



AUCKLAND  
JAGUAR DRIVERS'  
CLUB

\$10

VOL. 35 | NOVEMBER | DECEMBER 2021

**C-Type barn find**

***Jag Racing unveil new partner***

***Club Christmas night***



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

0800 700 601 | [chesters.co.nz](http://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](mailto:info@jaguarworkshop.co.nz)



# Seasons Greetings from the Editor



As this lockdown continued through November, the anxiety and anticipation levels increased as to 'if and when' the Auckland Border was ever going to be dropped, so we can all enjoy the luxury of travelling to our favourite place over the summer. With often mixed messages on the plan coming from above, it has been particularly difficult for the committee to plan any social events that we can all enjoy in a safe and practical manner. Something I am sure we are longing for is the connection with family and friends outside the Auckland border or, relaxing at the beach with a nice book and a glass of something bubbly.

With the lockdown, all club events were once again postponed throughout November including our Annual General Meeting. The rescheduled AGM on the 3rd of December, gave us a chance to thank outgoing committee members for their tireless contributions to our club. Two people I wish to acknowledge, are Peter McElroy and Dean Wright. Both gentlemen have served in the leadership role of the club with distinction, wisdom, and compassion. I wish to thank them for their services to the club. Dean will continue in the role of Past President on the Committee, and we welcome Tony Wright as the President for the next two-year period. In this new role, I am sure he will flourish and help keep the club moving in the current positive direction. There will be no rest for the committee as we plan and re-arrange events to squeeze in the postponed events and continue to celebrate the centenary.

What to look forward to? Well, with all the postponed events since August, we have a huge selection of rescheduled events to celebrate the 100th year of this marque in 2022. The first event was to be the special Historic GP held at the Bruce McLaren Motorsport Park in Taupo on the 22-23 January. Unfortunately, under these uncertain times, organisers and the new management of Bruce McLaren Motorsport Park, have postponed the event until January 2023. From there, the events will keep rolling on as best as we can under the current Traffic Light System. Hopefully, we can enjoy these events un-interrupted. One event that may struggle under this system is the wonderful British & European Classic Car Show held in Lloyd Elsmore Park. We will wait and see how things progress in the coming months. You may have received an e-mail or phone call regarding volunteers required to help with the 51st Ellerslie Car Show which will be held on Sunday 13th February 2022. This year the show will feature a special 'centre circle' Jaguar display highlighting the 100th Anniversary of Jaguar. It will display rare Jaguars down the decades and is a great opportunity to promote our Club and Jaguar's extraordinary heritage. We are looking for 20 volunteers to help with general event tasks including gate entry, checking passes, directing traffic, assisting exhibitors etc. If you are able to volunteer, please contact Tony Wright [President].

Check out the Events page of this edition and the website. A reminder to register for these events via the website. It was great to hear that many renewal subscriptions have been completed so far. With all the restrictions due to the recent lockdown you may have had issues to renew your membership. If this is the case, please contact our wonderful secretary Sue by email jagclubak@gmail.com as soon as you can.

With the arrival of Richard Waugh's 100 Years of Jaguar book in late November, there has been a good number of pre-launch orders and purchases. Within this issue, you will find an advert for a pre-publication launch 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 a 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.

I wish to thank Mark Devlin, Adrian Blackburn, Warren Tait, Richard Waugh and the Committee members that have helped produce this wonderful array of articles to read. I hope you enjoy the interesting reads and hope to see you all at some events in 2022.

Season Greetings

**Gerard Leeuw**

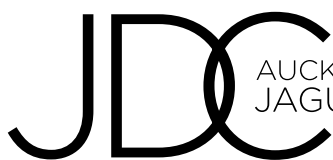
Editor

JLRC JAGUAR DRIVERS' CLUB



## IN THIS ISSUE

Committee & club contacts	4
Letter from the president	5
AGM: President's report	6
Upcoming events	8
'Jag mad' part 2	10
Classic Jaguars in NZ	12
Iconic E-Type 60th gifts	17
C-Type barn find	18
E-Type S2 story - stage 2	20
Club Christmas night	22
JLR new racing title partner	24
Jaguar, Baracuta join forces	26
Jag on the net	29
Regalia	31
Auckland book launch	33
Classifieds	34
Smoking in cars!	35



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

Tony Wright 021 295 1542  
[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  
Paul Martin 021 0237 5723  
Robin O'Connor 09 262 1994

### PAST PRESIDENT

Dean Wright 0272 309 086

### 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: Simon Crispe's showstopping E-Type.





## president's report

**H**appy New Year everyone and best wishes for 2022, a year I'm sure we all hope won't be as disrupted as the last couple have been. It's been a long haul for Aucklanders since August but finally we've been able to reconnect with the rest of the country and enjoy some long-range cruising. Undoubtedly there'll be challenges but The Club's committee will be working hard to ensure we have plenty to look forward to over the next 12 months as we celebrate 100 years of Jaguar.

In his last report, Dean noted that his two years as Club President would come to an end at the forthcoming AGM. That happened, and I was elected as his successor. I'd like to acknowledge Dean's splendid contribution to the Club over the last two years. The impact of covid lockdowns made his job incredibly difficult. The need to cancel several key events was particularly frustrating but throughout this under his leadership events were held and the magazine continued to be published on time. I'm very pleased that as Past President, the Committee will continue to have the benefit of Dean's skills, knowledge and enthusiasm.

I'd also like to acknowledge departing Past President, Peter McElroy for his wise guidance and counsel. Peter has played a big part in reviving the club's fortunes in recent years. His ability to 'recruit' people and 'marshal' resources is peerless, and will be missed. Fortunately, I still have his phone number and know where he lives.

