



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

\$10

**100 years** of Jaguar  
***F-Pace R-Dynamic black***  
**'69 E-Type S2 Story**

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# From the Editor's Desk

I would like to start by saying a huge thank you to the team of people that helped get the last edition of the club magazine printed, sorted, and posted. I must mention, Nathan Williams of Colormania for using his contacts in Christchurch to print the edition when they dropped down to Level 3. Also, I need thank Paul Martin and Robin O'Connor [with family help] to get these in the post, and out to the membership as soon as possible. A great team effort indeed so, thank you to you all. Our determination paid off and I am sure you all appreciated receiving your July/August edition in your letterbox.



In the last edition, I spoke too soon. On that fateful Tuesday of 17 August, we found ourselves back into our restricted bubbles of a Level 4 Lockdown. I am not sure these lockdowns get any easier or is it just the time of the year? Well anyway, we have done this before, and we will hope that with all the vaccinations, we can move around with a little more freedom and not have to endure another Level 4 episode.

With the lockdown, all club events were postponed and given new dates. This has made our event calendar look rather full for the next few months so we hope you can join us at these up-coming events. Check out the Events page of this edition and the website for all the changes. A reminder to register for these events via the website. It was great to hear that many renewal subscriptions have been completed so far. If you have forgotten to renew your membership, then it is not too late to sort this out. If you need some assistance with renewing your membership, please contact our wonderful secretary Sue by email jagclubak@gmail.com as soon as you can. If you have any issues or questions regarding events, please contact our Club Captain, Steve Heaney.

As the Level 3 Lockdown drags on, we find ourselves in the strange and unfamiliar situation of not being able to run any club social events for this issue.

The number of events planned on the AJDC calendar keep growing and the planning for the historic '100 year celebrations' of Jaguar next year are well under way. I have been very privileged to see some sample pages of Richard Waugh's 100 Years of Jaguar book he has written. I must say, this production is looking rather spectacular and is a superb representation of the marque in New Zealand. Within this issue, you will find a pre-publication launch order form of this magnificent historical look at some special Jaguars residing in Aotearoa. At a special member's only price of \$65, this is great opportunity to be part of something rather unique.

Once again, we find ourselves in a situation that proves to be rather difficult for our Advertisers. To keep operating costs of the magazine to minimum, we need the support of our Advertisers. I encourage you all to thank our Advertisers in best possible way by seeking their professional services and supporting their businesses.

There are a large group of contributors to thank for their words and photos that make this edition of the magazine special. If you feel you have a story to share, please consider that any small contribution towards this magazine helps. I hope you enjoy the interesting reads in this issue despite the lack of Club Events.

Kind regards

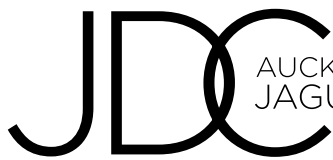
**Gerard Leeuw**

Editor



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AUCKLAND  
JAGUAR DRIVERS' CLUB



## COMMITTEE

PO Box 11043, Ellerslie 1542, Auckland  
jagclubak@gmail.com  
[www.jaguardriversclub.co.nz](http://www.jaguardriversclub.co.nz)  
Event contact number: 021 926 814

**PATRON** Ian Callum CBE

### PRESIDENT

Dean Wright 0272 309 086  
[President.jagclubak@gmail.com](mailto: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](mailto:Treasurer.jagclubak@gmail.com)

### SECRETARY

Sue Jenness [jagclubak@gmail.com](mailto:jagclubak@gmail.com)

### EDITOR

Gerard Leeuw [Editor.jagclubak@gmail.com](mailto:Editor.jagclubak@gmail.com)

### MEMBERSHIP OFFICER

Paul Martin 021 0237 5723 [Membership.jagclubak@gmail.com](mailto: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](mailto: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](http://www.jaguardriversclub.co.nz).

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

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

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

## 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](http://www.jaguardriversclub.co.nz)

Cover image: The classic E-Type in pristine condition



## president's report

**W**ith the clubs AGM approaching my tenure as President will be coming to an end. While we can all look over the last two years as disruptive, moving Covid Levels, Lockdowns, and not knowing what the next day will bring, I reflect on the good times we have had.

We have moved into the 21st century and implemented a new online membership, events, databased system via the club's website. This has streamlined the events booking system for members, the committee, and our Event Hosts, making everything run more efficiently.

We have had some fantastic events such as, Wairakei Resort, The Chateau, Russell, Paihia, Go Karting, Motor Racing, Wine Tasting, Brit & Euro Car Show, Ellerslie Classic car show, combined with many lunches, and great drives, adds up to great friendships and being there for each other over these difficult times.

I would like to thank my very supportive hard-working committee for their knowledge and support throughout these past two years. The club continues to gain strength with our membership and the volunteers that keep this great club heading in the right direction.

We have two committee members standing down from the committee this upcoming AGM. Mr. Peter McElroy as Past President, and Mrs. Pat Kerr. Thank you both for your excellent support, guidance, and wisdom.

I do wish to make special mention of two committee members for their efforts. Mr. Gerard Leeuw, our Editor, who puts this wonderful magazine together. Each magazine just gets better, the magazine is the focal point of the AJDC and sits proudly of any coffee table. Mr. Steve Heaney, our club Captain. The array of events Steve arranges, the detail given in the organization and smooth running of these events is just outstanding.

We have a great support network of advertisers that give the ADJC the ability to run these wonderful events, some of which, are subsidized. Without their support these events would not occur. Over the past eighteen months, it's been particularly hard on them, so I encourage you all to support them so they in turn, can continue to support the club.

I wish to thank my wife Christy, who has stood by me over the last few years. We have both been very hands-on with ADJC events, shared many laughs, established new lifelong friends, and have enjoyed the ride.

Lastly, my thanks go to the members of the club, who have made my role as President full of satisfaction and pride.

Christy and I are signing off for the last time, so from our family to yours, we wish you well over the coming festive season and look forward to some more freedoms in 2022.

**Dean Wright**

Club President



# OWNER PROFILE

# Jag mad!

**A**s my 1938 Morris 8 Sports bounced down the dip between Onewa Rd and the Northcote Central shops I would see it from time to time, incredibly low and shapely, an open-topped sports car, to this car-mad teenager the ultimate in automotive desirability.

In the late 1950s, innocently parked there by the kerb, it seemed almost as unlikely a sight as if it had been a comic book space ship.

From that first glimpse I was in love, a love which has proved far more durable than the sort accompanying my many romantic entanglements with humans in the decades since.



And I knew immediately that my ultimate car experience would be to own and drive a vehicle just like this. Note that "just like" as even then I was somehow conscious, as a cash-strapped youngster, that owning that exact model would always be outside my financial reach.

Oh yes, I soon worked it out that this car was a D-type Jaguar, the ultimate sports racing car of the time, three times conqueror of the 24 hours of Le Mans and although being street legal was still competitive in the annual NZ Grand Prix at Ardmore.

The rumour was that this one was owned by someone down the line who periodically drove through to the big smoke to see a girlfriend in Northcote.

Contributor Adrian Blackburn has been a Jaguar fan since teenage. He recently rejoined the club after buying a 2010 XF 3.0 twin-turbo diesel. Previous Jaguars have included a 1962 MK 2 3.8 manual overdrive, a 1973 XJ12L auto and, for the best part of two decades, a Tempero-bodied replica 1954 "short nose" D-type. He has also, as a motoring journalist, road tested many other models. This is the first of a two-part series on his passion for Jaguars.

My knowledge of Jaguars was limited. In the days when foreign currency was needed to buy a new car they were the preserve of well off runholders who were said to sometimes throw a sheep into the back seat of their big Mark 7s, careless of the fine leather upholstery.

But the fuse was lit. All I could do back then to fuel my passion was to cavalierly rip the bodywork and its wood framework from the Morry 8, hot up the engine and substitute a four-speed gearbox while fitting a Buckler-type fiberglass body.

Faster, but not fast enough. A big jump in quality to a red 1951 MG TD which needed a lot of trial and error tuning and a big Shorrock supercharger to give halfway respectable results at the Ostrich Farm and Chamberlain Rd gravel hill climbs of the day.

