



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$10

VOL. 32 | MAY | JUNE 2021

i-Pace
named best premium car

Flying high
at club night

New F-Type black

Jag-Dart Kart Challenge



Create your dream bathroom . . . visit your local Chesters branch today

0800 700 601 | chesters.co.nz



PANEL & PAINT | MECHANICAL REPAIRS, PARTS & SERVICING | RESTORATIONS
WELDING & PLASTIC WELDING | AUTOGLASS | ACCIDENT / INSURANCE REPAIR



JAGUAR WORKSHOP
YOUR JAGUAR EXPERTS

Ph: 09 236 3715

Mobile: 027 274 8937

Email: info@jaguarworkshop.co.nz

From the Editor's Desk

It was recently announced that Auckland achieved the status of being the World's Most Liveable City, however, we still hear, the pandemic continues to cause disruption throughout much of the world. Hopefully, our current situation continues and allows us to move forward by offering a variety of club events. It's been a very busy last couple of months with a good number of club activities. What has been very positive, is the number of club members attending these events and the rate to which some of these events fill up. Keep a keen eye on the Events page of this edition and visit the Events page on the website to register for each of the events. With banks (particularly AJDC's bank) no longer accepting cheques, electronic payments are the only method accepted. If you need to make any changes with a particular event booking, please email Steve Heaney [Club Captain] at Events.jagclubak@gmail.com as soon as you can.



In this issue we cover the Club Nights of Richard Waugh - New Zealand Aviation, and Gary Boyce - Peking to Paris adventures. Both very interesting evenings and well attended by members. Also featured, is the Hampton Downs challenge with SP250 Club. This event was well received by all that attended and will now feature as a regular annual challenge. Talking about an annual event, our Mid-Winter Christmas Lunch is always well attended, and this year was no exception. The food and the atmosphere seem to get better each year. If you missed out, then please look out for the event in 2022, and book early.

As the winter weather begins and the sunshine hours reduce, the number of events planned on the AJDC calendar keep growing. Our important Club Display Fundraiser will make a welcome return later this year. With the on-going development work going on in the Downtown area these past few years, this event has had to be put on hold. As the works is nearing completion, our Fundraiser Display is back on. We managed to secure our preferred site at the Viaduct Basin. All funds raised at this event will go to our club's charity of choice - Camp Quality. Talking about special events, the Jaguar marque celebrates the grand age of a century next year. You can be sure 2022, is going to be a year to celebrate in style. One event that has popped up recently is the 6th Annual Historic GP at the Bruce McLaren Motorsport Park, Taupo in January. Jaguar clubs throughout New Zealand, along with Daimler, have been invited to attend this event to display their vehicles and parade them on the track. This event has sparked a huge amount interest and with a limited number of spaces remaining to join in, book early via the website to avoid disappointment.

As the club continues to grow, a variety of events is essential to keep the membership motivated and enthusiastic. We get a lot of positive feedback about the events we put on, which is fantastic. If you have an idea that membership maybe interested in and it is something we could explore, please e-mail Steve Heaney and pass on your idea. As a way of saying 'Thanks', the committee wishes to advise the membership of a special ballot. This will be drawn for all financial members in every bimonthly magazine starting with this issue. Three MTA vouchers, [a \$100, a \$75 and a \$50] drawn every 2 months to thank the growing membership for your support and loyalty. Check out the results published in this issue as you maybe one of the lucky ones.

I would like to thank the contributors to this magazine - Dawn Judge, Don Bowater, Peter McElroy, Steve Heaney, Laurie Hayward and Simon Crispe. If you wish to contribute with an article, whether it was a recent road trip, or a review of an activity, club event or a place of interest, or even a technical repair job on your jaguar, please send it through to me. Also, if you have a keen interest in helping with the production of this boutique publication, please get in touch.

Once again, I like to thank the Advertisers of our magazine. Your support is much appreciated, and we hope our membership can reciprocate the support to you. I hope you enjoy the interesting reads in this issue.

Kind regards

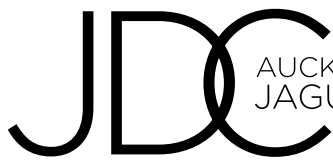
Gerard Leeuw

Editor



IN THIS ISSUE

Committee & club contacts	4
Letter from the president	5
Event: Club Night Aviation	6
Upcoming events	8
Event: Go Kart Challenge	10
Racing: Reward in Rome	12
Barn find XK140	17
Event: Peking to Paris	19
Honeymoon revisited	20
Event: Mid winter Christmas!	22
I-Pace best premium car	24
F-Type Black	26
Step-by-step event booking	28
Jag on the net	29
Regalia	31
Hot water valve replacement	33
Classifieds	34
Hydrogen power	35



AUCKLAND
JAGUAR DRIVERS' CLUB



COMMITTEE

PO Box 11043, Ellerslie 1542, Auckland

jagclubak@gmail.com

www.jaguardriversclub.co.nz

Event contact number: 027 208 7973

PATRON Ian Callum CBE

PRESIDENT

Dean Wright 0272 309 086

President.jagclubak@gmail.com

VICE PRESIDENT

Simon Crispe 022 495 5150

COMMITTEE

Laurie Hayward 0274 837792

Steve Heaney 021 926 814

Sue Jenness 021 331 554

Patricia Kerr 021 921265

Paul Martin 021 0237 5723

Robin O'Connor 09 262 1994

Tony Wright 021 295 1542

PAST PRESIDENT

Peter McElroy 029 293 9773

TREASURER

Dawn Judge Treasurer.jagclubak@gmail.com

SECRETARY

Sue Jenness jagclubak@gmail.com

EDITOR

Gerard Leeuw Editor.jagclubak@gmail.com

MEMBERSHIP OFFICER

Paul Martin 021 0237 5723 Membership.jagclubak@gmail.com

REGALIA

Robin O'Connor 09 262 1994

TOOL HIRE

John Munro 09 415 6577

CLUB CAPTAIN / EVENTS ORGANISER

Steve Heaney 021 926 814 Events.jagclubak@gmail.com

WEB & FACEBOOK COORDINATOR

Robin O'Connor 09 262 1994



follow us on
facebook

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.

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*

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

Cover image: Classic E-Type



president's report

What a great start to the winter with our recent annual Mid-Winter lunch held at Riverhead. Over 80 members attended this annual event held at the Riverhead Tavern. As always, the food was great, the catch-up with friends was superb, and the famous mulled wine served by the equally famous Mr Peter Daye was well earned and received. Camp Quality is the chosen charity of the Auckland Jaguar Drivers' Club, and the club has supported for some years now. This event was another opportunity to raise some funds for this wonderful charity. This year, we were very fortunate to be offered items from Jaguar New Zealand to be auctioned. One of the lots was a weekend away at Te Arai Luxury Lodge. With an estimated value of around \$1800, including the use of a brand-new Jaguar I-Pace, it was an item well worth bidding for. The top bid on the day came from the club's new members, Stu and Michele Sanders. What was a complete surprise to us all, was after making the payment, they decided to re-donate the prize back to the club to be re-auctioned again to raise additional funds for Camp Quality. Such a thoughtful offer and on behalf of the Club, I would like to thank Stu and Michele for their generosity.

Our Go Kart Challenge Event with the Daimler club was recently held at Hampton Downs. It was a real challenge but a really enjoyable morning of speed and laughter. Unfortunately, with a few ring-ins (not on the Jaguar side), Daimler walked away with the trophy. We may need to tweak the rules and lay down another challenge to them next year. See the results from the day in this magazine.

A busy couple of months of Events with two Club nights at the Remuera Club. Both nights were very well supported by members. Fellow club member, Dr Rev Richard Waugh, talked about his aviation connections and shared some remarkable stories on the history of New Zealand's commercial airlines. A fascinating insight to how the early pioneers of aviation help set-up the commercial aviation industry. The next club night, Mr Garry Boyce (Former Chairman of the Ellerslie Intermarque Concours Committee) entertained us with his stories from his 2019 Peking to Paris car Rally. He reflected on how he (and his colleague - Ken Williams) managed to keep their 1964 Mercedes 220 coupe competitive in the 12642 km, 36 days, Peking to Paris on just one set of tyres! An amazing story from an adventure most could only dream about.