Peter was instrumental in getting me involved in The Club's administration back in 2017 so I'm a relative newcomer to the Committee and indeed The Club. My background is that I live in Mt Eden with my wife MaryAnn, a stone's throw from Eden Park. I'm retired these days although I do some consulting working from time to time. Much of my working life was spent in the motor industry with Ford, Jaguar and Mazda although in later years I worked in the aviation and steel industries. I was lucky enough to undertake some of these roles in the United States, England, Germany, Europe and Singapore.

I've been fascinated with cars and the motor industry most of my life but my love of Jaguars came after I was offered an assignment working at the company's Browns Lane headquarters in the early 90's. It was an exciting time for the brand. Jaguar was making major upgrades to its manufacturing facilities in The Midlands and driving rapid quality improvements. New products code named X300 (XJ6 sedan) and X100 (XK8) were being developed for launch in 1994 and 1996 respectively and Jaguar's first V8, the AJ26, was also being designed and developed at Whitley.

Working in Coventry and living in surrounding Warwickshire immersed me in the historical heart of the British motor industry. While other British brands were rapidly disappearing, Jaguar was undergoing a revival. Pretty soon I was hooked on its brand heritage and products, many of which I was lucky enough to have available as company cars. I've subsequently owned various Jaguars and now have a 2008 XK Coupe. The styling is gorgeous and it's a great drive.

I feel very fortunate to be assuming The Club's presidency when it's in such great shape financially, administratively and with a strong membership base. With 2022 marking Jaguar's 100th year, we will have plenty of opportunities to enjoy some milestone events, covid willing.

There're several events scheduled for the first quarter which are featured in the Upcoming Events section of this magazine but we're always on the lookout for new ideas. So, if you have any suggestions please don't hesitate to call or contact Steve Heaney on 021 926 814 [Events.jagclubak@gmail.com](mailto:Events.jagclubak@gmail.com) or Dean Wright on 0272 309 086 [deanwright@xtra.co.nz](mailto:deanwright@xtra.co.nz)

In the meantime, best wishes to you and your loved ones for a great holiday break. I'm looking forward to getting together with many of you early in the New Year.

Happy driving and stay safe.

**Tony Wright** Club President



# AGM President's report



**W**elcome to the 2021 Annual Auckland Jaguar Drivers Club Annual General Meeting. It's wonderful to see you all as it's been such a very long time since we have been able to gather together.

2021 started off very well with a huge number of events planned. However, as we all know this came to a crashing end in August. While we can all reflect on the effects of Covid and how it has turned all our lives upside down, I would rather reflect on the events we did have, and the wonderful times we had at the events we were able to attend. We are pleased that many of you enjoy our wide range of wonderful events, such as the Club Nights, Mid-winter lunch, Westbrook Winery, and Fish & Chip fun runs. It has been great to see that these events attract over 40 vehicles bringing 70 plus members together to socialise.

We were fortunate to be able to have our Car show season before lockdown. Ellerslie Classic Car Show - Concours de-Elegance came first. This year we showcased the 60 years of the beautiful E-Type. The Brit and Euro Show soon followed. This event is run by your own committee member Mr. Laurie Hayward. This event has had so much success since its inception just a mere five years ago. Over 1400 cars on display, including a stunning array of Jaguars from our club. The 100 plus club cars were the largest display of cars by any one club. These two events showcase the Auckland Jaguar Drivers' Club to the public. The interest in Jaguar is staggering. With the release of new models and variants, including hybrids and electric, this will attract a new audience to our club. We currently have members that drive the all-electric I Pace.

When the lockdown due to Covid struck, I felt a responsibility to keep the club together during this trying time. With the lack of social events and gatherings, there was a chance the club would lose its soul. The good news is our membership has stayed stable over the last twelve months, and considering what has happened, this is a great feat. Our current membership sits at 304 subscriptions with well over 600 vehicles on

our registrar. Not only is membership solid and healthy, but our financial position is also strong as recorded in the report prepared by Dawn Judge.

Thank you for supporting your club during this time, and I also would like to thank all our advertisers. If we as a membership support our advertisers, we can in turn support you with subsidized events. This brings me on to Richard Waugh's very special book, celebrating 100 years of Jaguars in New Zealand. Our club is very proud to be associated with this outstanding publication. We are the first in the world to have a book like this to celebrate 100 years of Jaguar. With the first sales of this publication in November, I am sure you will be keen to get your hands on a copy. I have personally sent copies to my Jaguar enthusiast friends in the UK. They were overwhelmed with the quality of the publication and stated that this is the best Jaguar book they had seen.

I would personally like to thank the committee over the last two years who have all supported and helped me keep the club heading in the right direction. Two committee members are standing down. Mr. Peter McElroy and Ms. Pat Kerr. I thank you both for your hard work during your tenure on the Committee. While everyone does a fantastic job, there two committee members that have worked exceptionally hard. Mr. Gerard Leeuw who produces our wonderful Club magazine, and Mr. Steve Heaney, who puts in a huge amount of thought and effort into the club events we all enjoy.

I am very lucky to have had my wife Christy's support, who took on the challenge with me as President. She has been involved in every event to make the experience such fun.

As I pass the baton on to our newly appointed President, I thank you all for your support. It's been my absolute pleasure to represent this club.

Thank you all.

Dean Wright







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



## Weekend Away – Taupo

With the postponement of the Classic GP, the club has decided to continue with a weekend away to this lovely part of the country.

Details on the web site.



## 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



## 6th Brit & Euro Classic Car Show

Coordinator: Laurie Haywood

This show grows every year. We have been given a new spacious area to display our club cars. The challenge this year is to get 100+ club cars on display. We got close last year so let's make it happen at this event. All registrations must be made through the club.