A salutary reminder of the level of performance Jaguar could offer came on a bright early summer day in late 1961. The wonderful, beautiful E-type, the first 150mph production car, had been a sensation when introduced to the world a year or so earlier.

I was writing a motoring page for the NZ Herald and was aware that Shorters had imported two E-types, one of which 16-year-old Mark Shorter had been observed hooning around home territory in Parnell.

Those were the days when car importers, usually able to sell every vehicle brought across the wharves, scorned motor noters. But I had been able to score brief drives of a new Daimler SP250 - treat it firmly Gold Star champion Ross Jensen advised - and also a Morgan Plus Four which had been sitting inexplicably unsold for some months in Bob McMillan's Greenlane showroom.

Other highlights included an all-day odyssey in a Sunbeam Alpine (a 50mph average including lunch) and 100mph on Meola Rd in a V8-engined Gordon-Keble.



No such shenanigans when somehow I managed, ever so briefly, to have charge of a magnificent blue E-type roadster. Precious, my temporary precious. An unforgettable experience, the sheer acceleration available somehow secondary to the astonishing flexibility from that six-cylinder 3.8 engine.

Testing its torque from the bottom of steep Ayr St in top gear at a cruelly low 20mph the car simply gained speed smoothly and so quickly it was a real test of the disc brakes to stop before the T-junction with Parnell Rd. I didn't check the speedo.

Jaguar rules, okay! Though I must confess that in constant pursuit of higher and higher performance an overseas sojourn saw me betray my one true love with, first, in Sydney, a Lotus 7 knockoff, Aussie-built Nota, then bring back with me from England in the mid-1960s an improbably quick 1961 Mini I had modified in various ways, including, yes, a Shorrock supercharger, to give in the end a bare 16mpg around town.



Fuel consumption be damned. But the arrival of identical twin sons made the Mini less than practical as a family runabout. Ah, but my new father-in-law, who had emigrated from the UK to join the family, had money still there and agreed to lend me enough of the precious overseas funds for a suitable purchase.

And what more suitable, at that time, than a 1962 BRG 3.8-litre Mk2 sports saloon with four-speed gearbox and overdrive? My brother Roger in London secured and arranged shipment for the car and I took the overnight Limited Express to the capital to pick it up.

Alright, though a relatively new vehicle by the standards of the time, it proved on close inspection to be full of rust. But weren't all Jags then. And those who wanted to study it closely would need to catch me first.

And I certainly explored some of the car's performance potential on the drive north to the City of Sales. Well over 100mph on the Desert Rd and nicely predictable



cornering at higher limits than expected. The meaty gearbox demanded some precision with clutch and throttle. But there was the wonderful howl from that classic six heading up to 5000rpm or so and the totally unaccustomed comfort of the full leather interior, along with the full lineup of Smiths instruments.

The 3.8 became luxury family transport and a superb commuter in those less-trafficked days from the wilds of Glenfield to my central city job at the Herald. And on a wet night, heading home from an evening shift, and after tossing half a crown to the harbour bridge tolls collector, I would accelerate hard away from the toll plaza with the Salisbury limited slip differential frantically shifting traction from one rear tyre to the other as it tried to moderate my exuberance.

Sadly, a new house build at Murrays Bay too soon demanded I unlock the value tied up in the Jag.

"A bit lippy," said the buyer's agent as he noted the rust in the boot lid. But not bad enough, apparently, to prevent its imminent dispatch to Dunedin.

I was heartbroken as I came seriously down in the world with the purchase of an Austin A35. I compensated by painting the little car a "look at me" bright yellow and soon fiddling ineffectually in the new garage with an unfinished clubman's project, sold to me as a Lotus Six.

Jaguars had to remain objects of distant desire for too many years until in the mid 1980s, after recklessly borrowing \$30,000 from Broadbank, I was once again in the UK. This time it was not to work but to indulge myself in a post break-up three-month solo walk across France.

But before shrugging my shoulders into the straps of the new tramping pack and heading for the ferry to St Malo I needed to buy a car. The cunning plan was to soften the blow of the loan repayments by accessing a high performance vehicle at relatively low cost in England, then, after meeting Customs Department ownership requirements, bring it duty-free to a still car-starved New Zealand and make a bomb on its higher value here.

The search was frustrating as I pored over the small ads in the Exchange and Mart and traipsed all over greater London in search of the one, the car which could transform my fortunes.

Beamers, Mercs, Alfas, a swag of Jags, but all were rubbish, eye candy but rotten to the core. I will make no romantic comparisons. But time was running out if I was to buy a good one and own it for the requisite six months before my booked and paid for return passage to kiwiland.

Then up came a one-owner outside chance, but way down in the west country somewhere outside Bristol. I crossed my fingers, and took a train.



The car itself was a revelation, a gleaming royal blue, low mileage 1973 long wheelbase XJ12, garaged, and with not a spec of rust I could find. It didn't hurt in the trust department that the owner was the village vicar.

A swift, smooth and wonderfully comfortable drive back to London. King of the road. Friends agreed to the over 16-foot Jag filling the small space outside their front door until my return from the French trek. "It can be our over-sized garden



gnome."

P&O probably hadn't counted on the impact of the imposing Jag on hold space in the liner Canberra when they accepted it as free "accompanied baggage" for my seven-week voyage back to NZ. But that had always been part of my cunning cost-cutting plan.

No way when back home to avoid the reality, though, that the Series 1 XJ12L with its four Stromberg carburettors and unsophisticated three-speed auto was the ultimate in gas guzzlers. Ten or even nine miles per gallon was the norm for town use, even with sparing use of the loud pedal. Or perhaps I was a little too enthusiastic still exploring its performance given the official figure of almost 16mpg. In daily use the 4000lb car became a good friend of the fuel companies via the stylish filler caps serving the tank in each flank.

Reality had to prevail, given Broadbank repayments, sky-high mortgage interest and two salaries becoming one with a pregnancy advancing. Yes, the XJ12 I now knew was a rarity, just 754 of the Series 1 lwb version, with its extra four inches of rear legroom, having been built.

But any problem of more than a very minor nature with this complex vehicle would have sent my precarious finances spinning out of control. It was an investment I couldn't realise on until my total period of ownership met duty-free requirements. So, with a real sense of loss, I placed the keys in a desk drawer and moved to daily transport of a distinctly cheaper and nastier variety.

Although the XJ12 finally went, at a very useful profit, my Jaguar itch remained unsatisfied, particularly while memories of that initial D-type encounter remained vivid.

And then, I spotted a tiny news story. A small coachbuilding company in Oamaru had begun building aluminium-bodied replicas of classic Jaguar sports cars, mainly D-types.

Perhaps this was my chance, with finances partially restored, to finally own the "just like" D-type I had dreamed of as a teenager. I tracked down an address and typed an inquiry letter.

Part Two follows next issue: Building, owning and racing a Tempero D-type.

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



## 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. Due to current restrictions in place, an alternate date has been set. 3rd December

#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



## CHRISTMAS CLUB EVENING @ REMUERA CLUB

@6:30pm - City of Sails Chorus. Entertaining you with Christmas Song & Carols. Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Further details and bookings via the website.

#20211203





INVITATION 2022

## 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. Check out the website for further details. [The Website](#) for more details



## ELLERSLIE CAR SHOW

Coordinator: Dean Wright

A number of club members cars 'Through the Decades' are being sourced for this display to celebrate the 100 years of Jaguar. Members who can assist with preparing these vehicles, please contact event coordinator. We need a large number of Club Members Volunteers to help out on the day.

#20220213



## PETANQUE AT CHICHESTER COTTAGE

Coordinator: Peter McElroy

A nice drive 'Trial' through the Riverhead area ending up at Chichester Cottage for a picnic lunch and Petanque.

Check the website for more details and bookings.

#20220220



## ROSS BROTHERS MUSCLE CAR MUSEUM

Coordinator: Tony Wright

A nice drive to the Waikato region to visit the Ross Brothers Muscle Garage & Museum. A private museum of classic muscle, trucks and machinery. Visit a local Café for lunch. Check the website for more details.

#20220226

# CELEBRATION

## Oct 2022: 10 Decades of Jaguar

**P**lanning for the 51st Ellerslie Intermarque Concours d'Elegance is well under way. The 2022 show is all booked for the weekend of 12th and 13th February. The traditional Tours d'Elegance is being organised and planned by John Campbell (Cammie) of MGCC's Auckland Branch.