Congratulations must go to our Vice President, Simon Crispe, for taking on the roll as Vice Chairman of the Ellerslie Intermarque Concours Show. As a prior committee member of this organisation myself, I do understand the workload and commitment required to make this event something special. Simon has our full support, and we wish him well with the planning of the 2022 show.

Your committee has planned many events for the rest of this year with some weekends away. Some have already been listed in this magazine. I cannot emphasize enough that these events fill up very quickly so please register your interest via our website to secure your place. You do not want to miss out. The committee is also in the planning stages for the special '100' celebrations in 2022. If you have any ideas for club events you wish us to consider, please let me know.

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



NZ aviation history

Club night with Richard Waugh



A sizeable group of us gathered at the Remuera Club on the evening of 29 April for the monthly Club Night. It was the first Club Night for some time, and we were all looking forward to hearing from our club member and aviation historian, Richard Waugh. But first we congregated close to the bar and swapped stories about the prowess of our wonderful Jaguars, the status of sundry restorations, repairs, misfortunes, and exhilarations. It was all very important conversation and never included any topics that could possibly have been of interest to our female guests.

After dinner Richard shared the remarkable story of the development of airlines in New Zealand. This covered from

the pioneering days of the 1930's with small wooden biplane airliners, through the post-war establishment of NAC and advances, including some of New Zealand's most tragic air crashes, to our safe modern airline network of today. The presented slides complimented the narrative and highlighted the growth of the aviation transportation in this country. Richard regaled us with many interesting stories and reflections along the way.

Now, here's the amazing part. Our female guests were expecting a dissertation about old aeroplanes along similar lines to stories about old cars. Same thing, just a different apparatus. But it wasn't like that at all. Richard had an intimate knowledge of his subject and during the talk we



discovered that his father was one of the pioneering pilots and that Richard had accompanied him on many of the exploits he recounted. Richard's expertise on the subject does of course reflect that he has researched and written several authoritative books on the pioneering days of aviation in New Zealand.

A great evening with an outstanding guest speaker who made the story interesting to the Jaguar buffs and their partners. Thanks to Richard for taking the time to share some of the special stories of our aviation history.



Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

Problems with event bookings?

please contact Steve Heaney - events.
jagclubak@gmail.com or Sue Jenness
- jagclubak@gmail.com



WESTBROOK WINERY TOUR/LUNCH

Coordinator: Dean Wright

Date and venue are confirmed.

Check the Events page of the Website for more details and bookings.

#20210704



FISH AND CHIP RUN

Coordinator: Steve Heaney

Date and venue are confirmed.

Check the Events page of the Website for more details.

#20210725



TECHNICAL EVENING - PAUL WALBRAN MOTORS

Coordinator: Robin O'Connor

An evening of technical delight. Date is confirmed.

Check the Events page of the Website for more details.

#20210804



WEEKEND AWAY - CHATEAU RUAPEHU

Coordinator: Dean Wright

Limited Spaces for this subsidised event. Theme this year is 'Black & White'. *Cost \$350 per room including. Book now through our Website – Events page.

#20210821





AGM @ REMUERA CLUB

Coordinator: Sue Jenness

From 11:55am 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. Bookings via the website are open.

#20211108



WAIKATO STUD – MATAMATA

Coordinator: Simon Crispe

Free Event apart from petrol and café lunch.

A pleasant drive through the Waikato, visit the 'Waikato Stud'.

Bookings via the website are open.

#20211114



DISPLAY AT THE VIADUCT BASIN -CAMP QUALITY CLUB FUNDRAISER

Coordinator: Laurie Hayward

Free Event apart from a \$5 donation to Camp Quality

Our club cars on display at the Viaduct Basin. Rain day is 28th November.

Bookings via the website are open.

#20211121



INVITATION 2021

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



“Diplomatically Correct” Jag-Dart Kart Challenge 2021

Sunday 16th May dawned with stunning clear blue sky and the promise of a superb morning drive to the Hampton Downs Kart track, to join in another friendly competition with our friends from the Daimler SP250 (Dart) Owners Club of NZ. This is an event the JDCA first invited the Darts to compete against the Jags in 1996!

Having skipped three years since the last Kart Challenge, we contacted the SP250 guys to let them know that a specific trophy for this event between the SP250's and the Jaguars had been found rather buried in the JDCA stores! The trophy recorded the first win to Daimler 25 years ago and seeing as we had no idea the trophy even existed in 2018, we very diplomatically had the trophy engraved to record the SP250 win in 2018. It's worth mentioning that Jaguar won every event from 1997 until 2008; then there was a gap of 10 years until the ignominy of the Daimler win 3 years ago at Extreme Indoor Karts out at East Tamaki.

However, this year we decided to give the Jaguar team an advantage by changing venues from Extreme to the outdoor track at Hampton Downs. We soon had a full complement of registered Jaguar drivers on their way to the track with heady optimism for success! However, too late to change the venue, we became aware of a crucial advantage that the SP250 team enjoyed! Their event coordinator was none other than Peter Altmann who not only was the original convener and president of the SP250 Club way back in 1970, but he is also owner and regular resident of one of the best apartments overlooking the Hampton Downs main track start/finish line. Peter orchestrated a well-oiled machine of Daimler drivers. We suspected that their team took advantage of Peter's "local" Hampton Downs status to arrange a practice session or two at the track, familiarising themselves of the technical complexities and the best places to discreetly shove unsuspecting Jaguar drivers off the track! I intercepted one of his tongue in cheek emails to the SP250 Club members and I quote... "this

event is not about participation!!!! It is only about winning!!!"

The lines of Kart combat had been drawn!!

Steve Heaney and Peter Altmann had the arrangements for the race well organised and communicated to the track marshals; the format being a 'speed trial' event with 6 races of 10 cars each; 5 SP250s and 5 Jags at a time. The SP-ers all wore garish orange arm bands (no doubt to distinguish who was a target for shoving off the track!)

Soon the roar of Kart engines filled the air as we headed off on what was an extremely enjoyable and very clean competition. You may recall from 2018 that Jag Club members Gail Percy and husband Jeff Cartridge were seconded to the SP250 team due to lack of SP250 drivers and some have suggested since that this was the only reason Daimler won that year!

We made sure that Jeff and Gail drove for the JDC team this year and are very grateful indeed for the effort they both make driving all the way from Russell to join in this as well as many other Club Events. Both put in star performances in particular Gail with a 30.55s lap in Race 6 and the fastest lady on the track by a very big margin!

Each race ran for 10 minutes and the driver with the fastest lap won that race. The Daimler team were on fire with lap times dropping like a stone in Race 1, quickly setting a sub 30 second pace the Jags would have to match. With the SP250 team securing 1st and 2nd places in Race 1; Peter Altmann added to the win tally in Race 2 with a 30.11 second lap. Closely followed by Louis Prouting for 2nd. Louis set the fastest lap in 2018 and was clearly back to defend the previous Daimler win.

Our son in law, Patrick, only recently out of MIQ, was loaned to the SP250's and was clearly enjoying his inaugural drive in NZ. As a non-car guy and having been Covid-incarcerated in the UK for the last 12 months, I assumed he would be a solid



and slow "millstone" for the Daimler Team. How wrong could I have been... Patrick recorded the SP250 team's 3rd victory in race 3 with a blistering 30.4s lap. With three out of three to the Daimlers; this was looking extremely worrying!

So, the Race 4 decider was next! Another SP driver, set a blistering 30.007s time on his 17th lap but was very closely followed into second by our new member Dave Carlisle with 30.028s, so the Jaguars were fighting back!

Despite Jaguar cleaning up Races 5 with a time of 29.84s set by our Magazine Editor, Gerard Leeuw and, Dave Carlisle's overall fastest lap of the competition (29.447) in Race 6, it was too little too late and again our Club's diplomatic approach allowed the SP250's to win...just!

There were a few minor offs that caused the orange lights to flash and a few of the Karts were definitely uncompetitive, but the combined skill of the SP250 Club team, my family members and friends recruited to make up the 15-driver team, resulted in the second SP250 victory in a row!

Despite our second "diplomatic" loss, Jaguar certainly gave a very good account of themselves. I've also had a number of emails from the SP250 Club members with very grateful thanks to the Jaguar Drivers' Club for organising this latest Kart Challenge. Everyone seemed to enjoy themselves on and off the track as well as the delicious lunch at the Aoraki Café.