Contact Laurie: landphayward@xtra.co.nz with your car model details. Please indicate to Laurie if you wish to enter the club's Concours d'Etat. [Shine & Show event]

#20220306





## 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.

#20220319



## Club Night & Special Guest Speaker

Coordinator: Dean Wright

Enjoy a friendly chat and a meal with other club members.

Check out the website for further details.

#20220403



## Go Karts - Hampton Downs

An annual inter-club challenge. Enjoy a drive, a race and then nice Café Lunch. Sounds thrilling so bookings are essential. Check the Events page of the Website for more details.

#20220515



INVITATION 2023

## 2022 Historic GP - Bruce McLaren Motorsport Park, Taupo

Unfortunately due to Covid restrictions, this event celebrating Jaguar 100 years has been postponed until January 2023. Jaguar Clubs are being invited throughout New Zealand to display their vehicles and parade them on the track at the 6th Annual Historic GP.

# OWNER PROFILE

# Jag mad!

**A**n aluminium bare body shell in primer pink sitting at Onehunga Wharf in the early 1980s protected only by a barely-there wooden framework. But what a glorious shape, already in my imagination the completed gleaming BRG D-type I had promised my teenaged self 25 years earlier that I would “some day” own and drive.

I’d heard that the Tempero family coach building firm in Oamaru was branching out from creating its usual ambulance and bus bodies into making replicas of classic ‘fifties sports racing cars, Jaguar C-type and D-type among the earliest. Around \$12,000 exchanged hands and a few months later here was the result, safely arrived via coastal shipping.

Now West Auckland motor engineer Peter McGeedy and I had only to lift the surprisingly light body on to a trailer and hope it safely survived the road journey to Peter’s Taupaki workshop.



Limited finances meant I had taken the cheapest option Erroll Tempero offered, a completely bare body, hoping that my journalistic earnings would keep up with the necessary outgoings for labour and parts during the daunting build process. At least I had already secured the motive power, a not exactly period-true XK 3.8 engine which, placed on the workshop floor in front of the body, did at least give the promise of progress.

I won’t go into all the detail of the work that went on over coming months. That might be fascinating for the more technical among fellow club members

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 second of a two-part series on his passion for Jaguars.



but would involve thousands more words than space in our magazine allows.

Enough to say that huge amounts of time were spent poring over old technical drawings and photos from magazines and Jaguar books, sufficient to make it clear that at least in its first iteration “my” Tempero (just No.5 according to the brass plate pop riveted to the scuttle) would differ from a fully accurate replica. Just get it roadworthy and work from there was what drove us, as Peter used his engineering and welding skills to recreate as much of the original design as seemed possible while I worked as “the boy”, drilling, hacksawing and fitting.

It seemed that almost every day not committed to earning my living would see me driving my old Peugeot 403 out to Taupaki, while Peter became almost as obsessed as I was, both working into the evening on many weekdays and all weekends.

A highlight very early in the process was the gracious agreement by Noel Foster of Ramarama, who had become the owner of that original D-type I had spotted parked roadside at Northcote all those years ago, for us to visit. His patience was extraordinary as we spent a very long time in the dim lit shed housing it, taking many photos and measurements while Peter even traced off the profile of the gear lever knob to recreate it later on the lathe.

The search for parts also took much time, John Karnon of Vital Parts being a particularly useful source. We had early on decided that it made practical sense to use independent rear suspension, in

this case from an S-type saloon. I had my doubts about the use of early Jaguar uprights and coil springs for the front, as suggested by Temperos at that time, but sourcing the correct torsion bars, which carried over to the E-type, was tricky and expensive. Gradually and patiently, things came together.

It seemed like an age, but in just nine months from the body shell’s arrival at Onehunga, I had my gleaming replica of the 1954 “short nose” Le Mans D-type, with all of the shortcomings of a rushed job, registered for the road, warranted, and driving on a sunny day to Ramarama to show off our achievement.

It was quite an occasion. To mark it Noel had fired up XKD534 and had it parked ready on the lawn to greet our pretender. He told us his brother had commented: It will either be great, or an abortion.



As we parked alongside the original, in all its hard-raced, time-worn glory, he was kind enough to compliment us on the job we had done, kindly ignoring the evident discrepancies, the wrong wheels, the Smiths instruments rather than Jaeger, the leather-bound rather than wood rimmed steering wheel, and the vinyl upholstery, not leather.

None of these did we correct during my ownership, though we transformed the handling by finally sourcing the correct front suspension and kept making improvements, most obviously under the bonnet by ditching the 3.8’s SU carbs for the correct three twin choke Webers and manifolding.





Okay, the unassisted rack and pinion steering, the very heavy clutch and the baulky Moss gearbox combined to make driving the Tempero physically demanding, particularly around town. But the disc brakes, with a Holden PBR unit providing power assistance, proved smoothly progressive and efficient. And as you sat at traffic lights on a busy Auckland road, there was sometimes visual compensation by glancing at the beautiful reflection the Tempero made in some shopfront window.



On the open road, though, particularly once the front torsion bars were adopted, the car was sensational. Such was the torque available, swift overtaking rarely demanded down changing gears, cornering was flat and predictable, with ultimate slight understeer easily balanced (or totally negated) by the throttle and, even though the full width perspex screen was low, wind buffeting was minimal. If it rained, well, just go faster and the raindrops flew over your head. Or if it was really heavy, sunglasses protected the eyes.

I'm a strong believer that beautiful cars are there to be driven, not cosseted and rarely brought out to play. So, I used the Tempero often to go shopping or drive to Takapuna for a swim or visit friends. I would leave the replica parked on the street for hours, never worrying that it might be tampered with or stolen. "People will simply admire it for what it is, not damage it" I told friends.