The big news for us in 2022, is that a special feature display has been agreed with the Ellerslie Organising Committee to commemorate 100 years of Jaguar. Our Club (along with any of our affiliate Jaguar clubs who want to attend), have been allocated the prime winners circle site within which to create a display of "Ten decades of Jaguar". We think we will be able to secure around 20-25 cars for this very special display of our favourite Marque ranging from a 1920's SS sidecar through to the latest 21st Century F Type or I-Pace! We currently have great examples from the 30's, 50's, 60's, 70's, 80's and 90's but, at this stage are missing an example from the 1940's, 2000's and 2010's. Please do contact Dean Wright or Tony Wright (Club coordinators for Ellerslie 2022) if you have a shiny 1940's, 2000's or 2010's car available for display.

All members are also encouraged to attend the 51st show to lend your support to this fantastic opportunity to show off Jaguar on its biggest birthday yet!

Also new for Ellerslie 2022, will be a Modified Class Display of around 10 special "outlaw" resto-mods including we hope Barry Tremaine's superb semi competition E Type Fixed Head coupe. There will of course be lesser marques including a Porsche 356 Outlaw and various other heavy metal examples from the USA, Australia and Europe. In 2023 a full concours d'Elegance Competition for Modified is planned and in the interim special, new judging criteria are being developed for this interesting new class. If anyone has a show quality Jaguar

resto-mod example, again please contact Dean or Tony.

The traditional Teams, Masters, Survivor, 50-50-50 and Park & Polish competitions will return for 2022. We really want to build on JDCA's success at the 2021 show!

We know a number of members have stunning cars that are close to if not already prepared for Concours and there is nothing to stop us entering a couple of teams in 2022! I know of one Member's superb E Type that will arrive in NZ shortly after virtually a full restoration by Classic Motors Cars in the UK and I'm busily arm twisting the owner to display that car!

Please do contact Dean or Tony to register your interest as we need to get our entries in soon and at the latest the end of November. Please note that as an Ellerslie committee member Club, we really want to show our support for this event, especially now that following the Ellerslie Rule change of 2020, winning the event does NOT require us to take on the full weight of responsibility to run the following year's event.

With that change in the Rules, we need 20 Club volunteers to come forward to help on the 13th February 2022. Again, please contact Tony or Dean to register your interest in helping on the day. The Ellerslie committee have prepared an excellent set of "Club Volunteer Tasks on the Day" papers that will be issued in due course.

More details will be emailed to everyone as they come to hand, but please mark the 13th February in your diary and with Level 3 still on the cards for a while yet, why not get stuck into that polish up now!

Best wishes

**Simon Crispe - Deputy Chair - Ellerslie Concours Committee**

**Admission \$20 under 12 free**

**CLASSIC COVER**

**ELLERSLIE CAR SHOW**

**WORLD OF WHEELS**

HOSTED BY **Porsche Club New Zealand**

**Sunday 13 February 2022**  
**10am to 4pm | Ellerslie Racecourse**

**Meguiar's** **WAIMAK CLASSIC CARS** **CLASSIC DRIVER** **HERITAGE HOTELS**

# Jaguar racing in NZ history: Jim Barclay



Survivor Class win by Murray Biddick's stunning Series 3 V12 E Type OTS.



3rd in Teams Event with Bill Burrett & Tim Fraser with their pair of superb Series 2+2 FHC's

The 6th edition of the annual Taupō Historic Grand Prix at Bruce McLaren Motorsport Park will be held over the weekend of Saturday 22nd and Sunday 23rd January 2022, with Practice Sessions all day on Friday 21st.

Now billed as New Zealand's leading race meeting reserved solely for historic racing cars, 25 races will be held across grids for seven categories, Formula 5000, Historic Formula Ford, Formula Junior-Invited Historic single-seaters & Historic Sports Racing cars, Historic Muscle Cars & Historic Saloon Cars, Historic Sports Sedans & Invited Allcomers, Heritage Touring Cars, and Pre-1966 Saloons & Sports.

After celebrating Alfa Romeo in 2020 and Ford in 2021, the marque to be celebrated in 2022 is Jaguar.

The Pre-1966 Saloons & Sports category being tailor made for Jaguar Saloons and Sports Cars without roll cages. You just need to be a member of the Vintage Car Club, MSNZ or hooters and submit your car for scrutineering by one of those organisations.

This event promises to be one of the highlights of the 2022 calendar of events being planned by Jaguar Clubs up and down the country to celebrate the centenary milestone in the history of Jaguar since your Bill Lyons and Bill Walmsey started their fledgling business in 1922. As well as wonderful racing of classic and historic cars, there will be lots to see and do at the event including:

- The launch of Richard Waugh's centenary celebration book "Classic Jaguars in NZ"
- Demonstrations of new and old Jaguars,
- A track parade of Club Jaguars,
- Static displays of classic Jaguars,
- Colin Giltrap's stunning XKSS,
- Greg Murphy, Jaguar Land Rover's new Brand Ambassador demonstrating the F Type Project 8,
- A Gala charity dinner on Saturday night. Venue and details to be confirmed in due course.



## Jaguar Racing in New Zealand 1950-1972

Words & Photos by Historic GP Organising Committee member, Jim Barclay

Jaguar cars racing in New Zealand recorded a long period of much success in what is regarded as a golden period of motorsport. Using the very strong and reliable Jaguar XK 6-cylinder DOHC engine, there were many Jaguar sports and saloon car successes for over 20 years from 1951; and this competitiveness was also enjoyed by owners of a number of other single seater, sports and saloon cars that used 'transplanted' Jaguar XK engines.



Mairehau 3 Feb 51 - 1st place went to Ron Roycroft in his bronze-coloured Jaguar XK120. photo Roycroft Collection in Vercoe's book 'Golden Era of NZ Motor Racing', page 22

In 1950, A.J. Roycroft acquired the first Jaguar XK120 sports car in New Zealand, and his son Ron drove it at Seagrove in late 1950. From 1951, early success was registered with the new Jaguar XK120 sports cars that raced against a small number of Italian thoroughbred racing cars, such as Alfa Romeo and Maserati, and a predominately large number of New Zealand built 'specials'.

Jack Tutton, Ron Roycroft and Bob Gibbons all chalked up some impressive wins and good placings in their XK120s on the road course at Mairehau (Christchurch), and on the airfield circuits at Ohakea and Wigram. By 1953 Sybil Lupp also achieved success racing a XK120. 1953 also saw the first of the big Jaguar MkVII saloons being raced, and the first of the 'transplants' saw an XK120 engine fitted to Ron Roycroft's 1925 Bugatti T35A single seater.

More on this story, please visit the Website - NEWS section. Editor.

## PRG set to open more than a hundred Circle K Stores & EV service stations in NZ

Written on behalf of Circle K NZ by Mark Devlin  
Impact PR. Email mark@impactpr.co.nz

**P**amma Retail Group (PRG), the NZ licensee of Circle K, one of the world's largest convenience store brands with over 14,000 locations, has plans to open 100+ New Zealand outlets.

The New Zealand stores will be opened through PRG's (Circle K NZ) multi-million-dollar franchising drive which aims to see 3% of the country's 5,000 convenience stores converted to the Circle K brand and retail fit-out.

Circle K NZ is also planning to transform the New Zealand retail fuel market - opening some of the first purpose-built EV charging and petrol stations at sites around the country.

Iqbal Basra, Circle K NZ's site development director, says the next decade will see a seismic shift in convenience and oil retail as income from traditional revenue streams evolve through the introduction of new technology and a focus on a sustainable growth platform.

"The growth in EVs is set to impact the way fuel outlets are designed, and to address that change, Circle K NZ is planning to transform the New Zealand retail fuel market - opening some of the first purpose-built EV charging and petrol stations at sites around the country as the industry closely watches how the EV trend will reinvent the traditional petrol station.

"We're now actively searching for service station sites and operators throughout New Zealand that will be designed specifically to accommodate the local growth in the country's EV fleet," he says.

Basra says achieving their rapid outlet growth target will mean Circle K will become one of NZ's largest grocery convenience and food service retail chains.

