over six successive seasons.

The work was split into two main projects: A second 407PS (300kW) motor to the front axle to deliver the higher power and torque ratings required. Then the thermal management system was further improved to cope with the higher loads and to ensure that sustained high speeds and extreme acceleration could be maintained throughout an endurance race.

With one motor driving each wheel, the GT SV's propulsion system generates a combined output of 1,903PS (1,400kW) and 3,360Nm torque. Each motor has its own single-speed transmission: these are designed to give the strength and robustness needed for the high torque ratings, together with minimal mass and friction for optimum efficiency, and the capability to deliver the car's 255mph top speed.

As well as electric all-wheel drive the one motor per wheel configuration also enables infinite control of lateral and

Virtual engineering: Vision Gran Turismo SV is fully engineered in the virtual world with aerodynamics optimised, tested and proven using state-of-the-art simulation tools

longitudinal torque distribution, delivering a step-change in torque vectoring capability for even greater traction, agility, and control.

Power comes from a state-of-the-art lithium-ion battery pack which is housed low down in the GT SV's light, stiff body structure, delivering a low centre of gravity, a low roll centre and near-perfect weight distribution.

The thermal management system is enhanced by an additional liquid nitrogen circuit which provides extra capacity to enable the battery to provide maximum power for longer while remaining within its ideal temperature range. The nitrogen cooling is also linked to the boost button within the cabin to ensure that even during the most demanding operating conditions the battery will not exceed its upper temperature limit.

The ultimate virtual driving experience:

The unique, powertrain soundscape so fundamental to the visceral driving experience of the Jaguar Vision GT Coupé has been further enhanced for the GT SV version. Reflecting the increase in power and torque from the four electric motors to its precursor's three, the GT SV generates a sound that is even more purposeful and distinctive, and is authentically yet futuristically Jaguar. Building to a crescendo at the 40,000rpm redline, it reflects the GT SV's true racing DNA and delivers unrivalled driver reward.

The experience is heightened by an interior designed for racing. The pure, sweeping surfaces within the cockpit truly envelop the driver and position the instruments and perfectly weighted controls exactly where they need to be. Every component is beautifully crafted with absolute precision from advanced lightweight materials, including the new TYPEFIBRE fabrics used to cover the two sculpted composite seats. TYPEFIBRE is an innovative system of performance materials being developed by Jaguar to deliver a lighter alternative to leather with outstanding comfort and durability. TYPEFIBRE fabrics will be tested by Jaguar Racing in the I-TYPE 5 during season 7 of the ABB FIA Formula E World Championship.

HERITAGE

E-Type 60 collection: 60th anniversary

Jaguar Classic is creating six limited-edition matched pairs of restored 3.8 E-types inspired by the iconic '9600 HP' and '77 RW' examples from the sports car's 1961 Geneva launch – each pair known as the E-type 60 Collection

Jaguar Classic has unveiled its first matched pair of E-type 60 Collection cars, and revealed full specification details for the 12 expertly restored and sympathetically updated 3.8-litre E-types built to celebrate 60 years of the iconic sports car.

The E-type made its world debut in Geneva, Switzerland on 15 March 1961. The public reaction to the lone coupé available for test drives was so strong that Jaguar rushed a second E-type, a roadster, from Coventry to Geneva overnight.

Six decades later, the E-type 60 Collection pays tribute to these two legendary cars: the Opalescent Gunmetal Grey coupé '9600 HP', driven 'flat out' by Bob Berry to make the launch itself, and the British Racing Green roadster '77 RW', driven by Norman Dewis who was told to 'drop everything' to get to Geneva the next day.

The E-type 60 Collection cars, which are sold as a pair (one E-type 60 Edition coupé, one E-type 60 Edition roadster) are finished in exclusive Flat Out Grey and Drop Everything Green paint colours respectively. These colour formulations are inspired by the original 1961 colours and won't be used on any other Jaguar.

The cars also feature a range of unique E-type 60 design elements developed in conjunction with Julian Thomson, Jaguar Design Director; subtle enhancements for improved usability and driveability including a five-speed manual gearbox and enhanced cooling; plus the Jaguar Classic Infotainment System with built-in satellite navigation and Bluetooth connectivity.