So, any chance I had between testing the latest cars for motoring publications, I would fire it up and head on out, confident that every drive would provide a



special sort of experience no modern car could offer.

Inevitably, I suppose, the desire to stretch its legs further than would be responsible on public roads led me to gaining a competition license and taking part in track events and hill climbs. Some marque clubs at the time were snooty about having replicas at their events. But particularly the Historic Racing and Sports Car Club, and several others, were generous in their appreciation of the Tempero as being totally in the spirit of the original and that having it on track was a benefit not just as extra competition but for spectators who by then had almost no chance of seeing a genuine D-type in action.

Highlight of my time competing was my three weeks driving south, with the passenger's compartment filled with camping gear and necessary spares, to take part in the Southern Festival of Speed. Along the way I popped in to join Chris and Tish Amon for a pleasant lunch, and some expert appreciation of the car by Chris.

Yes, with petrol consumption at between 12 and 14 miles per gallon, fuel stops were frequent. But the racing was fun, especially an on-track rivalry between the Tempero and the closely-matched Rover-powered Short Special of Jim Short. And a special, and highly illegal



experience was letting the Tempero have its head for five or six miles across central Otago straights at an indicated 150mph.

The low point of my race career was the abrupt end to my ill-conceived plan to use the Tempero as a tarmac rally car in the six-day Dunlop Targa. Bygone Autos' Mal Clark strongly advised using something like an early 3-series BMW, but I was unconvinced, and we went ahead fitting the necessary rally timing gear, as well as a sturdy sump guard and raising the suspension to improve ground clearance as much as practicable.

Plenty of alarms and excursions in the first few days, but still lots of fun, even as the so-called indestructible Moss box munched all its lower gears while the gearlever itself broke. I found myself at the start of a 12km stage outside Rotorua with only fourth gear, a big screwdriver to engage it and an uphill start which as

I juggled throttle and clutch seemed to take an age to achieve any progress. Even so, once under way, the torque did its job and we were only overtaken about a kilometre before the stage end by the swift Porsche which was the following starter.

A quick support crew visit to Hamilton to pick up a replacement gearbox and its overnight fitment restored confidence. But the first stage of the final Targa day outside Whakatane proved a disaster. A council maintenance crew had left a shallow gutter across the road. The sump broke and we spun on our own oil at the next corner, first somersaulting then rolling down a slope to end up upside down, the body a crumpled mess.



And that was the end of 17 memorable years of ownership. The car went back to Oamaru where it was totally rebuilt, and improved as necessary, for an Australian customer. Recently back at the workshop for more work, it is now finished in brilliant Ecurie Ecosse blue and looks magnificent.

For the record, I did manage to finish a Targa, building up a ridiculously small and rare Mini Marcos GT to achieve that ambition the following year.

Meantime I look back on the Tempero, its build and my ownership, as a very special Jaguar experience.

However, I'm now enjoying a very different sort of Jag experience with my recent purchase of a fine example of a 3-litre twin turbo diesel XF. Grace, space and pace. Absolutely. Plus, air conditioning of other than the windblown sort. And, up to 50mpg economy on the open road.

Maybe, though, just maybe, before I reach my personal chequered flag, F-type prices may drop within my modest budget reach. As they say, if wishes were horses, beggars would ride.



## Classic Jaguars in New Zealand - the story behind NZ's newest motoring book



I was asked to reflect on the new Classic Jaguar book - and how it came to be. Over the past ten years I've gained an increasing appreciation of classic Jaguars of all models, no doubt prompted by my ownership of my 1954 Mark VIII. It's been a great experience and with so many interesting adventures and people along the way. My working with others to help establish and grow the Auckland Brit & Euro Classic Car Show further stimulated my interest. Jaguar has always been the largest marque represented with usually more than 100 cars displayed.

Then I realised early in 2020 that 2022 would be the 100th anniversary year since William Lyons and William Walmsley began their humble Swallow sidecar partnership. Such work led to S.S. Cars and eventually to Jaguar Cars. The 100th anniversary of Jaguar origins seemed a milestone too good to miss.

With any book project, important first concept issues are about vision, content and style. I have learnt this over the years from other books I've written on aviation, church and social history topics.

Jaguars are about appealing design,

performance and good value - so the book would need to emulate these values too. It had to be stylish, if not glamorous, good value for money, and full of attractive high performance Kiwi classic Jaguars.

After consideration and consultation with a few others, the format gradually evolved. The book would be large format (245x290mm) but not too big, with a general history of Jaguar and include as much Kiwi content as possible, and with a focus on a wide range of classic Jaguars in New Zealand today.

John Endean was an early club member I consulted. He recalls, "When I first heard of the concept to produce 'Classic Jaguars in New Zealand' my thoughts were quite simply what better way to commemorate 100 years since the origins of the marque. Having begun with the production of sidecars, the evolution of the company through some particularly challenging decades to what we have now is something truly remarkable."

But what classic Jaguars to choose to profile in the new book? It is such a subjective matter. Developing a work-

ing criteria helped. We decided that each car had to be in excellent original condition, or restored, regularly used by its owner and not a trailer queen. The car having as much known history as possible would help, and for a car to be a good representative of its model type. Eligible cars would be sought from all over New Zealand - not just from our own Auckland region.

Then there was discussion about the weightings of popular models like E-Types and Mark 2s and XJs compared to other models over the years? We would need to cover from early SS cars that came to New Zealand in the 1930s to about the year 2000, so there were lots of cars to consider!

Consulting with others, having some listed specifications of each car was important as well as conveying some of the owner's experiences with their car. For sake of realistic coverage and book size we settled on 40 cars to feature; each with six pages, about ten photographs and 750-word descriptive text each.