With the 25-year history of the Jaguar Drivers' Club Auckland's Intermarque Kart Challenge and the 11 JDC wins between 1997 and 2008, we really should be running this event on an annual basis.

We are already in discussion with the SP250 Club to confirm the date in May 2022 for the next Challenge. Please keep your eyes peeled for details in the coming weeks. We've now got full measure of our opponents ... next year, Jaguar will win!!!



Rewards in Rome



The second Rome E-Prix race saw Jaguar Racing continue their point scoring run with Mitch Evans finishing a solid sixth. The Kiwi qualified in twelfth and was able to slice his way through the pack, gaining six places. Evans made decisive overtakes throughout the race and showed the strong pace of the Jaguar I-TYPE 5 with a final overtake of Antonio Felix Da Costa, the reigning Formula E champion.

Sam Bird also had a good start to the day after topping group one with his Jaguar I-TYPE 5 in a rain affected qualifying session. Starting eleventh on the grid, the Brit demonstrated skills and speed throughout the race before the Safety Car was deployed with eight minutes to go. As the green flag fell for the final lap of the race, an intense one lap shoot-out ended when Nyck De Vries collided with Sam, taking them both out of the race.

ROME E-PRIX - ROUND FOUR

Sam Bird now leads the Drivers' World Championship by 43 points with teammate Mitch Evans following in a close second with 39 points.

Jaguar Racing lead the Teams' World Championship by 17 points ahead of the Mercedes-EQ Formula E Team.

We've had a very good weekend here in Rome. Our first double podium yesterday was a great result and we followed this up with good points for the team today too. Our qualifying performance was really strong, given the mixed weather conditions, and Mitch had a really polished drive through the field. It is a shame that Sam was taken out late in the race as we could have scored even more points including the fastest lap. If it wasn't for that late Safety Car I think it would have been a really interesting finish as we were doing really well on energy management. We leave Rome in a great position leading both the Teams' and Drivers' Championship and we're

very much looking forward to racing again in just two weeks' time in Valencia.

JAMES BARCLAY - TEAM DIRECTOR, JAGUAR RACING:

JAGUAR RACING LEAVE ROME LEADING THE TEAMS AND 1-2 IN THE DRIVERS' CHAMPIONSHIPS

Today's race pace was strong, I had good energy in comparison to some of the cars ahead but the late Safety Car unfortunately meant that we couldn't challenge for the podium. Overall we've scored good points this weekend and to get this result - leading the Teams' and Drivers' Championship is really positive. It's great to start the season like this but we can't get complacent. We know we need to go back to base, do our homework to try and be competitive in Valencia too."

MITCH EVANS - JAGUAR RACING DRIVER, #20

ROME E-PRIX - ROUND FOUR

Overall a very positive weekend for Jaguar Racing. Today wasn't ideal for me, with the collision, but we were in the points until the very end, showing that we do have the pace. We are leading the Drivers' and Teams' Championship which is amazing and we'll work hard now to continue to learn, grow and we'll keep going forwards.

SAM BIRD - JAGUAR RACING DRIVER, #10

The lights turn green for the fifth and sixth rounds of the ABB FIA Formula E World Championship on 24 and 25 April 2021 on the Valencian Ricardo Tormo circuit, Spain.

REWARDS IN ROMEBut, PAIN IN SPAIN

Going into the Valencia double-header the team were focussed on delivering a solid points scoring weekend but unfortunately challenging conditions for group one qualifiers and two difficult races meant the team weren't able to build on

(continued on page 15)

Credit: JLR Racing

Jaguar Racing
leave Rome
leading the
teams and
1-2 in the
drivers'
championships



FIND YOUR JAGUAR PART AT WWW.SNGBARRATT.COM

Search parts



BEAUTIFUL PARTS FOR BEAUTIFUL CARS

CHOOSE FROM OVER 300,000 PARTS AND ACCESSORIES FROM THE WORLD'S LARGEST INDEPENDENT MANUFACTURER OF CLASSIC JAGUAR CAR PARTS

+1 800 452 4787 | sales.usa@sngbarratt.com

S·N·G
BARRATT
GROUP

01746 765 432 | sales.uk@sngbarratt.com

*Jaguar Owners
have our
full support!*

With Moss Motors' professional sales staff, engineers, technical team, and a long legacy of service, Jaguar owners can expect top-tier parts selection and availability. And with two warehouses, our delivery is fast across the country. **Long live the Jaguar.**

800-444-5247 | MossMotors.com/Jaguar



MOSS CLASSIC
JAGUAR

XK120, 140, 150 / E-Type / Early Sedans / XJ6/XJS / XK8 / Late Models

You can count on us
every step of the way.

Forrest
FUNERAL SERVICES

EAST COAST BAYS | HIBISCUS COAST

24 Hour Service
(09) 479 5956
www.forrests.co.nz

JDC AUCKLAND
JAGUAR DRIVERS' CLUB



advertise in here...

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

(continued from page 12)

the points haul secured to date this season.

The second round of the double-header in Valencia saw both Jaguar Racing drivers in qualifying group one. While Mitch Evans came second in the group, with significant track evolution due to the track drying out, qualifying results saw teams in group four set lap times 2.3 seconds quicker than drivers in group one.

Mitch Evans and Sam Bird started the sixth round of the ABB FIA Formula E Championship in P19 and P20 respectively. After the chaos of yesterday's race and starting from the back of the grid, the team implemented a race strategy that showed promise but unfortunately didn't work out today in a race which was incredibly hard to make progress and favoured the teams and drivers who qualified in the top six positions.

Mitch Evans made decisive moves to carve his way through the pack from P19 to P9 showing the fast pace of the Jaguar I-TYPE 5, before dropping back to conserve energy for a race which could have potentially run a lap longer. He eventually finished out of the points in P15.

Briton, Sam Bird, also climbed up the order, overtaking several drivers including former teammate Robin Frijns and Nico Müller before finishing P14.

Sam Bird remains joint third in the ABB FIA Formula E Drivers' World Championship with 43 points. Kiwi, Mitch Evans also remains fifth in the championship with 39 points.

Jaguar Racing are second in the team standings of the ABB FIA Formula E World Championship.

JAGUAR RACING - VALENCIA E-PRIX - ROUND 6

A wet to drying track in group one qualifying was always going to mean a good qualifying result wasn't possible. With it being the second race and after the learnings of yesterday for all teams it also meant that it would mean a significant challenge to make our way into a points scoring finish today. Our strategy very nearly paid off though with both Mitch and Sam fighting through the field and threatening to secure a double top ten finish. Unfortunately we weren't able to translate this potential into the end result but we once again showed as a team we are racers and push to make progress. Sometimes, the days where you are less successful are the days where you learn the most. We'll be taking these learnings and putting them into our preparations for Monaco. We're really looking forward to racing on this iconic circuit and hopefully putting the Jaguar I-TYPE 5 back into the points.

JAMES BARCLAY - TEAM DIRECTOR, JAGUAR RACING

Very disappointing weekend for myself and for Jaguar Racing. Fortunately, from a damage limitation point of view, the people around us didn't score huge points either. I'm really looking forward to Monaco and hopefully we can score some points there.

SAM BIRD - JAGUAR RACING DRIVER, #10

Our pace was good today but some of the strategy calls didn't work out in our favour. We were really compromised a lot with the drying track conditions in qualifying. It's nothing too major to worry about so we're going to go away, take these learnings and focus on a clean run in Monaco.

MITCH EVANS - JAGUAR RACING DRIVER, #20

The lights turn green for the seventh round of the ABB FIA Formula E World Championship on the iconic streets of Monaco on 8 May 2021.





RODNEY JAGUAR ROVER SPARES

New Zealand's largest stockist of new, used and rebuilt parts for Jaguars and Daimlers from 1950 to current models.

Celebrating over 50 years in the business of keeping Jaguars and Daimlers purring along.

10% discount to ALL club members on ALL parts (except parts on special)

VISA, MASTERCARD accepted for phone orders

Phone: **0800 4 JAG PARTS (0800 4 524 727)** Fax: **09 425 7234**
17 Clayden Rd, Warkworth email: sales@rjr.co.nz www.rjr.co.nz

Attention: Jaguar Owners

When your Jaguar needs attention and you want to give it the best care available, come and see a team that shares your passion.