The most distinctive visual highlight for each of the specially produced cars is an engraving by artist and designer King Nerd on the centre console of each car, recalling the drive routes from Coventry to Geneva of those original cars. Each piece of art takes more than 100 hours to create by hand, in consultation with the owner.

Sixty years after its unveiling at the Geneva Motor Show in March 1961, the talented team at Jaguar Classic are releasing the ultimate birthday present to the E-type: The E-type 60 Collection. The attention to detail demonstrates how this project has been a labour of love for our designers, engineers, craftspeople and partners. Exquisite detailing combined with enhanced usability ensure these E-types will be coveted and enjoyed for decades to come by their discerning owners, starting with a once-in-a-lifetime Coventry to Geneva pilgrimage for our six customers and their guests in Summer 2022.

DAN PINK - DIRECTOR, JAGUAR CLASSIC



Restored and refined by the experts at Jaguar Classic in Coventry, the E-type 60 Collection cars combine flawless quality and exceptional engineering know-how.

The most significant mechanical upgrade is a specially-developed five-speed manual gearbox which features synchromesh on all ratios, helical cut gears and a reinforced cast aluminium casing for enhanced reliability and greater durability as well as closer gear ratios and smoother changes.

The 265bhp 3.8-litre six-cylinder XK engine benefits from an authentic 1961-style alloy radiator, with electric cooling fan and electronic ignition for everyday usability, as well as a polished stainless steel exhaust system. This new exhaust system is dimensionally identical to the standard mild steel system but produces a slightly deeper tone and offers greater longevity.

Anniversary tribute to iconic sports car



everything and bring the open top E-type over.'

This was a fantastic opportunity to design and engrave the stories of two epic drives by two Jaguar legends in these iconic and special cars. A permanent reminder of the anniversary, everywhere these E-types go, the memory of Bob Berry and Norman Dewis will travel with them.

JOHNNY DOWELL - ARTIST AND DESIGNER 'KING NERD'

In addition to the centre console, the bonnet badge, clock face within the tachometer, fuel cap and chassis plate are all finished with a commemorative E-type 60 logo created by Jaguar Design, featuring the years '1961-2021'. A light beech-rimmed steering wheel, as fitted to 1961 cars, features a 24-carat gold horn push.

Every car is supplied with a tailor-made E-type 60 car cover, tool roll and jack storage bags to complete the enhancements and exemplify the attention to detail lavished on each vehicle.

In Summer 2022, the six customers and their guests will take part in the ultimate E-type pilgrimage; a Coventry-to-Geneva drive experience with their cars to create their own E-type memories, enjoying breath-taking scenery, epic roads - including iconic Alpine passes - exclusive stays and fine cuisine throughout the trip.



The highlight of the visual enhancements is a unique piece of metal engraving created by prominent artist and world-leading engraver, King Nerd. Johnny 'King Nerd' Dowell has inscribed the stainless steel centre consoles of the 12 cars with a bespoke etching relevant to each E-type 60 Edition.

Each Smooth Black leather-trimmed coupé features a stylised route map plotting the key locations along the route taken by Bob Berry, with an overhead sketch of the

E-type and the words, 'I thought you'd never get here', recalling the reaction of Jaguar founder Sir William Lyons to Bob's arrival just minutes before the unveiling.

For the six Suede Green leather-trimmed roadsters, the engraving tracks the route taken by Dewis on his last-minute drive to Switzerland, with a sketch of the car and another Lyons' quote - this time his instructions to Norman: 'Drop

NEW ON THE BLOCK

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- Quick off the mark: Heightened torque output and new Dynamic Launch function cut
- 0-60mph time by three-tenths of a second to just 3.8 seconds (0-100km/h in 4.0 seconds)
- Enhanced dynamics: New steering rack with SV calibration and retuned dampers deliver a more connected driving experience with enhanced ride refinement
- Upgraded braking: Improved cooling and pads deliver enhanced brake performance, while new Integrated Power Booster and retuned pedal feel provide added driver confidence
- Race-inspired exterior: New front bodywork influenced by SV's significant motorsport experience reduces lift by 35 per cent, lowers drag and amplifies F-PACE's assertive stance
- Luxurious sports interior: All-new crafted interior features selection of exclusive performance-focused materials for a luxurious and sporting cabin environment
- 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

“As a team, we’re incredibly proud of the F-PACE SVR, so trying to improve on the original was always going to be a difficult task. The move to Jaguar’s new Electrical Vehicle Architecture gave us the opportunity to revisit the calibration of every single component, so we took the chance to fine-tune the driving experience to make it feel even more focused and even more refined. Those thousands of detail changes take the F-PACE SVR to the next level.”