And then there was the question of photography. With the book being about classic Jaguars in New Zealand today, a





skilled and professional motoring photographer was required. So I turned to Cameron Leggett, the official photographer of our Auckland Brit & Euro Classic Car Show from our inaugural event in 2016. We established an excellent working relationship over 18 months. I organised the owners and their cars and left the photography work and photographic choice to Cameron (over 450 photographs for the book). At the same time he was patient with my continual re-writing and editing of the accompany text (over 60,000 words).

My time was given voluntarily as was many others who assisted. But the specialised photographic work, graphic design and printing had to be paid for. Fortunately an Auckland-based charitable trust with book publishing experience agreed to assist. So the not-for-profit project was then launched with helpful donations and loans from many Jaguar enthusiasts, some Jaguar clubs (including Auckland), and assistance from Jaguar Land Rover New Zealand and two prominent dealerships.

Basic research meant a ton of reading from every Jaguar book and magazine I could lay my hands on. Various club members and other enthusiasts helped. I read Jaguar material every day for eighteen months! I made notes, typed up key information and new insights, and especially about the not so widely known distinctives of the various models.

Back to the cars. It took several months to locate and confirm the 40 cars to be featured. Some were already well-known and were 'must have' cars for the book. Such as Giltraps' XK-SS continuation and Simon Crisp's 1961 E-Type OTS (No. 29 off the production line and now amongst the earliest surviving E-Types and restored to top international standards) and Rod Sullivan's XJ220, the only known NZ example and a remarkable Jaguar super car of the early 1990s. Other cars were less known in the wider classic car world; like Peter & Beulah Farland's Mark IX, Phil Pelling's restored Mark 1 3.4-litre and Dr Gerard Heins low

mileage Mark 2 2.4-litre.

Hamish Russell, was an early supporter of the book project and had his C-Type replica selected for the book. He says, "To have a car in the book to represent Jaguar's history in New Zealand was very satisfying. Like many owners, the car I owned was my passion, so to see it included among so many stunning examples of Jaguar history in New Zealand was a thrill. The book is a testament to Jaguar's enduring appeal over 100 years."

I had willing cooperation from many car owners and other enthusiasts and with countless phone calls and emails. Especially helpful in Auckland were John Endean, Laurie Hayward, Grant McMillan, Roger Munns, Geoff & Jeanette Roberts, Hamish Russell and Simon Crispe. Grant with his long Jaguar associations freely shared his considerable knowledge. I asked him to write a concise appendix history on racing Jaguars in NZ and he was always obliging with excellent editing advice. Simon Crispe kindly did the same writing a short history of the Ellerslie Intermarque Concours d'Elegance and Classic Car Show. From the Tauranga club, Tony Johnson was indispensable pointing me to some key cars around the country, helping with specification research, writing an appendix on NZ toy and model Jaguars and with general editing help. Tony comments, "The assembly of the specs showed me just how enterprising Jaguar was technically. Who would have imagined in 1948 that the XK engine, that produced 160bhp in the XK120, would be developed to 350bhp in the racing Mark 2 owned by Bert Govan. The same engine powered the Series 1 and 2 E-types, saloons including the massive 420G, through to the Series 2 XJ6 produced 1973-79. What a feat! The book project is a nice blend of personal stories from Jaguar owners, technical facts, Jaguar history and all focused on the marque in New Zealand. Certainly a 'must have' for any Jaguar owner."

The combination of magnificent con-

temporary photography with carefully researched text makes for a very appealing and exciting mix. These are Kiwi Jaguars and not overseas examples. The 100-year celebration of Jaguar origins gives the book a unique flavour, including the specially designed 100 year logo (now available as a grille badge thanks to the Ottago Jaguar Club).

Giving new and fresh information was the goal, such as describing the many specialist Jaguar companies that serve the classic car fraternity, a racing feature, and information about the early dealerships like Shorter's in Auckland, Independent/Shelly's in Wellington and Archibald's in Christchurch. Also a more reasoned and thorough record of the Mark VII/XK120 design process and the important impact of the saloons as well as the sports cars. It was especially fitting to have Ian Callum CBE, our Auckland club patron and former Design Director for Jaguar Cars 1999-2019 write a commending foreword.

Grant McMillan, a foundation member of our Auckland club says, 'A striking aspect of the book was the sheer amount of work needed to make sure that all the facts are correct. Which is made more challenging when several original sources fail to agree. Checking, cross-checking, and re-checking everything seemed like a never-ending job, but fortunately there were quite a number of volunteers to share the task. But it was all very worthwhile indeed and I am pleased to have had the opportunity to help create a remarkable book about classic Jaguars here in New Zealand.' Grant also adds, "The book will be a real booster for the Auckland JDC - especially at the Ellerslie Concours and at other special events during 2022. Quite apart from Jaguar being specially featured, I think it is unique among Jaguar clubs in the world to have such a superb book that we have been associated with to commemorate the 100th anniversary of Jaguar."



*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](http://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

Home of the 2018 Jaguar  
XF Ascot hearse.