Well known for our MG work, we also bring the same degree of interest, and high standards of workmanship & care to other British cars.

Recently we welcomed Ian Munford to our team. Ian's 27 years of Jaguar experience is just what your car needs!



See us at 1 Stock St, New Lynn for Servicing, tune-ups, repairs, WoF
Our commitment to you:

- Your Jaguar running sweetly and reliably
- The job done properly without dodgy shortcuts
- A team that's easy to do business with: friendly, personal service with pick-up, drop-off, & courtesy cars all available
- An unconditional warranty on all work done for you. In the unlikely event of a problem, we will sort it. Properly & promptly.



Paul Walbran Motors Ph 09 817 8194

Email: paul@mgparts.co.nz Web: www.mgparts.co.nz; Mob 021 886 723 Fax 09 817 8164



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.

BARN FIND XK140 DHC IN ARDMORE

Roger Munn's and I had the surprise of our lives when we were invited to visit a tin shed at an Ardmore farm. In New Zealand, a special barn find would be very rare. Within this tin shed, a very special XK140 DHC has stood idol for some time. Apparently, it hasn't moved for 41 years, and it appears to have been left uncovered with the hood down all that time.

The history of this original and complete right-hand drive car is that it was manufactured in January 1955 and shipped to Melbourne. The car we think had one or two owners in Australia before being brought to New Zealand in 1966, ending up in the hands of Ross Jensen Motors here in Auckland. It passed through a couple of owners before being bought by the present owner in 1971. Being used by the wife as a daily driver until an expanding family required it to be replaced in 1980, for a more suitable family size car. It was left in the tin shed to sit, unused and untouched from that day.

The only non-standard thing we could find, is it appears to have a XK150 back bumper, but the correct twin bumpers and overriders are there. To be extremely honest, the only right thing to do with this car, is to give it a complete 'nut-and-bolt' restoration. In fact, this is what the owner would love to see happen with this rare and special cat. She certainly would favour this sale condition over trying to get a "best price" sale.

The XK140 DHC is my favourite of all Jaguars and I am sure Roger would love to get his hands on this one also. Both Roger and I said, "If only we were 10 years younger, we would be fighting each other to own and restore this one." We are giving the owner a lot of our effort and time to see if we can find someone in the club who would love to take on this project and challenge. Are you the one that can make the owner, Roger and I very happy?

If this has sparked your interest and you wish to know more about this very cool barn find, please contact Roger or myself.





Available from
 Howick Village Optometrists
 94 Picton Street, Howick
 09-534-8716
 20% off Jaguar Eyewear for 2021



JDC
 AUCKLAND
 JAGUAR DRIVERS' CLUB

**don't miss
 an issue...
 join the
 club!**

The official magazine of NZ's most exclusive club. For a one-off joining fee of just \$30 and an annual fee of \$90 your magazine will be dropped in your postbox every two months!

go to... www.jaguardriversclub.co.nz or
 email us... jagclubak@gmail.com

Adventure is calling, can you **hear** it?



100% Kiwi Owned
 Proud to be part of your local community

- Hearing Tests
- Custom Earplugs
- Tinnitus Support
- Hearing Aid Fittings & Maintenance

Teresa Burns
 Doctor of Audiology, MNZAS

Call (09) 475 9849

215 Wairau Road, Glenfield, Auckland
 2 Fleetstreet, Devonport, Auckland

Peter O'Brien
 Doctor of Audiology, MNZAS

Call (09) 627 2105

2 Kinross Street, Blockhouse Bay, Auckland
 183 Te Atatu Road, Te Atatu South, Auckland

Peking to Paris with Garry Boyce

Words: Simon Crispe/Dawn Judge | Photos: Garry Boyce/Gerard Leeuw

Dean Wright introduced our special guest for our May Club Night, Classic Car aficionado Garry Boyce. His subject was not as people may have expected. It was not the Ellerslie Concours or his extraordinary collection of very special Mercedes, Bugatti and Alfa classic cars. Rather it was to tell us about his other rather less known passion; classic car rallying across the planet. My words cannot really convey this amazing story as Garry told it, but I've tried to summarise just some of his extraordinary adventure.

Garry Boyce and Ken Williams, his equally intrepid companion, racer, co-driver and co-mechanic have traversed some of the most extraordinary roads in the world from the Targa NZ, numerous trips across the Australian outback, the Inca Trail in South America, culminating in one of the most extreme Rallies of all, the Peking to Paris in 2019.

In March 2019, Garry shipped his remarkable 1964 220SE Coupe off to China. This is the very same venerable Merc Garry and Ken have rallied in at least 5 cross Europe rallies, a similar number in Australia and in 2018, Peru. These trials over 15 years were all huge endurance feats for car and occupants alike, but nothing compared to what lay in store for 'Team Adventure-before-Dementia' on the 'P2P', - as Garry refers to it.

Garry stressed that these earlier trials were very necessary preparation for both car and its occupants. They properly tested various endurance additions such as an oversize 92 litre fuel tank, very knobby truck tyres and a large under pan protecting the engine, exhaust and transmission. Their meticulous preparations contributed to the fact that Garry and Ken never once required mechanical assistance of the P2P Rally Support crew over the entire 13,600km, 36-day journey.

The adventure began in Beijing on 2nd June, heading for Mongolia, transited the Gobi desert, through Russia, into Kazakhstan, back into Russia, across the gulf into Finland, down through Estonia, Latvia, Lithuania, Poland, Germany, Belgium and finally finishing in Paris, France on the 7th of July.

For many reasons this event was sanctioned by the FIVA. (Fédération International des Véhicules Anciens) and their officials had been present with a watching brief over the whole rally. So, Garry and Ken were completely dumbfounded to be presented with a special trophy called the Spirit of FIVA for the 'most original car' and for representing what the FIVA representative deemed to be the 'sprit of the event'. To say they were overwhelmed by this accolade would be a total understatement, especially after their dismal start in Beijing. Garry and Ken finished an amazing 15th out of 73 cars in the classic division and 9th in class - a massive achievement.

At the conclusion of Garry's enthralling presentation dozens of us were able to pour over the actual route books from Garry & Ken's rally and their detailed logs.

Thank you, Garry, for sharing your extraordinary passion for the extreme events. You gave us a nice exposé and insight into what is the reality of this most extraordinary Peking to Paris endurance feat for both the cars and their intrepid occupants.

Editor's Note: An un-abridged version of Garry's talk is now posted on the AJDC Website - News section





Honeymoon revisited

It was thirty-three years ago when my wife, Lynette, and I took a few days away in Paihia as our honeymoon. Since that break, we had not revisited the Far North at all, so it was a chance to catch-up on all the Far North had to offer. We packed the SS and headed for our first overnight stop, in Ruakaka, where Lynette's brother had just finished building his dream home on the coast. As we left mid-afternoon, we decided to travel via Highway 16 to stay away from mad Auckland traffic and the road works north of Puhoi. It turned out to be a pleasant drive while checking out all the large Sculptures at Gibbs Farm. Joining SH1 at Wellsford, the rat race north was certainly a very different beast as everyone seemed much more impatient. After just over two hours, we were parked up at the beach, sitting on the deck with a drink, watching the late afternoon go by.