He says they are looking for 200m2 sites that can open 24 hours a day but can also work with sites with smaller footprints or operate on reduced hours in rural or lower traffic areas.

"What New Zealanders can expect to find in one of our stores is a significantly different retail experience from the traditional corner dairy and service station. The larger stores are a hybrid of a convenience store and prepared food outlet."

"They will carry over 2,000 different SKUs - a mix of our Circle K private label brand, self-serve frozen and chilled beverages, world famous hot dogs and food to go, with menu items such as fish & chips as well as a wide array of well known international foods.



"In addition, customers will also be able to purchase self-serve coffee for \$1 - a move that is set to have an impact on this part of the industry as well.

"We have a comprehensive training programme and team of specialists who can help convenience store owners move away from a dependence on tobacco as a revenue source which is planned to be eliminated by the New Zealand Government by 2025.

"With us, they will be able to leverage the buying power of a multinational along with the market intelligence and data insights that will help them progress with these changing customer behaviours and regulations," he says.



21st

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(rain date 28 November)



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# COP26

IN PARTNERSHIP WITH ITALY



# JLR go zero for summit

Credit: Jaguar Media Centre

**J**aguar Land Rover is partnering with COP26 ahead of the vital climate change summit in Glasgow in November.

Jaguar Land Rover will be providing a fleet of electrified vehicles to world leaders and delegates attending the summit, including the multi award-winning all-electric performance SUV Jaguar I-PACE, as leaders and their teams travel to and from the venue.

As part of its new global strategy Reimagine, Jaguar Land Rover aims to achieve zero tailpipe emissions by 2036, and net zero carbon emissions across its supply chain, products and operations by 2039.

The company has committed to a 1.5 degree aligned science-based target to reduce emissions in line with the Paris Agreement and supporting the UNFCCC Race to Zero.

Jaguar Land Rover has a successful history in similar events including the recent G7 summit in the UK. The vehicles have all been sourced from existing fleets in the UK, helping ensure the carbon footprint remains low.

Jaguar Land Rover is an iconic British brand with a proven track record.

They are showing climate leadership in their field with award winning electric vehicles, and I am delighted these will be used by world leaders in Glasgow.

*I look forward to working with Jaguar Land Rover and all our Partners ahead of the summit as we ensure a successful and inclusive COP26*

ALOK SHARMA - COP26 PRESIDENT-DESIGNATE

We are delighted to partner with COP26 and provide a fleet of all-electric vehicles, including Jaguar I-PACE performance SUVs, to deliver zero-emission transport at the summit.

*Sustainability is at the core of our business strategy, Reimagine, which enables us to focus on becoming net carbon zero by 2039, as the creator of the world's most desirable modern luxury vehicles.*

THIERRY BOLLORÉ - CHIEF EXECUTIVE OFFICER





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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.



# XF embarks on a thrilling chase across London to celebrate the release of 'NO TIME TO DIE'

JLR Media release

To mark the eagerly anticipated release of No Time To Die, Jaguar's latest XF Saloon found itself involved in a thrilling chase across London, as Jaguar Racing's Formula E driver Mitch Evans aimed to be amongst the very first to see the film

**W**atch and share the film. It's the hottest ticket in town. Make sure you've got yours. James Bond No Time To Die. Only in cinemas.

The action is set against some of the capital's most iconic landmarks including the Shard, Tower Bridge, City Hall and Millennium Bridge. Mitch, who is at the wheel of the Santorini Black XF R-Dynamic HSE, is unaware he is being pursued by free runner and Parkour athlete Lynn Jung. The reason for their chase? He has unwittingly dropped his tickets to the screening and Lynn is determined to ensure his wait to see No Time To Die is over.

The six-mile chase starts in Laffone Street, close to Tower Bridge, and weaves its way across the city with Lynn running, jumping and somersaulting in pursuit of Mitch, who is enjoying the XF's luxury, comfort and serenity thanks to its Active Noise Cancellation and Cabin Air Ionisation technology.

Distanced from the noise and chaos of the city around him, Mitch focuses on the drive, making the most of the XF's precise, intuitive steering – and the responsive, refined performance of its 300PS Ingenium engine. The action concludes in London's famous Baker Street, where the tickets are returned in spectacular style, allowing Mitch to finally enjoy No Time to Die.

Throughout the race across town, 007 fans will spot a few familiar faces along the route, including a bullet-holed XF from No Time to Die as well as notable Jaguar models that appeared in past films, including the C-X75 from Spectre (2015) and the XKR Convertible from Die Another Day (2002).

*The Jaguar XF is a car designed to tackle any journey with an unrivalled balance of luxury, comfort and refinement. Whether it's a high-speed pursuit through twisting streets and piazzas of Matera where the car filmed it's No Time To Die chase sequences, or the bustling streets of London - the XF really is a car for every occasion.*

ANNA GALLAGHER - JAGUAR BRAND DIRECTOR

The Jaguar XF saloon is available now in the UK. To configure and order yours online or book a test drive, visit [www.jaguar.com](http://www.jaguar.com)

# Kiwi book project for 100 Years of Jaguar's origins



by Richard Waugh

100 years of Jaguar origins Kiwi logo, designed by Cameron Leggett. The logo is a key feature of the new book and will be available as a unique grille badge.



Photos: Cameron Leggett

**2022** will be a special global 100th centenary celebration year for Jaguar. It was in 1922 that William Lyons and business partner William Walmsley began their 'Swallow Sidecar Company' in Blackpool, England. Their modest efforts would grow in the 1930s into S.S. Cars and later in 1945 be renamed Jaguar Cars. The post-war development of the company became a startling story of styling innovation, fine engineering development, amazing motor racing success - and with Jaguar cars having excellent value for money like none other. From the early 1950s the Jaguar brand became world famous.

As a tribute to Jaguar and the global centenary celebrations, we will be launching here in New Zealand a new book about Jaguar. While there have been many Jaguar titles over the years from many different countries, especially the UK and USA, there has been very little published about Jaguar from our Kiwi context. That is about to change with 'Classic Jaguars in New Zealand Grace - Space - Pace' being ready for the Christmas market and with celebration

launch events around the country from late January through to March.

Planning for the book project not only had the 100th anniversary clearly in mind but a vision for a fresh take on Jaguar cars and their special contribution to the New Zealand motoring scene. It was decided the book should not only give an up-to-date history of Jaguar, with as much Kiwi content as possible, but have a focus on a range of 40 classic models from S.S. cars of the 1930s to Jaguars of the late 1990s. The car profiles would concentrate on the evolution of Jaguar design and performance, describe their individual uniqueness, relate their owner's experiences, provide key specifications, and be illustrated by high quality professional photography. In addition, the book would contain a range of informative appendices such as about racing Jaguars in New Zealand, Jaguar car club histories, the story of Sybil Lupp, an account of the NZ-assembled XJ6s, and information about the fine replica/recreation work being done by several businesses mainly in the South Island.

With my experience researching and

writing many books on aspects of New Zealand transport history, especially aviation, and some writing on New Zealand social history and church history, I knew how big the project would be. However, I was greatly assisted by willing co-operation from many Jaguar enthusiasts and Jaguar car clubs, our own Auckland club included. For the project to be viable I was able to offer my time in a voluntary way, as did other helpers. But we needed to pay for professional photography, graphic design work and the printing. An Auckland-based charitable trust, with publishing experience, agreed to publish the book and so the project is 'not-for-profit'. This status also enabled many people to make donations and interest-free loans to ensure the project was financially viable. Jaguar Land Rover New Zealand contributed, along with some dealerships, including Archibald & Shorter, some Jaguar car clubs and our own Auckland Jaguar Drivers' Club.

Ian Callum, Jaguar's design director from 1999 to 2019 - and our Auckland club patron - agreed to write the foreword. Cameron Leggett, a well-known automotive photographer, and the official pho-



Carrick & Margaret Oliver's stunning 1950 Mark V 3 1/2-Litre Drop Head Coupe.