24 Hour Service  
**(09) 479 5956**  
[www.forrests.co.nz](http://www.forrests.co.nz)

**JDC** AUCKLAND  
JAGUAR DRIVERS' CLUB

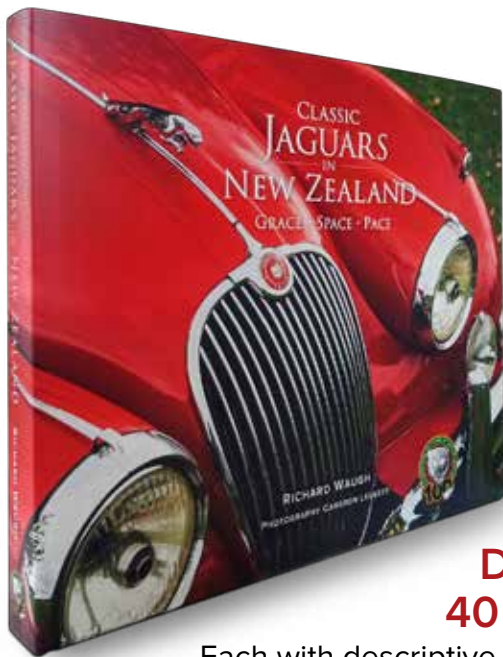


**advertise in here...**

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



# FOR JAGUAR CAR CLUB MEMBERS CLASSIC JAGUARS IN NEW ZEALAND



## DETAILED PROFILES OF 40 KIWI CLASSIC JAGUARS

Each with descriptive text including owners experiences and specifications.  
Beautifully printed full page professional colour photography.



Foreword by Ian Callum CBE  
Design Director for Jaguar  
Cars 1999-2019

### CLASSIC JAGUARS IN NEW ZEALAND

By Richard Waugh

Photography Cameron Leggett

ISBN: 978-0-473-58250-0 Publishing date: late November 2021

Format: 245 x 290mm, 316 pages, 485 photographs,  
64,000-word text, casebound with dust jacket.



Jaguar cars are iconic – renowned for their style, performance, excellent value and sporting reputation. Global impact came after World War II with the XK120 & Mark VII and the famed Le Mans wins. From Jaguar's factory in Coventry, England, the farthest export market was New Zealand.

Published for the 100th anniversary of Jaguar's origins in 2022, this new book tells the marque's fascinating story with many informative New Zealand features.

A wide range of classic saloons and sports cars are profiled from the early 1930s to the late 1990s, many of which became household names such as the Mark 2, E-Type and XJ6. The owners share experiences of their cherished Jaguars. Each car is superbly photographed to show their elegance in appealing detail and clearly demonstrate why classic Jaguars are acclaimed in New Zealand and around the world.



Special features include extensive Jaguar history, racing Jaguars in New Zealand, directory of Jaguar car clubs, toy/model Jaguars, Jaguar bibliography, and the fine work of many NZ classic Jaguar specialists.



## LAUNCH SPECIAL PRICE OF \$65

(\$79.99 RRP)

+ \$10 POSTAGE (\$14 RURAL)

### HOW TO ORDER (available late Nov 2021)

Email to: [kctbooksales@gmail.com](mailto:kctbooksales@gmail.com)

Provide your name and postal mailing address (include if rural delivery, number of books ordered, and date

Payment made to the bank account – see below).

Bank payment to: KCT book Sales 12 3089 0270739 01

It is essential your bank payment references your surname and email order date. Also include \$10 postage/packaging per book order or \$14 for rural delivery. Email for postage price for multiple book orders. Thank you.



## 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](mailto:sales@rjr.co.nz) [www.rjr.co.nz](http://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](mailto:paul@mgparts.co.nz) Web: [www.mgparts.co.nz](http://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.



# Gifts befitting 60 years of Jaguar's iconic E-Type

Jaguar's designers have created a range of exclusive gifts to mark the 60th anniversary of an automotive legend – the 1961 E-type

**T**he Jaguar E-type 60th Anniversary Collection includes artworks, T-shirts and scale models, all commemorating two journeys from Coventry to Switzerland for the E-type's launch at the Geneva Motor Show. It pays tribute to the specific cars, '9600 HP' and '77 RW', which played pivotal roles at the world premiere in March 1961

Items in the collection were created by the Jaguar Design Studio, overseen by Jaguar Design Director Julian Thomson. A pair of artworks, titled 'From Coventry to Geneva' celebrates the E-type's unforgettable public debut in fitting style. Strictly limited to 60 framed pairs, each comes with a certificate of authenticity.

The Journey to Geneva '61 sketch artwork, depicts the story behind the reveal in pop-art style. The artwork which is limited to 600 prints is another Jaguar Design creation, which is printed on fine art paper and supplied unframed.

That pop-art style continues on a limited run graphic T-shirt. Limited to just 960 examples, it is made of soft grey cotton mix jersey marl fabric with vintage styling to reflect the E-type's 1960s origins.

The new range also includes a 1:18 scale die cast model capturing '9600 HP', a 3.8-litre Fixed-Head Coupe. Choose from three colours: British Racing Green, Opalescent Dark Blue and Opalescent Gunmetal, each limited to just 400 examples.

The E-type Jaguar instantly created motoring history. Never before had a car inspired such passion and delight while making the world sit up and take notice

This 60th Anniversary Collection is the perfect way to celebrate that history, with a range including some brilliant creations from the Jaguar Design team of today.



## C-TYPE BARN FIND

# A life of cars and engineering

**A**lan Thorpe was a remarkable mechanical engineer, fabricator, inventor, builder of sheds and all things mechanical, but most of all, Alan was a dedicated British car enthusiast and collector of all things, Jaguar, Land Rover and Mini.



Alan Thorpe in Aubrey Finberg's original C Type - circa 1990 UK.

At the end of October this year, Laurie Hayward told me about a collection of dismantled cars and numerous new and excellent original components stored at Alan Thorpe's home in St Heliers, where he had lived in a home his parents had built in 1949. This extraordinary collection included:



E Type Tub ready for its first move in 26 years

- an early original home market right hand drive E Type 3.8 Open Two Seater; chassis No. 850794 with matching numbers ; in fact the 794th RHD Car produced late in 1963.