Paul Barritt, F-PACE SVR Chief Programme Engineer, Jaguar SV.



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Update on Classic Jaguars in New Zealand book – on behalf of the AJDC Committee.

A significant national project for the 100th anniversary of Jaguar origins in 2022, will be the publication of the 'Classic Jaguars in New Zealand' book. With many people involved, including from our Auckland club, and led by Richard Waugh, the book project is advancing on target, with much of the 45,000-word text researched and written, and at present the professional photography of 40 Swallow, S.S and Jaguar cars from 1932 to 1997 being done. About 20 cars from our Auckland club will be featured with the balance coming from throughout New Zealand.

Richard comments, "Our work group has been very appreciative of so much willing cooperation from our club members for the project, including those who have made some donations and interest-free loans to the charitable trust which will be publishing the not-for-profit project. We have also been encouraged by good support from Archibald & Shorter and other Jaguar clubs and dealers from other parts of New Zealand."

Professional photographer Cameron Leggett has been busy carefully photographing many of the Auckland cars at Pakuranga's Lloyd Elsmore Park, and over Easter Weekend photographed more cars at the Jaguar Nationals at New Plymouth. Made easier, as Cameron lives in New Plymouth. He also is well-known as the official photographer for the Auckland Brit & Euro Classic Car Show since the event's inception in 2016 and has had extensive experience with both NZ Classic Car and NZ Classic Driver magazines.

Richard reports, "We will keep Auckland members updated on the book project over coming months but so far we are on target with all our voluntary effort and are planning to have the book available for Christmas 2021 and formal book launch events around New Zealand in early 2022. It will be a special year as we look back to the 1922 sidecar work of William Lyons and marvel at how such humble beginnings led to SS Cars Ltd and later Jaguar Cars Ltd - and their global impact."

More information, please contact Richard Waugh: rjw@ecw.org.nz
Ph 022 5339400



One of the cars to be featured in the new 'Classic Jaguars in New Zealand' book, is this rare 1947 Jaguar 'Mark IV' 1½-litre owned by John Leslie of Invercargill and photographed at the recent Jaguar Nationals at New Plymouth held over Easter weekend. John drove the car from Invercargill to New Plymouth and return. (Cameron Leggett).



JAG ON THE NET

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

Brit & Euro Classic Car Show - Jaguar Display.

<https://www.youtube.com/watch?v=JW-q4KMfcpE>

2021 Jaguar F-Type P450: Road Review | Carfection 4K

<https://www.youtube.com/watch?v=L600MvjZveY>

2021 Jaguar F-Pace SVR Review: 542bhp Supercharged V8 SUV

<https://www.youtube.com/watch?v=yWh1rcvM-Y8>

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Welcome!
new members

- Marc Baldwin & Oran Peri
1977 XJ6 Series 2 Coupe
- John & Andrea Davies
2020 F-Type & 1961 Daimler 250 V8
- Wilf Gain
2001 XJ8 (X308)
- Mark Bardell
2006 XJ6 (X350)

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

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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20 years in business.
 NZ's largest domestic shipping forwarder
 Call: John Crook / 021-2844114
 Discounts apply for Club members

JDC AUCKLAND JAGUAR DRIVERS' CLUB

This is YOUR magazine, please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.

JDC AUCKLAND JAGUAR DRIVERS' CLUB

advertise in here...