Day 2 we set off for what was going to be a long day of driving with 270 kilometres to cover. Our final destination was



to be Paihia but the route was going to be far from normal. We headed North and turned off at Otaika, on the Highway 15 heading east, then turning at Maungatapere on the Highway 14, heading for Dargaville. This was a great morning tea stop at the local Café. From here we headed up the coast along Highway 12, taking a detour to see Kai iwi Lakes. Who cut down all the trees? To be very honest, it was a disappointing site to see. The barren landscape mixed with the very low lake level, it certainly did not live up to expectations. Onwards we travelled heading for the Waipoua Kauri Forest to see the majestic, Tāne Mahuta



- god of the forest and hoping no one had cut this one down. This magnificent Kauri never disappoints as it stands proud and the Māori myths behind Tāne Mahuta claims he prised apart Ranginui, the father of the sky, and Papatuanuku, the mother of the earth. We continued north, arriving at the Hokianga harbour, for a late lunch at Opononi Hotel. The drink and shared bowl of Potato Wedges did not disappoint. Sitting out on deck, in the sun, overlooking Opo - the dolphin statue. From here we headed inland, taking a little detour to Rawene, then followed the #12 through the rolling countryside through to Ōhaeawai, joining the State Highway 1. As there was not much traffic, we kept to a modest



pace enjoying the sights along the way. We meandered through the hip and colourful township of Kawakawa, onto our final stop of the day, in Paihia. We found our Hotel for the next few days, parked the SS, threw the bags in the unit, and wandered the 15 minutes into Paihia for a well-earned drink. To our surprise, not much had changed in Paihia in all those years. Maybe the terrain has restricted the township from developing and expanding into something it should never be. Over a nice drink, we reflected on the day. Could not count the number of corners we turned today but did notice that every road warning sign of a tight bend, ended in a '5'. Why is that?

Day 3. Aiming for a carless day, we walked to the township centre to catch the ferry over to Russell. Another stunning day and the bay was buzzing with activity, from jet-skis to launches, from yachts to fishing boats, to Parasailing or even, jet boating. Arriving at Russell, it was our intentions to spend most of the day walking and seeing the sights. From Flagstaff Hill to Oneroa Bay Beach, then back to Pompallier Mission. After an exhausting day's walk, we took the ferry back and decided to take a short drive to Kerikeri. This was a big mistake. Upon arriving we noticed the difference immediately. Kerikeri had grown up and was no longer the quaint one small general store surrounded by a dozen or so other shops and cafes. We visited the Stone House and had a good look



around. At that point, we decided to have a very late lunch. This was the error we made - being about 3:30pm on the weekend, nothing was open to serve any food apart from the Golden Arches. That was not going to work at all. Fortunately, we found a solitary sports bar - Rock-salt Bar, up the road where we could wet our appetite. On our way out of Kerikeri, I was given a directive to stop at Makana Confections and my reply was swift, "Only if they are open". I lost but it gave me an opportunity to sweeten up a deal for Mother's Day. A short stroll to the Kauri Workshop next door was well worth a gander. Some extraordinary pieces of hand-crafted items on display with a hefty price tag to match. Visited the Treaty grounds and Haruru Falls on our way back into Paihia.

That evening, we once again visited a local eatery - The Pizza Shack and enjoyed another scrumptious and reasonably priced meal. You know a place must be good, when a queue of people are standing, waiting outside to be seated.

Day 4. Today we planned another circuit travelling via the coast to Kaitaia. Being



a Sunday, we prepared for the fact that very few establishments were going to open. It was today we witness the first case of 'idiotic driving' and near brush with the law. We had just exited the roadworks at Puketona, heading northward towards Kerikeri, accelerating to open road speed, we were approaching the first blind right-hand corner to see two cars heading in the opposite direction, when suddenly, a police car, with its lights flashing, was now overtaking these

two cars and is now directly in front of us, in our lane. With barriers either side leading to a small bridge and no time or distance for either of us to stop, and with my car's collision alert alarm screeching, I needed to guide our car through the remaining gap between this police vehicle and the barrier on the left. Was it by luck and/or good judgement on my part, but I am still not sure how we got past without any connection? A moment we will not forget in a hurry and I hope a moment of madness the driver of police car will not forget either. After we gathered our thoughts and composure, we continued our journey up Highway 10. Once again traffic was light and the weather was stunningly warm. We found our way through the small townships of Mangonui and Coopers Beach and found a nice spot at Cable Bay for some refreshments. Onwards we travelled through Taipa to the junction of State Highway 1 at Awanui. Interesting to note that price of a litre of petrol up this way was not quite an arm or a leg but getting pretty close.



We headed for Kaitaia, and then veered right to Ahipara. Kaitaia was like a ghost town with nothing open at all. But Ahipara, at the base of the famous Ninety Mile Beach, was where all the locals were hanging out on this warm day. Just happened to be a big Surfing Competition on at Te Kohanga Bay where the beach resembled a shopping centre carpark. We watched from the lookout, to see surfers pick up a ride on the left-hand break and enjoy the long ride into shore. Travelling south on State Highway 1, we were given an escort over the Maungataniwha Range due to some major road stabilisation work. Apart from a few areas where road works were in play, the overall standard of roads was pretty good and not as bad as I was expecting. This loop was 270 kilometres and well worth driving.

Day 5. Possible our longest and slowest day but we were heading back to Ruakaka the long way. We drove to Opuia and timed the car ferry perfectly. Once we were on the other side, headed south via the coastal road to Whakapara. Stopping regularly throughout the leg at nice vantage points on the ridges and nice bays such as Oakura. We eventually arrived at Hikurangi for a late morning tea stop. It was here our plans changed as we decided we were in no rush and diverted to do Tutukaka loop. What a

pleasant drive it was with once again some stunning views and hideaway stretches of sand. As we approached Whangarei, we veered over to the Town Basin Marina Village for a late lunch. A worthwhile stop as we enjoyed a drink on the dock in the afternoon sun overlooking the Hatea River and Marina. Once refuelled, we headed off to Ruakaka for another evening of hilarity with Lynette's brother.

Day 6. Basically, today was a casual drive back to the hectic pace of Auckland with a lunch stop planned at Matakana. It was the first day the clouds had rolled in and



we hit the rain at Matakana. With most cafes rather busy, we decided to have a look at the Morris & James Pottery just around the corner. We had visited this place a few years ago and walked away with a boot load of nice pottery. Thinking the boot was rather full, surely this time we were going to just visit, have a coffee and just look at the pottery. I must admit, it was something that I said that sparked the purchase and the smile on Lynette's face said it all. The piece of pottery wall art looked stunning and would fill a gap we had at home perfectly. Yes, I did find the space in the boot to take it home.

After almost 1200 kilometres and about triple that number in corners taken, we arrived home safe and sound. It was a great break away which we both enjoyed immensely. Some of the trip was planned and other parts were spontaneous decisions made while on route, but the essence of the trip was almost a replay of our special trip some 33 years ago. I am sure we will not wait a further 33 years to repeat it once again.





Mid winter Christmas lunch

With the morning temperature in the 20's, Saturday 12th June did not feel wintery at all. Upon arrival at the Riverhead Tavern, we were all welcomed by the usual taste of wine. Peter and Paula Daye's welcome with the traditional glass of Gluhwein went down a treat though as the day clouded over and the temperatures eventually dropped.

Once again, this popular event was well attended with around 80 members enjoying the fabulous three course Christmas feast put on by the Riverhead Tavern. The quality of service and food makes this venue a hard one to replicate and the Boathouse functions room is perfect for meeting up as a club and arranging the annual auction in support of our club charity, Camp Quality.

The auction this year was generously supported by Jaguar Land Rover with various polo shirts and a stunning weekend away with full use of a new I-Pace and accommodation including full 5 course dinner and breakfast at the Boutique Hotel, Te Arai Lodge north of Auckland. The bidding for the

weekend package was hectic and along with the shirts raised an impressive \$1,800! As the party got into full swing the Christmas crackers were popped and many toasts were made celebrating the continuing "bonhomie" that exists within our membership. In this regard many members will not have been aware that our membership continues to grow with over 30 new members joining over recent months.

The crackers always get a laugh with the jokes eg;..."Why did Rudolph and Blitzen not sell on Trade Me?.....Because they were too deer!!"

Most went to a lot of trouble dressing up in the traditional red and green for the occasion and our Treasurer even had on fur sleeves that she borrowed from some poor elf.

The day drew to a close and the crowd gradually wended their way home on a variety of sleighs all proudly regaled with "leapers and growlers".

Merry Christmas all.

We'll ship your car like it belongs to us...



AUTOHUB is possibly the only company to take care of your imported vehicle, in both export and import countries.

We offer several shipments monthly from Japan, New Zealand, Australia, Singapore, Hong Kong and the UK, making our service one of the most comprehensive and efficient available.

We pioneered the AUTOHUB "D2D" one stop, fixed price, guaranteed vehicle delivery system to Australia and New Zealand. By operating as a totally impartial "co-operative" of both sellers and buyers, and combining many individuals under one name, we were able to negotiate excellent services and prices, by offering volume business to our suppliers.