Stunning Jaguar C Type body in bare metal aluminium

- a spectacular hand-crafted aluminium body for a classic XK120-C Type, along with a myriad of vintage and newly manufactured special C-Type parts to build an accurate replica.



Stacked high to get more in!

- A 1967, New Zealand new Jaguar Mk2 2.4 in original condition and another of Alan's project cars that he clearly intended to retore as a 3.8 or 4.2 manual overdrive car.



Army surplus ammo boxes galore!

- A Jaguar enthusiast's treasure trove of spare parts, new, excellent used or restored items many of which

were stored in over 50 steel military surplus ammunition cases.

Alan's engineering career took him to the UK where he lived for over 15 years and was employed by Ove Arup, a stellar engineering firm famous for their innovative infrastructure and building engineering. While in the UK, Alan made the most of being in the home of the cars he loved and soon acquired the E Type and the C Type body, before amassing the collection of spares he imported into New Zealand in 1995.

Alan's skill as an engineer was demonstrated throughout his extraordinary workshops, with several industrial quality lathes, a milling machine, and numerous other machine tools for making the harder to obtain parts especially for the C-Type, as well as numerous special tools he made for those challenging jaguar jobs.



Alan's home machine shop

Sadly, Alan died earlier this year and did not see the completion of the projects he had so carefully collected and worked on for over 30 years.

Laurie Haywood contacted John Munro, Roger Munns and Rob Waters and me because of our collective experience with the models of Jaguars in Alan's garages. Laurie suggested we met at Alan's home with Roger Munns and Rob Waters to have a look over the treasure trove that Alan's family members (his sister Susan Thorpe and cousin Mervyn Hoe) were rather struggling to comprehend!

The first thing that greeted us was the E Type perched above a mini on a sturdy timber support frame and the Mk2 completely surrounded in the Ammunition boxes. Where do we start?



# revealed



*E Type stacked above Mini*

John Munro and I agreed to continue meeting at the site every Monday from the end of October (with masks and social distancing of course). Using the spreadsheet system, I had developed for restoring my cars, I was able to catalogue first all the parts for the E Type, to create a single car with many matching parts including original engine and gearbox for chassis number of 850794, then the C-Type, followed by the Mk2. Details follow.

### **The E Type:**

This car was purchased as a project by Alan in the 1980's in the UK. He had the body tub, doors and boot lid comprehensively rebuilt by the renowned E Type specialist Martin Robey. A brand-new bonnet was found that appeared to have been assembled and fitted to the monocoque and then dis-assembled. The work is of a very high standard and left carefully oiled as bare metal, meaning most of the very complex and expensive work has already been done.



*E Type bonnets; why have just the one, when you can corner the market?*

The engine and gearbox were dismantled with all new bearings, new pistons and a complete new cylinder head. All new clutch components and an E Type

all synchromesh gearbox along with the original Moss box were found. The front suspension, and an IRS unit were complete but dismantled. Many original chrome and interior trim parts were found including a complete new leather interior and soft top kit.

Club Member and XK Registrar Don Bowater heard about the car and having inspected the parts and my spreadsheet, soon came to a deal with the executors of Alan's estate to acquire Don's next exciting project!



*E Type emerges after 26 years*

### **The C Type:**

We now headed to Alan's garage under the house and with John Munro's extraordinary knowledge of all things C-Type, moved on to catalogue the next treasure trove, again to create as complete a set of parts as possible to complete the car. As with the E type, Alan had meticulously collected many of the parts he needed or, had them made including a beautiful 2-piece aluminium sump and right-hand drive control unit for the steering rack, that are specific to the C Type.

A period correct, original 3.4 litre engine block, cylinder head and many ancillaries were found dismantled and carefully stored in purpose made wooden crates. The engine is probably from a MK VII saloon and came complete with correct style of Moss gearbox. The fabricated aluminium body panels are a work of art and are the basis of what will be a superb addition to the fleet of beautiful classic Jaguar replicas in New Zealand.

Cost, time and effort will be undoubtedly required to source any missing parts, reassemble, paint and complete this car. However, the superb alloy body will set this car apart from many. John and I were delighted when one of the friends of the family acquired the whole collection of C-Type parts and took them away in a large truck, intent on building the car

as accurately as possible to the 1953 Le Mans car.

### **The Mk2**

I then went to work on cataloguing all the Mk 2 parts, which included a 4.2 litre engine with all parts for restoration including a brand-new leather trim set. This all has now found a buyer as well.

The icing on the cake for John and I is that having concluded the sale of the majority of the Jaguar parts and cars, Susan and Mervyn were very generous in expressing their thanks to us and the Club for assisting them to dispose of the collection to people who appreciate and will complete Alan's lifetime's work. I had indicated a nominal donation to our charity of choice Camp Quality would more than suffice as a thank you. We were therefore amazed and delighted when we found that they had transferred the huge sum of \$6,000 to the Club's account which Club treasurer Dawn Judge wasted no time in transferring to Camp Quality. Given the challenges faced by Camp Quality over the last 18 months, both in raising badly needed funds and the restrictions on the very vulnerable group of children suffering with cancer, this windfall has immense importance. The Jaguar Drivers Club is very pleased to be able to go some way towards making up for the lack of charity events and fund raising that we usually do in more normal times.

Thanks to Susan Thorpe, Mervyn and Heather Hoe for their kindness and generosity to the Club and for making the excavation of their dear departed brother and cousin's extraordinary collection of cars, such a positive experience for all.

The Jaguar Drivers Club Auckland are delighted to have played a part in ensuring the cars in Alan's fascinating collection are returned to the road and enjoyed as he envisaged. We will all follow the builds with interest.