Phil Pelling's beautifully restored 1958 Mark 1 3.4-Litre, originally delivered new in Zurich, Switzerland.





topographer of the Auckland Brit & Euro Classic Car Show was professionally engaged. Cameron had quite a task photographing the 40 Kiwi cars for the book; 22 from the Auckland region, and the other 18 from throughout New Zealand including from Waikato, Gisborne, Bay of Plenty, Hawkes Bay, Manawatu, Nelson, Blenheim, Christchurch, Dunedin and Invercargill. I worked on the project for eighteen months doing primary research and reading every Jaguar magazine and book I could lay my hands on!

The chosen book design is hard cover with embossed dustjacket, and large 245x290mm format. It has 316 pages, 488 photographs (we counted - and most taken between March to June 2021), and with over 60,000 words of informative text. It will be among the most comprehensive motoring books in New Zealand. Grant McMillan, one of the dedicated enthusiasts who worked on the project recently said, "It will be a glamorous book in the best sense." An integral part of the book is a special Kiwi '100 years' Jaguar logo design with Pounamu/Greenstone colours and distinctive silver fern. The Otago Jaguar

At East Auckland's Lloyd Elsmore Park, from left Giltrap's 1957 XKSS Continuation, Roger Munn's 1966 E-Type FHC and his 1953 XK120 FHC.

Driver's club is having the logo turned into a grille badge, for sale to all Jaguar car clubs. Do tell me if you are interested in one of these unique grille badges for your car.

The book is being printed in Hong Kong and at present is being shipped to New Zealand. It is planned to have books available for the Christmas market with a discounted launch price for Jaguar car club members of \$65 (book shop price is \$79.99). See the insert order form in this magazine. While copies may be available in time for our club's Christmas event on 3rd December, the launch will be at the 2022 Historic GP at Bruce McLaren Motorsport Park, Taupo, on 22/23 January 2022 and a formal event at Archibald & Shorter's

Greenlane showroom on Friday evening 18 February 2022. Well-known personality Christopher Luxon MP will be MC. On Saturday 19 February there will be a special display of classic Jaguars at Archibald & Shorter. Other clubs around New Zealand are planning special gatherings with the book as the focus for the 100-year anniversary. All these events will be highlight times of Jaguar celebration as we together pay tribute to the beginnings of Jaguar from their humble sidecar work 100 years ago in 1922.

For more information about the book, and for ordering a 100-year anniversary Jaguar grille badge, you are invited to contact Richard Waugh Ph 09 5339400/022 5339400 rjw@ecw.org.nz



Don Bowater's immaculate 1992 XJS V12 convertible.



The Nelson-assembled 1978 Series II XJ6 of Don Grayson, owned by him since 1980.



Giltrap's well-known 1957 XKSS Continuation at Lloyd Elsmore Park. It only shows 96 miles on the clock!

## OWNER PROFILE

# Warren Tait's '69 E-Type S2



I purchased the car in 2006 as a three owner, NZ new, from Dunedin. The car looked okay for its age but was in desperate need of refreshing. This was particularly evident with everything under the bonnet. It was mechanically sound but in a very tired condition. This also included the IRS which was covered in years of dirt and largely unnoticed. The paint job was okay from a distance, but a close eye would reveal a poorly executed respray where the chrome trim had not even been removed.

The interior appeared original and mostly unmarked, so I had no yearning to interfere in this department. So, I decided to carry out a complete overhaul of the car as this would most likely be the last car rebuild I had left in me. I was back to my hot-rodding days mentality where everything had to be bright, shiny, smooth with lots of bling!

A concours restoration didn't really interest me as I knew that what I was planning would most likely send many critics into a tailspin. My plan for this project was to be far more than a row of slotted screws all orientated the same way.

I decided to split the rebuild categories into three stages.

Stage 1 the under-bonnet area, (the biggest undertaking and the most important to me). Stage 2 the rear end, and Stage 3 a new paint job.

### Stage 1, Undertaken in 2009.

The overhaul consisted of an engine and gearbox rebuild, and everything from the firewall forward which included the front suspension, steering assembly, brakes, radiator, etc. The bonnet was removed, and all the engine componentry was disassembled bagged and tagged. Then the engine and gearbox were removed. The remaining rolling body was wheeled out of the garage for steam cleaning.

When the body was back in the garage, every single component from the firewall forward was removed, cleaned, and prepared for painting, polishing, or plating. Bright zinc was the plating of choice. I made a paint stripping tank from a 20 litre metal drum, and this stripped all paints and contaminants from everything that was to be painted.

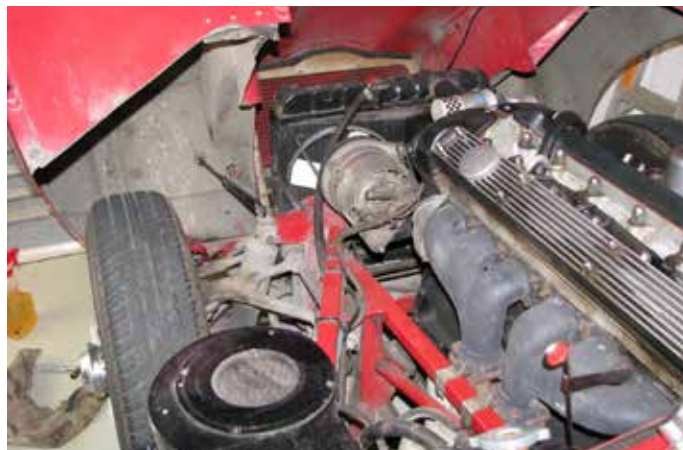
The engine and gearbox were separated

and stripped down for inspection. The car had only travelled 135000 miles, and everything was standard, but I decided to replace every part I could with 'new' while keeping it all standard also. It soon became apparent that a membership renewal to the Daimler and Lanchester owners' spare parts club would be required. I had been a member of this club since 1981 when I purchased a 1963 Mk2 Daimler. After looking around for an engine reconitioner I chose Taylor Automotive in Kyber Pass for the short block, and The Cylinder Head Shop in Glenfield for the Head.

While these items were in their hands, it was then onto prepping all the parts. This meant hours and hours in front of the wire buff cleaning every part / component for either plating or painting. For the plating, I chose Acme Plating in Onehunga. All components of the front suspension that were to be plated, had to go through a de-brittleness process which ensured their tensile strength.

For the painting I choose myself, not because I knew what I was doing, but because I could manage the risk of

# story



getting a poor job, plus by now I had numerous car repaints behind me thanks to my Fathers boat building and painting business days, and you do get a lot of satisfaction from the finished product. The colour was to remain the same so everything from the firewall forward was prepped and painted in 2Pak. When it came to the engine, I didn't want a black one, so I decided to break a few more rules and painted it the same red.

Then there was the polishing, all that beautiful aluminium that the Brits are so good at using. Every piece of aluminium on the engine including both pedal cluster housings were filed, sanded, and polished to remove all the casting marks. Unfortunately, I landed this task too, mainly because I had all the gear to do it, and it is a substantial financial cost, which was something I didn't have access to. So many hours were spent in front of a polishing machine sometimes till 1.00am.

Next, I stripped down the starter motor, alternator, fan motor, windscreen wiper motor, windscreen washer motor and both radiator cooling fan motors for cleaning and reassembled with new

bearings or bushes, and brushes as required. Testing and calibration of the starter motor and alternator was done under the expertise of Grant from Hope Hickman.

Soon the engine short block and cylinder head were ready for collection, so I proceeded to assemble the engine and detailed it with new freshly painted, plated or polished parts. The end result was very satisfying and although it could be called, totally pimped, everything was still completely standard and 100% original.

New nolathane bushes and rubbers were fitted to all suspension joints, brake calipers were completely rebuilt after plating, then painted. The rebuilt suspension arms, wheel hubs, rotors, calipers and steering rack were refitted. Next, it was time for the engine and gearbox installation. This proved quite a task with so many new surfaces to protect from accidental damage, so some patience and a good friend were essential for this task.

Now all the engine components could be fitted including radiator, heater box, hydraulic cylinders and the numerous

pipes and hoses.

After finally getting to a stage where we could call it finished, which it never is, an estimated 2500 hours over a 2½ year period had passed by. The rebuild so far was very satisfying and the car was a joy to drive creating considerable interest from all age groups wherever we went. At the request of the club, I was asked if I could make my car available, along with 3 other club members, for a story on the 50th anniversary of the E-Type article to be done in the June 2011 edition of the New Zealand Classic Car Magazine. We got the cover and the centrefold for that article. The first main outing of significance after completion was a club trip to Taupo for the 50th anniversary of the E type in 2011. This also was our first club event after joining the club, and involved the whole family with Jan following in the Corolla... ! with a tow rope!