If you have found the car of your dreams, or just need your current car shipped, contact us and we'll provide a shipping solution that's right for you...

phone: 09 411 7425 mobile: 021 855 117
Unit 21, 102C Hobsonville Road, Hobsonville, Auckland 0618.
www.autohub.co

AUTOHUB™



ACCOLADES

i-PACE named best

The Jaguar I-PACE has picked up its 90th major global award, named Best Premium Car by Electrifying.com

The all-electric Jaguar I-PACE has surpassed 90 major global awards, having just been named Electrifying.com's Best Premium Car. The I-PACE spearheaded premium automotive electrification on its launch in 2018, and has continued to evolve since, with a raft of updates delivering even more technology and convenience.

Forget the fact that the I-Pace is electric, because it's simply an excellent car. Jaguar's first all-electric model looks bold and drives like a Jaguar should. It's easy to get distracted by the new kids who have arrived to challenge it, but the I-PACE is still our favourite.

GINNY BUCKLEY

ELECTRIFYING.COM FOUNDER AND WORLD CAR OF THE YEAR JUROR

Jaguar's first attempt at an electric car blew us all away when it was first launched and is still a winner now. It has brilliant driving dynamics and plenty of space for the family, but it also has fantastic styling and a premium feel which lifts it above other cars in this sector.

NICKI SHIELDS

ELECTRIFYING.COM ASSOCIATE EDITOR AND TV PRESENTER

With two Jaguar-designed electric motors at each axle, producing exceptional combined performance of 400PS and 696Nm, aluminium construction and a low centre of gravity, the I-PACE offers an unrivalled balance of all-wheel drive performance, refinement, luxury and agility - together with outstanding real-world range (up to 292 miles WLTP).

As part of significant upgrades in 2018, the I-PACE became the first Jaguar to feature a new Pivi Pro infotainment system. As intuitive to use as a smartphone, Pivi Pro is fast and responsive with enhanced EV navigation that can show you if nearby charging stations are available or in use, what they cost, and how long it will take to charge. It was also fitted with an 11kW on-board charger as standard, enabling customers with access to three-phase electricity supplies to enjoy significantly faster charging: when connected to an 11kW wall box 33 miles of range (WLTP) per hour can be achieved, while a full charge from empty now takes only 8.6 hours - ideal for overnight charging at home.

A global success today and the recipient of 90 global awards - including the triple accolades of 2019 World Car of the Year, World Car Design of the Year and World Green Car - the



Best premium car

I-PACE is also a precursor to the all-electric Jaguars of tomorrow. From 2025 Jaguar will be a reimagined, pure electric luxury brand with a dramatically beautiful new portfolio of emotionally engaging designs and pioneering next-generation technologies.

NICKI SHIELDS

About the Electrifying.com Awards

The Electrifying.com awards come a year after the launch of the electric car advice and review site launched and have been nicknamed the 'Birthday Honours List' within the company.

The trophies are being given to an electric car, innovation or development which our expert judges believe represents a significant achievement in the field.



NEW ON THE BLOCK

F-Type black

New R-Dynamic Black models further heighten the purity and presence that set Jaguar's definitive sports car apart. Developed from the 300PS four-cylinder and 450PS V8 R-Dynamic Coupé and Convertible, these exclusive additions to the line-up offer an enhanced specification and an even more luxurious, crafted interior.

F-TYPE's pure, sculpted form is accentuated by the Black Exterior Pack and 20-inch, five split-spoke wheels with gloss black finish. Known as 'Style 5039', these wheels are not available on any other model in the range. Complementing these perfectly is the choice of three metallic paints: Santorini Black, Eiger Grey or Firenze Red.

The driver-focused '1+1' cabin surrounds the occupants with rich, luxurious materials. The slimline Performance Climate Seats feature 12-way adjustment and are trimmed in Windsor leather with a choice of Ebony with Light Oyster contrast stitching or - for a more sporting theme - Mars with Flame Red stitch. Details such as the beautifully crafted monogram stitch pattern, repeated in the door trim, are among the subtle refinements which make F-TYPE feel special.

The interior, like the exterior, has evolved into a purer expression of the car's elegance and performance. By concentrating on further refining the traditionally British Jaguar craftsmanship and adding discreet, beautiful details, the sense of luxury and sportiness has been heightened.

The same monogram design is used to emboss the suede-cloth wrap for the 12.3-inch reconfigurable Interactive Driver Display, while other refinements include satin-finish aluminium gearshift paddles, an Ebony suedecloth headliner and illuminated treadplates featuring the Jaguar script.

Creating the new F-TYPE R-Dynamic Black models gave us the opportunity to subtly enhance the way the car looks - inside and out - and at the same time amplify both the luxury and sporting elements of its character. The result is an even more purposeful, focused, distinctive design with real presence, whether you choose the Coupé or Convertible, the four-cylinder or the V8.

JULIAN THOMSON: DESIGN DIRECTOR, JAGUAR

The F-TYPE R-Dynamic Black's powerful, refined and responsive engines are matched to eight-speed Quickshift transmissions with full manual control using either the SportShift gear selector or the gearshift paddles.

Exclusively rear-wheel drive, the 300PS, 2.0-litre turbo-charged Ingenium four-cylinder engine generates maximum torque from just 1,500rpm, delivering exceptional throttle re-

sponse throughout the rev range. It also provides the performance expected from F-TYPE and enables acceleration from 0-60mph in only 5.4 seconds and a top speed of 155mph.

The 450PS, 5.0-litre supercharged V8 has been developed to offer exploitable, useable and rewarding performance - maximum torque of 580Nm is generated from 2,500rpm. It is offered with a choice of all-wheel drive with Intelligent Driveline Dynamics or - for purists - rear-wheel drive. Both 450PS powertrains feature an electronic active rear differential to optimise traction, and both enable 0-60mph in just 4.4 seconds and a maximum speed of 177mph.

The 300PS and 450PS units are also available in other F-TYPE models, but for truly exceptional performance in all weathers and on any kind of road there is the F-TYPE R. Offered exclusively with all-wheel drive, its supercharged V8 delivers 575PS and 700Nm: the benchmark sprint to 60mph takes just 3.5 seconds, while maximum speed is an electronically-limited 186mph.

The F-TYPE R and P450 models are equipped as standard with Jaguar's Adaptive Dynamics system with Configurable Dynamics. Using electronically-controlled, continuously-variable dampers, Adaptive Dynamics optimises both low speed comfort and high speed control, while Configurable Dynamics enables the driver to tailor the settings for suspension stiffness, steering weight, throttle response and gearshifts. All 300PS four-cylinder F-TYPES use meticulously tuned passive monotube dampers to deliver the ride and handling attributes which give these models their unique character.

Customers who choose any of the V8 F-TYPES benefit from the Quiet Start function: the electrically actuated bypass valves in the rear silencer remain closed until they automatically open up under load. If desired, Quiet Start can be over-ridden by selecting Dynamic Mode or by pressing the switchable exhaust button before starting the engine.



The perfectly proportioned and extraordinarily beautiful Jaguar F-TYPE is now more distinctive than ever.



test drive one of the new Jaguars
at Archibald & Shorter...

Jaguar Auckland | 0800 001 361

Jaguar North Shore | 0800 001 363

OFFICIAL JAGUAR DEALERSHIPS

The 2022 Model Year F-TYPE range is built at Jaguar's Castle Bromwich plant in the UK and consists of:

F-TYPE Coupé and Convertible:

- 300PS 2.0-litre four-cylinder; RWD
- 450PS 5.0-litre V8; RWD/ AWD

F-TYPE R-Dynamic Coupé and Convertible:

- 300PS 2.0-litre four-cylinder; RWD
- 450PS 5.0-litre V8; RWD/ AWD

F-TYPE R-Dynamic Black Coupé and Convertible:

- 300PS 2.0-litre four-cylinder; RWD
- 450PS 5.0-litre V8; RWD / AWD

F-TYPE R Coupé and Convertible:

- 575PS 5.0-litre V8; AWD



Event bookings: a step-by-step guide.

With our bank no longer accepting cheques, electronic payments are becoming the only method of payment accepted.

Let's run through our Booking System.