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



JDC AUCKLAND JAGUAR DRIVERS' CLUB

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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- E TYPE BONNET CHROME BEAD CLIP TOOL
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- ENGINE STAND
- FRONT SUSPENSION TORSION BAR TOOL - E TYPE
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- 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
- VALVE SPRING COMPRESSOR
- SETTING METER FOR XJS THROTTLE POSITION SENSORS
- SIZING TOOLS FOR REAR MAIN SEAL ON XK ENGINES





NEW REGALIA

Look the part in top quality branded merchandise



Peak Cap quality fabric with embroidered Jaguar logo
\$35

Now back in stock with a new stablemate, Peak cap in Green and Gold or Pink and White



\$25



Grill badge enameled metal badge with fixings
\$40



Leather Key Ring with club logo
enameled metal badge
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Light weight Name badge

Magnetic, no pins required, ideal for thin fabrics and textiles.

\$17

or pin fix for thicker garments.

\$15



Umbrella keep dry in the rain or cool in the sun with this golf-style umbrella

\$65



Window sticker

self adhesive type inside-stick

\$10



Iron-on club badge

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

\$15



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**

MEMBERSHIP BENEFITS

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



1. Fuel Discounts:

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

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

If you are interested, please contact Robin O'Connor, robinconnor29@gmail.com to receive Online Application Details.

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

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

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

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

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

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

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

Watch this space for further deals...

Hi Members - Are you looking for comprehensive insurance cover for your pride & joy(s)?

When the Club's insurance scheme as part of the 'Membership Benefits' was arranged a few years ago with Swann Insurance, I only had my 1992 XJ40 running at the time along with SWMBO's (She Who Must Be Obeyed) 2005 Mazda Atenza (Wife's Car).

These were costing in the region of \$700.00 each to insure fully with another provider. I contacted Swann to arrange a quote which was going to also include my 1975 XJ6 Series 2.

When I mentioned the Mazda, Peter Coombes, our contact at Swann advised that they could certainly help with the Jaguars but being honest, he felt that the Mazda would probably be an outlier regarding pricing. How wrong could he have been. None of the cars I was presenting are worth huge amounts of money, but the savings were still considerable. The total cost for all three cars was about equal to just one of the cars I was currently paying for.

Another member (whose car was much more valuable) changed his insurance to Swann while he had 6 months remaining on the current policy with another insurer, that refund paid for his full year's premium.

So now you are thinking there has to be a catch. What is not being covered?

These premiums were for full comprehensive cover, including all glass. Other benefits? Well twice I managed to run out of fuel on the S11 due to faulty fuel gauge readings and both times 5 litres of fuel were sent out with roadside assistance AT NO CHARGE. Due to unfortunate incidents, my 1999 XJR has had 2 screen replacements in the last 12 months. As far as my wife's car is concerned, it has been rear-ended a few times and once a rather large derriere deformed the driver's side passenger door, but the car was always repaired without a problem.

I consider myself a happy and very satisfied customer, and I would encourage other members to contact Swann Insurance and get a no obligation free quote. You may be very pleasantly surprised.

Robin O'Connor - AJDC Life Member & Committee Member.

The views of the correspondents, contributors and advertisers in JDC Auckland Jaguar Drivers' Club magazine are not necessarily the views of the Editor or the Jaguar Drivers' Club Auckland Inc.

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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New automotive tech could reduce fatalities caused by high-risk behaviour - expert

Next-generation automotive safety technology currently under development could help reduce three major causes of road deaths and injuries in NZ - according to an industry expert.

The new technology includes driver monitoring systems that use sensors and cameras to identify when a driver is intoxicated or distracted as well as the capability to automatically limit the speed of a vehicle down as it approaches **geofenced** areas such as schools.

The development of the safety systems comes at a time when new Government research suggests a high degree of complacency amongst Kiwi drivers, with many engaged in high-risk behaviour on our roads including driving under the influence of drugs, texting and using social media while behind the wheel.

In 2020, 318 people were killed and almost 2,500 seriously injured on New Zealand roads[1]. Excessive speeding, intoxication and distraction are a factor in hundreds of fatal and non-fatal collisions each year[2].

According to new research from Waka Kotahi NZ Transport Agency, over a fifth (21%) of Kiwi drivers have had trouble staying awake on a long trip at least once in the past 12 months and a third (32%) say it is unlikely they would pull over and rest if they felt drowsy[3].

The study found a sixth (16%) of drivers continue to use a hand-held phone while driving and almost a quarter (23%) have sent or read text messages while behind the wheel in the past 12 year. In addition, around a tenth (7%) have checked or replied to their social media over this period.