Next task after having a bit of fun, was to start stage 2 and remove and rebuild the rear end.

*Stage 2 in the next issue of the AJDC Club Magazine.*

## Jaguar Racing finish runners-up in season seven of the Abb FIA Formula E World Championship

**J**aguar Racing finish runners-up in season seven of the ABB FIA Formula E World Championship teams' standings after a unpredictable season finale on the Berlin Tempelhof circuit. This season has been the most successful so far in Jaguar Racing's five-year Formula E campaign with eight podiums, two wins, one pole position and 177 points scored. The British team narrowly missed out of victory by just four points from Mercedes EQ.

New Zealander, Mitch Evans, finished fourth overall in season seven of the ABB FIA Formula E Drivers' World Championship securing five podiums for the British team. Teammate, Sam Bird finished sixth in the championship with two wins, three podiums and a pole position.

The final race of the championship started with heartbreak for front-runner Mitch Evans and the team as his racecar had a technical fault and didn't launch off the line. By making it into Super Pole from group one and qualifying third the Kiwi put himself in a great position to win the drivers' title.

Briton, Sam Bird, secured valuable points and held off the chasing pack in the teams' championship. Despite a tricky qualifying, he scythed his way through the field, climbing fifteen places to finish seventh.

*As a team, we put ourselves in a position to fight for both the drivers' and teams' championship this season and that's what we're most proud of. It was a massive shame for Mitch in the season finale, the team have worked so hard*

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*all season to put both of our drivers and Jaguar Racing into the championship fight. Sam performed an incredible drive through the field today, gaining 15 places to secure runners-up in the teams' world championship. This has been our best season and we have made huge progress - seven podiums, two wins, one pole position and only four points off first place is an amazing achievement. I would like to thank all our commercial partners who contribute to our success and our loyal fans. Congratulations to Nyck de Vries and Mercedes - they fought hard to the very end. We'll be back next year to fight for the title and to make it to the top step.*

JAMES BARCLAY - TEAM DIRECTOR JAGUAR RACING

*A good day in the office for me - I really enjoyed coming through the field and I was determined to get a good finish for the team. I'm really gutted for Mitch who was in with a great shot today. The team have done an amazing job all year and I'd like to thank every single person and our fans for everything this season. I can't wait to start my second season with Jaguar in Formula E.*

SAM BIRD - #10 JAGUAR RACING DRIVER

*We appeared to have some failure after the launch in the car today. It was over before it even started so it was obviously not meant to be this year. I'm gutted for the whole team to not get a run at it today but to be able to finish second in the teams' championship is still huge progress. I want to thank everyone who has put in so much hard work this year. We'll come back fighting again next year.*

MITCH EVANS - #20 JAGUAR RACING DRIVER

Jaguar Racing look forward to season eight of the ABB FIA Formula E World Championship where the team will continue to fight for more points, podiums and wins which is due to start on 28 / 29 January 2022 in Diriyah, Saudi Arabia.



NEW ON THE BLOCK

# F-PACE R-Dynamic Black

The F-PACE is now more desirable than ever, with the addition of the exclusive new R-Dynamic Black model together with enhanced wellbeing, connectivity and driver assistance technologies across the range.

The F-PACE R-Dynamic Black benefits from a distinctive design and an enhanced specification which includes a Black Pack now featuring Gloss Black mirror caps, fixed panoramic roof and privacy glass. Complementing these elements are 20-inch wheels with a Gloss Black finish.

Like all other F-PACE models, the R-Dynamic Black is offered with a choice of refined, efficient and responsive Ingenium powertrains, from the 163PS mild hybrid (MHEV) four-cylinder diesel to the 404PS plug-in hybrid (PHEV) petrol.

*The F-PACE is a performance SUV with an assertive, purposeful design which truly sets it apart. Creating the new F-PACE R-Dynamic Black gave us the opportunity to accentuate its sculpted, poised form and deliver even more visual impact and presence.*

ADAM HATTON - EXTERIOR DESIGN DIRECTOR, JAGUAR

Jaguar is also introducing more technology across the F-PACE range to enhance occupant wellbeing and comfort: there are new smart features which further improve interior air quality, and new driver assistance systems which provide greater levels of support. Connectivity will soon be made even more convenient with the addition, via software-over-the-air updates\*\*, of wireless Apple CarPlay®. Wireless Android Auto™ will become available at the same time\*\*.

## New F-PACE R-Dynamic Black

The F-PACE's assured, dynamic presence is heightened still further with the R-Dynamic Black and its bespoke combination of features.

The Black Pack has been enhanced, with the Gloss Black finish now applied to the door mirror caps as well as the grille, grille surround, side window surrounds, fender vents with the iconic Jaguar Leaper emblem, rear valance and the rear badges. Complementing this perfectly are 20-inch 'Style 1067' wheels, also in Gloss Black. Red brake calipers accentuate the striking wheel design.

The theme continues with Gloss Black roof rails fitted as standard along with a fixed panoramic roof. The F-PACE R-Dynamic Black is available in the full range of colours, comprising one solid finish, seven metallics including new Ostuni White (all of which are included in the price), and two premium metallic paints (available as options).

The luxurious, crafted interior of the F-PACE is further enriched on the R-Dynamic Black with contemporary Satin Charcoal Ash veneers and bright metal pedals. The feeling of serenity and refinement is heightened by the enhanced Premium Cabin Lighting feature. Also available on all other models in the range, this offers the driver a choice of 30 colours in place of the previous 10.

## Wellbeing and comfort enhanced

In a development of the Cabin Air Ionisation and PM2.5 filtration systems introduced to F-PACE last year to remove allergens and odours and capture ultra-fine particles, the new Cabin Air Purification Plus system includes two additional features to make cabin air quality even better, improving occupant wellbeing and comfort.

The first of these is called Air Purge, and it delivers benefits before the journey even begins by using the climate control system's fans and recirculation function to freshen the air inside the vehicle before the doors are opened. This is achieved either by setting a departure time through the infotainment touchscreen or the Jaguar Remote App.

The second is Cabin CO2 sensing, which monitors and regulates the carbon dioxide level in the vehicle interior. The concentration can increase over time if the climate control system operates in recirculation mode for long periods, such as can occur when the vehicle is driven through areas with polluted air. To ensure the levels remain within desired limits, the feature can enable more fresh air to be admitted.

Customers also benefit from a display on the touchscreen of the particulate levels inside and outside the cabin.





### Infotainment and connectivity

Jaguar's fast, intuitive and responsive Pivi Pro infotainment system has a range of embedded apps, including Spotify, and has Apple CarPlay® as standard. Android Auto™ is standard too.

To make smartphone connectivity even simpler and more convenient, wireless Apple CarPlay® will soon become available to customers in a software-over-the-air (SOTA) update\*\*. Wireless Android Auto™ will also become available at the same time\*\*.

F-PACE's SOTA capability enables Pivi Pro and vehicle systems to be updated remotely and seamlessly - and Pivi Pro's dual-SIM technology means you can stream music simultaneously.

Pivi Pro can also connect two phones simultaneously via Bluetooth, and the optional wireless device charging pad features a signal booster to improve network reception. The system also provides clearer calls with the help of the vehicle's external aerial, housed in the roof pod.

For customers who choose the F-PACE PHEV, Pivi Pro makes it easy to use public charging networks. As well as showing where charging stations are it can also tell you if they're available, what they cost to use, and an estimate of charging time.

### Driver Assistance Systems

Joining the comprehensive suite of assistance systems already available on F-PACE is a new feature designed to offer even greater support to the driver. Adaptive Cruise Control with Steering Assist is perfect for long motorway journeys. It gently assists steering, acceleration and braking to centre the vehicle in lane while maintaining a set distance from vehicles ahead.