You see an event advertised in the Magazine and it sparks your interest. Visit our website and click on **'EVENTS'** along the top bar of the web page, and the list of current events are displayed. When an event is 'Confirmed', it means the date and venue are locked in. The Event will now say 'Open for registrations', **'Please click for bookings'** or **'Registrations are now open'**.



Click on this Event, a new window will open and all the information about the selected event will be displayed. Scroll to the bottom of these event details and you will see the **'registration'** button.

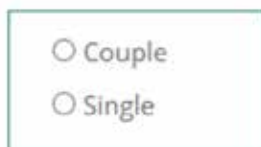
Click on the button - **'Click here to register'**.



When you select this button, the website will ask you to 'Log In'. Once logged in with your 'Email', 'Password' and clicking the **'LOGIN'** button, your personal details will pop up.



At the bottom, a selection box will be displayed. Select the option for you, and...



[If there is a charge for the event, a cost will be displayed with a total to be paid.]

...then select the **'Next'** button.



An email will be sent to you via our **admin@most.software** 'Confirming' your selection and an 'Invoice' will be created and sent you in a separate e-mail. Note that some events will not have any charges or, they may have costs payable on the day.

This booking system is a way of streamlining the numbers attending, sending out invoices and keeping track of payments made. If you have any changes required with your bookings for an event, please email Steve Heaney [Club Captain] at Events.jagclubak@gmail.com as soon as you can.

Any questions regarding 'Event Bookings', please pass them on to Steve Heaney.

Gerard Leeuw - Editor



Hi All,

Thank you for your club's attendance at the 2021 Auckland Brit & Euro Classic Car Show - an amazing weather day I am sure you will all agree! We trust your club members enjoyed the day and had no trouble from our appreciative crowd. Your collective and continued support is what makes the B&E such a unique and special event, attracting a crowd of both young and old.

2021 was our 6th annual event, and our biggest by far in terms of pre-registered owners (1344). Since our first event in 2016 (472) we have seen registered interest increase by 185% (+872). Similarly, the public's interest continues to grow from an estimated crowd of 3,000 (in 2016) to somewhere over 10,000 this year. Perhaps one measure of a successful event is the speed with which the vendors run out of food & coffee, with 2021 being no different to 2020 in that regard...this is all the more remarkable considering the turmoil of the last 12 months.

Finally, please find below the key date for your Club diary. In addition, please feel free to share your thoughts / feedback about our 2021 show via our website at this link; Brit & Euro 2021 Feedback Survey. Whilst praise is always appreciated, we are really keen to understand how or what we can improve on, whether it be the event (e.g. Revival theme), our organisation (before and on the day), the location (e.g. the wet grass clippings were our big bug bear), the facilities (i.e. food trucks, toilets, waste etc), and your ease of access to and from Lloyd Elsmore Park at the start and end of the day.

Sunday 6 March 2022 - Showtime

To stay in touch with what's happening in the B&E world please visit our WEBSITE or follow us through our active FACEBOOK page.

Otherwise, we look forward to seeing you all next year.

Best Wishes

Richard Leech (Registration Secretary - 0291201505)



JAG ON THE NET

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

Jaguar history

<https://www.youtube.com/watch?v=VyNxLYQvNw0>

Jaguar Land Rover Hydrogen Fuel Cell Concept (2021) Exterior Interior Driving

<https://www.youtube.com/watch?v=2Stke00IXIQ>



don't miss an issue...
join the club!

The official magazine of NZ's most exclusive club. For a one-off joining fee of just \$30 and an annual fee of \$90 your magazine will be dropped in your postbox every two months!

go to... www.jaguardriversclub.co.nz or email us... jagclubak@gmail.com



Welcome! new members

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

- Andrew Hill
2001 XKR Conv. 4.0LS/C
2007 XJ 4.2L
- Steven Matthews
2010 XF 3.0L
- John & Valerie Roy
2001 XKR - C
1974 E Type S3 2+2 5.3L Man.
- Martin Knapp
1970 E Type S2 2+2
- Martin & Deborah Day
1968 420 Auto
- Shane Griffin & Lorraine Dean
Dent Devils
- Jason Paulger
1996 XK8 4.0L
- David Garrett
1970 XJ6 S1 4.2L Auto
- Cameron Lyell
1997 XJ6 Sov. 3.2L Auto

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.

HIF Hemisphere
 Forward Thinking Freight.

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



- BRAKE & CLUTCH BLEEDING AID
- CD ROM WORKSHOP MANUALS
- CLUTCH ALIGNMENT TOOL
- COLOUR TUNE UP KIT
- COMPRESSOR WITH HOSE & SPRAY GUN
- DIAGNOSTIC SCANNER for later OBD11 cars
- E TYPE BONNET CHROME BEAD CLIP TOOL
- ENGINE HOIST & BRACKET
- ENGINE STAND
- 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
- 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

\$25



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



Club jacket type 1

Soft Shell with two zipped side pockets, showerproof.

Colour: Black. Material: 95% Polyester 5% Elastane outer. 100% Polyester inner.

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

\$140



Club jacket type 2

Soft Shell with two zipped side pockets, showerproof.

Colour: Black. Lighter in thickness and weight.

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

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

\$90



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.

\$6.00 ea. 6 for \$30.00+p&p

All purchases can be made through the club's website - Regalia: Robin O'Connor 09 262 1994



TENDER



Te Arai Lodge weekend away donated by JLR New Zealand – tender (Fundraising for Camp Quality)

A generous gift has been given by - Jaguar Land Rover New Zealand.

A special night for two at the exclusive Te Arai Lodge which includes a Dinner and Breakfast, plus, a weekend (Friday to Monday) use of a new Jaguar I-Pace. Estimated Value - about \$2000. Valid until 30/11/21.

If this impressive weekend away sounds like a treat for you, then please place a bid for this superb prize. All proceeds will be donated to our charity of choice - Camp Quality.

All bids must be e-mailed to Sue Jenness (Secretary) - jagclubak@gmail.com.

Please include your NAME, Membership Number, and your wonderful BID.

Closing date for this wonderful weekend away is midnight on the 15th July 2021.

Winners of this prize will be notified shortly after that date.

Happy Bidding and remember all proceeds will go to our worthy charity - Camp Quality.

Many thanks to all concerned in the background that made this generous gift a reality. Your support and generosity is greatly appreciated.

Social media

Hi!

Let me introduce myself. My name is Alex and I am AJDC Social Media - Facebook coordinator. My main task is to help promote the activities of the club and post interesting Jaguar related material on our 'Members Only' Facebook page.

In regard to the new Facebook group; it is open to all registered club members and can be found on the Auckland Jaguar Drivers' Club page on Facebook as the first "Post". All members are encouraged to 'JOIN' this invitation-only group. Once your application to join has been approved by the Club Secretary, you are free to participate in the group feeds, messages, notifications and read or view the Jaguar related interest articles and links. I will also pass on information about future club events, and you will have the ability to post classifieds/parts and ask questions etc.

Reminder that ALL registrations to any club event must be done through the Website - Members Only. <https://www.jaguardriversclub.co.nz/>

Remember, to join this social media group, visit Facebook, put in the search bar "Auckland Jaguar Drivers' Club", and on the page, click "join".

Many Thanks,

Alex Ensor



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.

Published by Auckland Jaguar Driver's Club

Layout: BRYANDESIGN LTD
www.bryandesign.co.nz

Advertising: susan.jdca@gmail.com

Submissions: Editor.jagclubak@gmail.com

2000 S-Type V8 - replacing the hot water valve on the air conditioner

Written by: Laurie Hayward

The fault was - the heating wouldn't work when the Air Conditioner (A/C) on was on auto or manual.

Was it the thermostat? With other electrical problems evident the question needed to be answered by an expert. I decided to phone a guy named Richard of RT Auto Electronics in New Lynn. He had been recommended to me by a friend as an expert on electronics in modern cars. My friend said he is not like the others and doesn't replace these components, but he is skilled in repairing them at a fraction of replacement cost.

I phoned him and relayed to him the problems I had. He confirmed what I had read, that the electric water valves in Jags fail. He suggested I replace the valve before he checked the electrics as it may have caused a short in the electronic box which drives the A/C unit and if not replaced, would blow it again.