The research also found a number of drivers admitted to driving while under the influence of drugs - including prescription medications (7%) and other drugs such as cannabis or methamphetamine (3%).

Ben Montgomery, Volvo NZ general manager, says the company is planning to introduce new technology to help address the number of fatalities caused by distracted driving.

"What we can see from the Waka Kotahi NZ Transport Agency research is that there is still a large number of drivers engaged in high-risk behaviours.

"We also know that automotive safety technology has a significant role to play in reducing the rate of unnecessary deaths and injuries on our roads each year.

"In the near future Kiwi Volvo owners can expect to see the introduction of a new driver monitoring system that uses cameras and sensors to detect whether the driver is distracted and allows the car to intervene if a clearly intoxicated or unfocused driver does not respond to warning signals," he says.

Montgomery says geofencing, another type of automotive technology currently being explored by Volvo will automatically reduce the vehicle's speed around schools and hospitals.

He says the transport agency research found 6% of drivers believe these speed limits on New Zealand roads are too high and more than four in ten (44%) of those surveyed, think the risk of being caught speeding is small.

"New vehicle safety systems can also play a part when it comes to addressing the impact of excessive speed on the road toll.

"As a carmaker, Volvo has already taken the first step by limiting the maximum speed its vehicles can travel at on the open road, providing owners with a Care key that restricts speed when the vehicle is loaned to another driver.

"Standard features such as Pilot Assist can also help the driver to drive the car between the lane's side markings using

steering assistance as well as to maintain an even speed, combined with a pre-selected time interval to the vehicle ahead.

"The development of this technology is part of Volvo Cars' vision of a future with zero traffic fatalities and requires a focus on human behaviour in the company's safety work as well," he says.

Next-generation Volvos may also come equipped with geofencing technology which automatically slows the vehicle down when approaching areas with vulnerable pedestrians such as near a school or hospital and, with the rollout of 5G technology, Volvo Cars are testing communication between cars and infrastructure in China.

For example, when a car is aware of upcoming traffic issues such as road works, congestion or accidents, it can take pre-emptive action such as slowing down or suggesting a different route. This can help boost traffic safety for people inside the car, while avoiding start-and-stop traffic improves efficient energy use.

Cars may also communicate with traffic lights in order to establish an optimal speed and create a so-called 'green wave', and with each other to optimise safe exits and entries from and onto motorways.

Editors Note: Talking with some truck drivers, this technology is being trialled in New Zealand. Driver behaviour is monitored by cameras and instant data transferred to a Head Office and/or a 24-hour monitoring service can result in instant assistance for the driver. For example, if there is evidence to suggest 'driver fatigue' is the cause for the erratic driving, a simple phone call to the driver, the monitoring service can use GPS to guide the driver to a place to rest, and they also have the ability to immobilise the truck for a set period.

What's on your mind?

email: Editor.jagclubak@gmail.com

Letter directed to the Taranaki Jaguar Drivers' Club.

Hi Kim,

Thank you SO much for the amazing 14th Jaguar National Rally!

I know I speak for the whole of the Auckland and Omaha crew who attended in thanking you and your dedicated team for putting on such a wonderful series of events and maintaining that very special Taranaki welcome from start to finish.

We thoroughly enjoyed the bus tour on Saturday and the in particular the Tartan Dinner in the evening with all the music, dance and not least the Haggis!

The drive to Whangamomona on the Forgotten Highway was another highlight and thank you so much for getting Marianne and I onto that. We also visited Brice Barnett's excellent collection of cars and loved the Pukekura Park with its world class Fernery and Poets Bridge. We were particularly delighted that our far North member Gail Percy won the early cars category of the Gymkhana!

It was my first trip to New Plymouth and your stunning Maunga. Thanks to you it certainly won't be the last and I really hope we can connect again and maybe organise a joint event where we meet somewhere in between? Certainly, we will be heading to Taupo for the 22 & 23rd of January Historic GP and several of us have already booked an Air BnB for that.

Thanks again for all your and your team's hard work over the last 2 years and I hope you can now enjoy a well-earned rest!

Very best wishes

Simon Crispe

Vice President

AJDC

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

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More photographs & details on JDC website

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

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 ono.