### Self-sealing tyres

Self-sealing tyres are a new feature for F-PACE, complementing the Tyre Repair System, reduced-section and full-size spare wheels already offered. They feature an integrated sealant layer within the tyre cavity: should an object penetrate the tread, the sealant surrounds the object and can form an air-tight seal, maintaining air pressure and enabling the driver to continue their journey. Available as an option - and exclusively in All-Season specification - they will be offered in 19-inch, 20-inch and 21-inch sizes.

### Electrified performance

The F-PACE is available with the four-cylinder petrol P400e plug-in hybrid powertrain as well a range of four-cylinder and in-line six-cylinder petrol and diesel Ingenium engines, most of which feature 48V mild hybrid systems for even greater refinement and efficiency.

## A History of the Auckland Jaguar Drivers' Club Annual Car Show

**T**his Annual Show started in the year 2000 and was held in the main Horse Barn at Alexandra Park. This was setup as a non-competitive display for club members. This format continued for 7 years until Alexandra Park decided that on Sundays, the venue was required as a Market, so we had to find a new location.

I was on the club committee when this happened in 2006 and remembered attending a Victorian Jag Club Show that they held on the 'South Bank' in Melbourne. It was in a very popular public space with lots of general public traffic, and there was a lot of interest in the cars on display. This 'recall' of the Melbourne show, made me think, yes, we could do the same in Downtown, Auckland.

I had been retired for a number of years and since the opening of Britomart, I had been in the habit of going to town every Friday on the train. I would walk around the waterfront as far as what is now known as the 'Silo Marina'. The attraction for me was the many building and roading projects going on. Because of this, I was able to recommend a suitable location for us to transfer our show to as long as we could get 'Water Front Auckland' (now 'Panuku Developments') on board.

We developed a relationship with Frith Walker of Panuku and she made the venture very easy. There was a measure of novelty for them in our Show, as they were keen to see their areas being used to give interest to the passing public. We were also successful in avoiding their normal event charges by making it a fund raiser for a charity. Frith is now quite senior in the Panuku organisation which stands us in good stead when asking for yearly show locations, as we did this year and got the best high-profile location we have ever had.

As the Lift up walking bridge had not yet been built, our first 2007 Downtown show was on Te Wero Island and then in 2008, it was on the Waitemata Plaza (which is now a playground).

When the lift-up bridge and Viaduct Event Centre were finished, I contacted Frith and asked her if we could get the Wharf area on the East side of the Event Centre, and they agreed.

This was our location for 2009 through to 2015. Then in 2016, Team NZ was given the use of the Event Centre, so we had to find a new location again.

This time, I wondered if we could get the area in front of Shed Ten at Queens Wharf, and with the help of Panuku, we succeeded. The downside was that this area is run by a different Council organisation called 'Auckland Live' and this location came with a \$1000 charge. Archibald & Shorter gracelessly picked up this charge, which we are very thankful for. We had two very successful shows there in 2017 and 2018. Due to continual waterfront upgrades in Quay and Lower Queens Street, we needed to postpone our 2019 and 2020 shows.

Because of the charge being made by Auckland Live, I suggested to the committee we go back to Panuku and see if they can accommodate us again on one of the new locations they have and they have come up trumps with no hire charges as well for 2021.

Our Downtown Shows have involved four charities, the 'Auckland Rescue Helicopter Trust', the 'Alzheimers Society', the 'Starship Children's Hospital' and for the last few years through our club member Paula Daye, we have been supporting 'Camp Quality'.

We would love you to use the 'Annual Jaguar Car Show' Poster you received in your magazine by displaying it on any public/community notice board or at your place of work. Let's encourage as many as we can to join us at our 21st Club display.







continued from page 25

All F-PACE models feature intelligent all-wheel drive and eight-speed automatic transmissions which can be controlled either by the Jaguar Drive Selector or - for added driver engagement - the beautifully tactile metal shift paddles.

The P400e PHEV model is the most powerful and efficient in the core F-PACE range. The 300PS petrol engine and the 105kW electric motor integrated into the automatic transmission produce a combined total output of 404PS and 640Nm of torque.

This enables acceleration from 0-60mph in only 5.0 seconds (0-100km/h in 5.3 seconds) and CO2 emissions and fuel efficiency from just 49g/km\* and up to 128.4mpg respectively.

Charging the P400e on the go or at home is simple and convenient: when plugged in to a fast charger, it can charge at up to 32kW DC, taking the battery from 0-80 per cent charge in as little as 30 minutes\*\*\*. A 7kW AC domestic wall box can manage this in as little as one hour 40 minutes\*\*\*.

On all four- and six-cylinder Ingenium engines equipped with MHEV technology, a Belt integrated Starter Generator (BiSG) recuperates energy usually lost during braking or deceleration by storing it in a compact 48-volt lithium-ion battery. This stored energy is redeployed to assist the engine when accelerating away, enhancing responsiveness. It also makes the stop-start function quieter and faster than conventional systems.

The most impressive of the MHEV powertrains is the P400 3.0-litre in-line six-cylinder petrol, which develops 400PS and 550Nm of torque. Featuring advanced technologies including a twin scroll turbocharger supported by an electric supercharger, continuously variable inlet valve lift control and a 250bar direct fuel injection system, this superbly refined unit enables the F-PACE to achieve 0-60mph in just 5.1 seconds (0-100km/h in 5.4 seconds).

NEW JAGUAR

# F-PACE PHEV P400e



JAGUAR'S FIRST PLUG-IN HYBRID ELECTRIC VEHICLE: KEY FIGURES

UP TO  
**33 MILES\*** of electric-only range  
(53KM)

**7kW AC WALL BOX**

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



**32kW DC FAST CHARGING**

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

**49g/km\***  
CO<sub>2</sub>

The cleanest, most efficient F-PACE in the range

**0-60MPH**  
5.0 SECONDS

The most powerful model in the core F-PACE range



## 3 DRIVER-SELECTABLE MODES



### EV MODE

Running solely on electric power for quiet, zero-tailpipe emissions journeys



### HYBRID MODE (DEFAULT MODE)

Automatically combines petrol and electric drive to optimise efficiency and performance for longer journeys



### SAVE MODE

Prioritises combustion engine as energy source, maintaining battery charge for deployment at a specific point in the journey

\*WLTP (EU) Combined figures



# JAG ON THE NET

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

JLR Ice Academy

<https://www.youtube.com/watch?v=eHwwuKqOfe0&t=52s>

Mitch Evans - XF Chase Across London

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



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](http://www.jaguardriversclub.co.nz) or email us... [jagclubak@gmail.com](mailto:jagclubak@gmail.com)



Welcome!  
new  
members

- Rod McVicar & Melanie Vink  
**1936 SS 100 replica 2.5L Blue**  
**1952 C Type Replica 3.8L BRG**  
**1989 XJSC 5.3L**
- Tony & Sue Roberts  
**1962 MK II Manual 4.2L Dark Blue**
- Russell OConnor  
**1998 XJ8 3.2L Seafrost**
- Roger & Karen Humphries  
**2007 XJ Auto 4.2L Silver**
- Bevis Hanson & Yanhong Wu  
**1966 Daimler 250 V8 Maroon**
- Alan & Julie Watts  
**2009 XFR-S Auto 5.0L Black**
- Tim Deane  
**2019 F Type Coupe 5.0L S/C**
- Chris & Kelly Parker  
**1987 XJ SC V12 5.3L Auto Red**
- David Pender  
**2011 XJ V8 5.0L Auto Blue**
- Matt Headland & Steph Vercoe  
**1990 XJS V12 5.3L Auto Westminster Blue**
- Steven Barlow  
**2007 XKR 4.2 Auto Black**

# 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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Forward Thinking Freight.

20 years in business.  
NZ's largest domestic shipping forwarder  
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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](mailto: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



### 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

\$110



### 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

## 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.



The committee wishes to advise a special ballot will be drawn for all financial members in every magazine

## The draw is for three fuel 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 (September/October) winners are;

**\$100**

9033 Tim & Prue Frazer

**\$75**

2127 Anthony Thorpe

**\$50**

2494 Rodger & Elaine Griffin

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

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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# Ultimate arctic adventures on ice

Jaguar and Land Rover are delivering pure exhilaration at the Jaguar Land Rover Ice Academy on the edge of the Arctic Circle, combining invaluable winter driving skills with unforgettable thrills.