My task was to find a supply source for a five-port valve as the later S's have a three-port valve.

So, I began a very difficult valve replacement job.

First you remove the plastic covers on the motor, including the air intake pipe and the right-hand top radiator mount.

Next undo the A/C drier bracket removing it by passing it under the drier, and then placing the drier across to your left as far as it will go. A strong cable tie could be useful at this point.

Put the car on ramps or stands to give easy access under the car. Remove the protection panel to give access to the radiators plastic drain plug (don't overtighten this when reinstalling it as it will shear off), and the valve mounting bolt, drain the system completely.

You now remove four of the five hoses attached to the valve by releasing them at the top away from the valve as it is impossible to undo them from the valve while it is in position. Some coloured tape and the mobile phone camera could be very handy at this stage. Undo the solenoid that is the fifth connection to the valve by removing the self-tapping screws holding it to its plastic mounts. Pull the solenoid with its rubber mount off so you can remove it with the valve.

Remove all the top radiator hoses so that you have a clear view of the valve and create space to remove it with all five hoses attached. From the top, slacken the mount screw on your right and then from under the car remove the mount screw on the cars right. Unplug the electric plugs from the valve and solenoid. You now have the difficult job of pulling the valve and solenoid from the car through the little space between the motor and the radiator fan.

Place the valve on the bench and transfer the hoses, one at a time, so that you get the exact position of each hose in the correct orientation (using the coloured tape and the mobile phone photo), or you will never be able to reconnect the hoses if you don't get this correct.

Reinstall the new valve in the reverse of removal. Obviously replace any hoses that are not in good order. Fill with new coolant. Replace all removed panels. When refilling with coolant run the engine with the A/C on maximum heat to clear air blocks and check for any leaks at the re-attached hoses. Remember to re-check the water level a few times over the next couple of weeks.

Happy Jag motoring.



What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor,

I once owned a Mark V Jaguar saloon which I bought in England in early 1965, but was eventually forced to part with it after 40 great workhorse years. I noticed I still have a xeroxed copy (on, I expect it is, hundreds of sheets), from the Operating and Maintenance Mark V, 2 & 1/2 and 3 & 1/2 L. handbook. Perhaps you know of someone looking for that at what-ever you would consider a fair and reasonable price.

With best wishes for your noble institution.

Ron Trubuhovich.

Phone, 6255 304 email: rvt.met@pl.net



The committee wishes to advise a special ballot will be drawn for all financial members in every bimonthly magazine starting with this issue.

The draw is for three MTA vouchers... \$100, \$75 and \$50.

A single draw every 2 months to thank our growing membership for your support and loyalty.

Check out the results below to see if you are one of the lucky ones.

This Edition (May/June) winners are;

\$100

2570 Wayne & Janet Gemmell

\$75

2672 Chris & Helen Mill

\$50

9017 Carl Shepherdson

**Congratulations to our winners!
You will be notified by e-mail and the MTA vouchers will be sent your way.**

CLASSIFIEDS

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



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 \$500 which includes an original Mark 2/V8 jack.

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

Tender (Silent Auction)

for weekend away at Te Arai Lodge. Check out the details on Page 32.

All monies raised will go to Camp Quality.

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



JLR to develop hydrogen-powered Defender fuel cell prototype

Project part of company's aim to achieve zero tailpipe emissions by 2036 and net zero carbon emissions across supply chain, products and operations by 2039

Jaguar Land Rover PR / Media

Jaguar Land Rover is developing a prototype hydrogen fuel cell electric vehicle (FCEV) based on the new Land Rover Defender, with testing scheduled to begin this year.

The FCEV concept is part of Jaguar Land Rover's aim to achieve zero tailpipe emissions by 2036, and net zero carbon emissions across its supply chain, products and operations by 2039, in line with the Re-imagine strategy announced last month.

FCEVs, which generate electricity from hydrogen to power an electric motor, are complementary to battery electric vehicles (BEVs) on the journey to net zero vehicle emissions. Hydrogen-powered FCEVs provide high energy density and rapid refueling, and minimal loss of range in low temperatures, making the technology ideal for larger, longer-range vehicles, or those operated in hot or cold environments.

Since 2018, the global number of FCEVs on the road has nearly doubled while hydrogen refueling stations have increased by more than 20%. By 2030, forecasts predict hydrogen-powered FCEV deployment could top 10 million with 10,000 refueling stations worldwide.

Jaguar Land Rover's advanced engineering project, known as Project Zeus, is part funded by the government-backed Advanced Propulsion Centre, and will allow engineers to understand how a hydrogen powertrain can be optimised to deliver the performance and capability expected by its customers: from range to refueling, and towing to off-road ability.

The zero tailpipe emission prototype New Defender FCEV will begin testing towards the end of 2021 in the UK to verify key attributes such as off-road capability and fuel consumption.

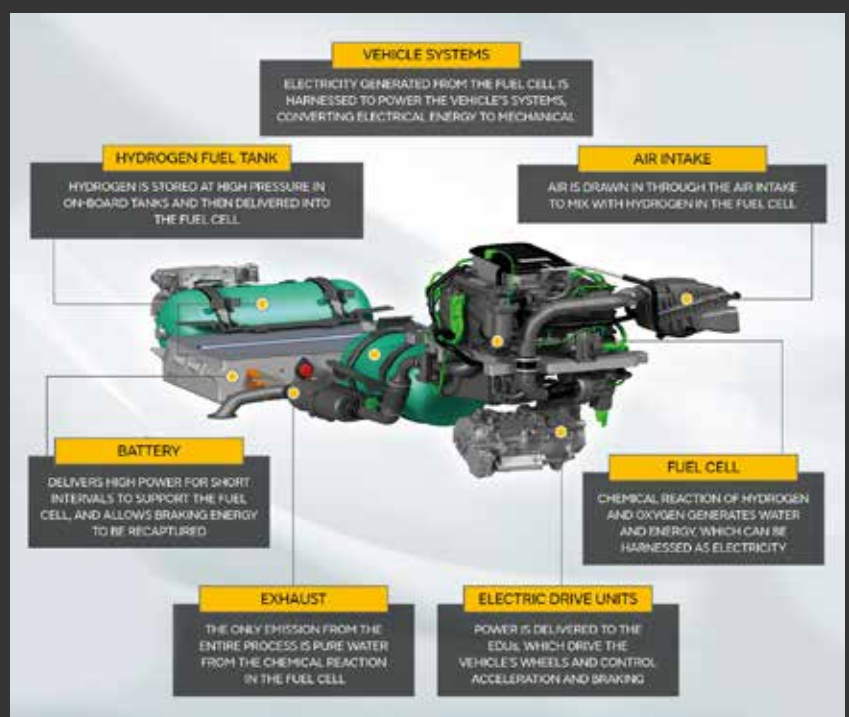
To deliver Project Zeus, Jaguar Land Rover has teamed up with world class R&D partners, including Delta Motorsport, AVL, Marelli

Automotive Systems and the UK Battery Industrialisation Centre (UKBIC) to research, develop and create the prototype FCEV.

We know hydrogen has a role to play in the future powertrain mix across the whole transport industry, and alongside battery electric vehicles, it offers another zero tailpipe emission solution for the specific capabilities and requirements of Jaguar Land Rover's world class line-up of vehicles.

The work done alongside our partners in Project Zeus will help us on our journey to become a net zero carbon business by 2039, as we prepare for the next generation of zero tailpipe emissions vehicle.

RALPH CLAGUE - HEAD OF HYDROGEN AND FUEL CELLS, JLR





NEW E-PACE

STRIKING FROM EVERY ANGLE.



New Jaguar E-PACE. Restyled on the outside with new bolder looks and an even more dynamic stance. The newly crafted interior has a beautifully detailed, modern feel, while the next-generation infotainment system – with 11.4-inch HD touchscreen – keeps you connected, informed and entertained. The new E-PACE. Every curve and contour, carefully considered. Striking from every angle.

 JaguarNewZealand
 Jaguar_NZ

jaguar.co.nz

*Terms and conditions apply. The standard Scheduled 5 Year Servicing is included. Speak to your retailer for more details or visit www.jaguar.co.nz. JLR227258

5 JAGUAR CARE
YEARS SERVICE PLAN