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

Steve Johnson
e-mail: stephenjohnson80@gmail.com



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



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 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



For Sale -

A brand new high brake light to fit an XK8 or XKR Convertible. Mine was 1997 but should fit some years after that, still in the wrapping with all the papers. Cost heaps but a reasonable offer will be accepted as I no longer own the XK8.

Mike Robinson

09 431 5449 or 021 049 8199



NZ's largest insurer now lowest ranked - industry research

Written on behalf of the Collision Repair Association by Impact PR.

An automotive industry association is warning the nationwide expansion of an insurer owned collision repair facility could leave thousands of consumers without choice and the industry under-resourced to manage the expected growth in EVs.

A new business model adopted by the country's largest insurance firm - IAG (which includes NZI, State, AMI and Lumley), means some customers may no longer have a choice of repairer and will be required to use an IAG owned repair shop.

Australian owned IAG has now announced it will open branches nationwide in the coming months with Christchurch, Wellington and Hamilton to join outlets in Auckland - changing the conditions of its insurance policies for thousands of vehicle owners.

The expansion programme will see large numbers of owners in these cities obligated to have their vehicle repaired through the IAG facility branded "Repairhub".

New research has shown since the adoption of the new model IAG has dropped to become the lowest-ranked insurer in the country⁽¹⁾.

Neil Pritchard general manager of the Collision Repair Association (CRA) says the move has created a competitive imbalance in the market - which will ultimately impact New Zealand consumers.

He says new industry research has shown the relationship between the panel beating industry and IAG is at an all-time low with the multi-national insurer's overall rating the poorest performance of all 13 insurance companies operating in this market.

"There are several fundamental issues that manifest when an insurer with a dominant market share operates a vertically integrated business model in this way.

"The model reduces consumer choice and removes any natural mechanism for third party quality control - in other words, if the insurer is paying for and implementing the repair, who is there to advocate for the consumer and have quality-control oversight?" he says.

Pritchard says IAG's new Repairhub facility works by choosing the most profitable cosmetic repairs and outsourcing the more complex structural repairs.

He says the materials and technology in the automotive industry are constantly evolving - requiring an investment of up to 10% of a repairer's annual revenue in equipment and training to adapt to the change.

"The collision repair industry in New Zealand is tightly controlled by insurers - ultimately there is no flexibility for repairers to set their own prices.

"IAG also imposes a high 'cost of mistrust' on panel beaters, with the administrative time required to photograph and document each stage of the repair, before seeking approval to proceed - a cost and barrier to efficiency that their own repair brand does not have to shoulder.

"As a result, repairers need the mix of smaller and larger structural jobs to help make the business model sustainable.

"By strategically removing the more lucrative work, the insurer is compromising the ability of repairers in the industry to prepare for predicted surge in the number of electric vehicles expected over the next decade.

"Already we have seen evidence of this new insurer model becoming a factor in the closure of one collision repair business and feedback from our membership base is that it is compromising their ability to adequately invest in training and equipment.

Pritchard says 100 electrified vehicle models are set to arrive in showrooms by next year - each bringing with it a higher degree of complexity and safety risk than those powered by traditional internal combustion engines.

"What we know about EVs is that they present a new set of challenges to repairers - high voltage batteries present a risk of electric shock, and the use of complex structural materials necessitates a longer repair time - with some figures suggesting an average of four hours or 17% more time per repair.

"Our concern is that this insurance model is now expanding into New Zealand's largest population centres, which is set to adversely impact thousands of consumers, preventing them from buying locally, and could leave the industry underprepared to manage structural repairs on the new EVs and other modern vehicles set to land here in the coming years," he says.

⁽¹⁾ Collision Repair Association Industry Survey of 207 New Zealand collision repair firms.

NEW JAGUAR F-PACE

HARD TO FORGET.



The new Jaguar F-PACE is a performance SUV unlike any other, now restyled to be even more assertive, even more distinctive.

The all-new premium interior features the best in contemporary design, and the next generation infotainment system includes the latest connected technologies. The extensive new engine range now includes Plug-in Hybrid Electric Vehicle and Mild Hybrid Electric Vehicle. Every journey can feel extraordinary. The new Jaguar F-PACE. Easy to love, hard to forget.

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