The new 2022 Jaguar Land Rover Ice Academy has five itineraries, all based at Arjeplog, Sweden. Each one features the Jaguar F-TYPE sports car, Jaguar F-PACE performance SUV, iconic Land Rover Defender and Range Rover Velar. Advanced drivers can also get to grips with the all-electric Jaguar I-PACE.

The Jaguar Land Rover Ice Academy is an opportunity to drive these world-class vehicles to their fullest capability and truly immerse yourself in your surroundings with a range of extraordinary lifestyle activities.

Five experiences cater for every level of expertise, from first timers to those wanting to polish their ice-driving skills. Customers can choose two, three or four-night trips, all with support from highly trained experts. The Ice Academy is popular with sports stars and celebrities. World heavyweight boxing champion Anthony Joshua, actor Luke Evans have all experienced the thrills. Hollywood star Evans said when he visited as a guest last year: "Testing the cars on the lakes and tracks was extraordinary. Learning how to drift around the corners was really fun."

The four experiences cater for every level of expertise from first-timers to those wanting to polish their ice-driving skills. Customers can choose three or four-night trips.

*Everything about the Jaguar Land Rover Ice Academy will take your breath away - from the power of the Jaguar F-TYPE and the all-terrain capability of the Land Rover Defender to the spectacular Arctic landscape. Whichever ice drive you choose, you'll be honing your winter driving skills in the most exciting way imaginable.*

PHIL JONES, ICE ACADEMY LEAD INSTRUCTOR

The new, customisable Ice Drive Lite itinerary offers a full day of driving on a two-night trip with your choice of Jaguar F-PACE or Land Rover Defender. There's a chance to upgrade your vehicles during your three afternoon sessions on our tracks; The Circle, Handling Circuit 1 and the Slalom.

Available as either a three-day weekend or four-day midweek experience, the Ice Drive itinerary includes two days driving on the ice, plus a 'hot lap' passenger ride with an instructor in an F-TYPE.

There's also a visit to the Jaguar Land Rover Cold Climate Test Centre - the secret zone where new models are put through their paces ahead of release.

The five-day Ice Drive Plus itinerary includes four nights with a minimum three days of driving, plus optional lifestyle activities

including a trip to the Arctic Circle, husky sled tours and snow-mobile safaris.

For more experienced drivers the four-day Ice Drive Advanced and five-day Advanced Plus itinerary are a marked progression from the standard programmes. You begin with a refresher course and there's some one-on-one tuition. You will also have the opportunity to drive the Jaguar I-PACE on the ice.

All five ice drives offer authentic Swedish accommodation at the Hotel Silverhatten, with stunning views of lakes and mountains to enjoy when customers aren't sliding around the frozen tracks.

There's also a plus-one itinerary that gives your non-driving companion the chance to enjoy a choice of daily Arctic activities while you're honing your skills at the Jaguar Land Rover Ice Academy.

Each Jaguar Land Rover Ice Academy itinerary incorporates coronavirus precautions, aligned with the local Government Guidelines to keep guests safe.



# What's on your mind?

email: Editor.jagclubak@gmail.com

Hi Committee

What a lovely surprise to receive a \$100 MTA voucher in the mail yesterday. Helen and I were thrilled, and it brightened our day in this miserable lockdown situation.

Please pass on our thanks to the entire committee.

Kind regards,

Warwick and Helen Milbank

## CAR FOR SALE

### 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

## 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

## CAR FOR SALE

### 2003 Jaguar XKR

NZ New with low kilometres of 52,000. This handsome red 4.2L V8 supercharged version has a 6-speed automatic gearbox. The 20 inch alloy wheels comes with performance 4 pot Brembo brake calipers all round. The interior is Beige leather upholstery, electric seats with driver's side memory including exterior mirrors. Automatic headlights and wipers. Two keys and remotes plus a valet key. I have owned this car since May 2019. More details on the website.

Price: \$46,000 ono.

Any questions please contact me.

Mike Dalton. E-mail: tifoso1@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



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.



Jaguar Land Rover PR/Media

# XF and XE R-dynamic black enhanced design and connectivity

The appeal of the award-winning XF Saloon and Sportbrake is heightened further with the introduction of new R-Dynamic Black models, while the XE R-Dynamic Black gains an enhanced specification

**D**eveloped from the XE and XF R-Dynamic S, these exclusive models benefit from a number of key features designed to give them an even more confident, assured and purposeful presence. Each delivers an unrivalled balance of outstanding ride, handling, refinement and luxury together with a focused range of powerful, efficient and electrified powertrains.

Following the introduction last year of the XE R-Dynamic Black, the XF's Black Pack has been enhanced, with the Gloss Black finish applied to the door mirror caps and side sills in addition to the grille, grille surround, side window surrounds, fender vents, rear badges, and - on the Sportbrake - the roof rails. There's also privacy glass and a panoramic roof - features that are now standard on the XE R-Dynamic Black too. Complementing these elements are 19-inch wheels with a Gloss Black finish - 'Style 5031' for XE and 'Style 5106' for XF - together with red brake calipers.

The XE R-Dynamic Black is offered in a select choice of metallic finishes - Firenze Red, Bluefire, Eiger Grey, Santorini Black or new Ostuni White, with the XF R-Dynamic Black models available in the full range of colours.

The luxurious interiors are enriched with beautifully crafted veneers, with Gloss Grey Figured Ebony for XE, and Satin Charcoal Ash for XF. Bright metal pedals add a further finishing touch. The sense of serenity and refinement within XF is heightened still further by the enhanced Premium Cabin Lighting feature, which offers a choice of 30 colours in place of the previous 10.

The fast, intuitive and responsive Pivi Pro infotainment system is now better than ever too. In both XE and XF it already has a range of embedded apps, including Spotify, and Apple CarPlay® as standard. Android Auto™ is standard too.

Soon, wireless Apple CarPlay® will become available to customers in a software-over-the-air (SOTA) update\*, to make smartphone connectivity even simpler and more convenient. Wireless Android Auto™ will also become available at the same time\*. XE and XF's SOTA capability enables Pivi Pro and vehicle systems to be updated remotely and seamlessly. This means they always have the latest software without the customer having to visit their Retailer - and Pivi Pro's dual-SIM technology means you can stream music at the same time.

Pivi Pro can also connect two phones simultaneously via Bluetooth, and the optional wireless device charging pad has a signal booster to improve network reception. The system also provides clearer calls with the help of the vehicle's external aerial.

On the road, the XE and XF continue to set the benchmark with their ideal balance of agility, handling and ride quality. The engaging, rewarding drive they deliver is second to none, and is matched to inherently low levels of cabin noise, which are further reduced on XF using Active Road Noise Cancellation technology. This is especially effective in cancelling out low-frequency sounds, helping to reduce driver fatigue on long journeys.

With a focus on air quality, occupant comfort and wellbeing are prioritised: both XE

and XF offer cabin air ionisation systems with PM2.5 filtration to capture ultrafine airborne particles and allergens.

The R-Dynamic Black models, like all XE and XF models, are powered by refined and efficient 2.0-litre four-cylinder Ingenium petrol and diesel engines, the latter electrified with a 48-volt mild hybrid (MHEV) system. All engines are matched exclusively to smooth-shifting eight-speed automatic transmissions and are available with rear-wheel drive or all-wheel drive with Intelligent Driveline Dynamics.

The 204PS diesel engine develops an impressive 430Nm of torque, and its refinement and responsiveness are enhanced with the MHEV system. The Belt integrated Starter Generator (BiSG) recuperates energy usually lost during braking or deceleration by storing it in a compact 48-volt lithium-ion battery: this energy is redeployed to assist the engine when accelerating away. It also makes the stop-start function quieter and faster than conventional systems.

This engine is the most efficient in the XE and XF model ranges. The smooth, powerful petrol engines are offered in two ratings: 250PS and 365Nm torque, and 300PS and 400Nm torque. The 300PS unit is available exclusively with all-wheel drive, delivering outstanding performance and traction in all conditions. This enables the XE to accelerate from 0-60mph in only 5.6s (0-100km/h in 5.9s), and the XF Saloon 5.8s and 6.1s respectively. Maximum speed for both is 155mph (250km/h).

TAUPO

# HISTORIC GP

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