## OWNER PROFILE

# Warren Tait's '69 E-Type S2



### Overhaul of the Independent Rear Suspension IRS

The first job was to drop the exhaust system. This was another example of a very poorly executed job on this car, which would be a complete throwaway. The welding, the bends, everything about it was just a nightmare. If it was done by a professional, you would not pay them!

Next stage was to manufacture a trolley system that would allow the movement of the car when the IRS assembly was removed. The design brief was simple, it had to be small and unobstructive, but strong enough to be safe... well kind of! Also, high enough to allow me to climb under and around it for cleaning and painting. A quick rummage through a few garage cupboards and under the house, all the required materials were

sourced. Some cutting, welding, and drilling, and with a spare set of rear wheels, we had made something that would work. Next the IRS assembly was removed with a floor jack

Another great benefit with this type of design of IRS, is that all the components such as the diff head, half shafts, universals, wheel bearing hubs, suspension wishbones, springs, shock absorbers, radius arms, brake rotors and callipers, and hand brake mechanism are all contained in a very compact fabricated steel crossmember. Very ingenious, and after the breakdown, it allows all these individual items to be worked on at a workbench level which is much nicer than the alternative! So, servicing is quite straightforward and enjoyable.

Once all the components were removed from the main cross-member they were

all identified as left or right, front or rear, then stripped and cleaned. Shims and spacers were carefully removed, identified and photographed for future reference.

All bearings, rollers bearings, seals, rubber bushings and mounts, and brake cylinder kits were replaced with the help of the Daimler and Jaguar spares club and Auckland Bearings. All special bolts, shims, spacers, thrust washers and brake callipers were plated and all fastenings replaced. The same gloss black and red two pack paint was used as with the engine bay.

A new dilemma was encountered when I removed the diff head gear cover. I was looking forward to seeing the workings of an LSD for the first time as I had never had a car with one before. But alas, this was not to be. For some reason the



# story - stage 2



diff head had been changed out to a conventional unit, most likely an XJ6 of similar vintage. After struggling to find an LSD replacement, I decided to continue with what I had. So, I sent the now cleaned unit to Bygone Autos for the setting up of the crown wheel and pinion backlash with new bearings, and to see if we could quieten it a little. Unfortunately, it went back into song around 60 mph which was rather disappointing, but maybe a sign it was showing its age.

Next the two output shafts with new bearings could be fitted to the diff head followed by two new brake rotors and the rebuilt brake callipers. This was then mounted back into the main crossmember.

Four new universal bearing cap sets were fitted to both half shafts, then bolted to the rotor flange with the corresponding

number of newly plated shims for adjusting the rear wheel camber.

With all the painting complete the rear axle hubs could be rebuilt. These were exceptionally complex trying to achieve the correct end float between the two tapered bearings, but I eventually got there.

Next the installation of the two wishbones. There is a lot going on with the design of these wishbones and their associated fulcrum shafts. Over 40 individual components make up this very complex swing arm system. Throughout the assembly I used a high-quality marine saltwater grease for packing all the bearings and lubrication for all the moving parts, seals and thrusts. This stuff is brilliant and 10 years later it is still at the same consistency.

New rubber bushings were fitted to both radius arms. New Gaz shocks for the wishbones were ordered from XK Unlimited in the US and this completed the reassembly.

With the main crossmember complete and, after a photo shoot (which I can't find), it was time to lift the whole assembly back into position to the freshly prepared underbody and connect the tail shaft, hydraulic brake line, hand brake cable and road test.

All in all, it's a very satisfying undertaking.

*The final stage is the body. Stage 3, will appear in the next issue of the AJDC Club Magazine.*

# Club Christmas night

## 2022 Annual General Meeting & Christmas Party

The Club's AGM and Christmas Party was finally able to take place at the Remuera Club on Friday December 3rd at 5pm. Despite being the first day out of lockdown and the implementation of the new Covid 'traffic light' system, both events went off without any hitches.

About 50 members attended a swift moving AGM and followed by drinks and buffet Christmas dinner, an excellent turn out given the circumstances. This was a great chance to catch up with friends and enjoy a face-to-face conversation with like-minded club members. Regrettably, our now traditional Christmas Carol group, City of Sails Chorus were unable to perform. The festivities concluded around 9pm and were a welcome relief after more than 100 days of covid lockdown.

The minutes for the AGM are available on the club website but matters to note were:

- Re-election of Simon Crispe, Laurie Hayward, Steve Heaney, Gerard Leeuw, Sue Jenness, Dawn Judge, Paul Martin, Robin O'Connor, Dean Wright (Past President) and Tony Wright to The Club Committee. If you feel you have something to contribute to this club and wish to be considered to join the Committee, please contact Sue Jenness, our Club Secretary.
- The election of Tony Wright as Club President replacing Dean Wright who had fulfilled the maximum two years in the role allowed under the club constitution.
- The maintenance of club finances in a healthy state. Thanks to Dawn Judge for preparing a thoroughly comprehensive high-quality set of accounts.

## *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](http://www.autohub.co)

**AUTOHUB™**







RACING

# Jaguar racing unveil new title partner

Tata Consultancy Services join iconic British racing team Jaguar Racing as title partner ahead of the 2021/22 ABB FIA Formula E World Championship. The team will be known as Jaguar TCS Racing

The leading global IT services, consulting and business solutions organisation, Tata Consultancy Services expand on their global sponsorship portfolio in endurance running events which includes the TCS New York City Marathon, TCS London Marathon, TCS Amsterdam Marathon and more - will become the title partner of Jaguar TCS Racing from season 8 with a new long-term multi-year partnership.

Jaguar Land Rover and TCS will build on an existing business relationship with the new Jaguar TCS Racing partnership. Translating its leadership in technology transformation and experience working with premier players in the automotive value chain, TCS has the ambition and belief to support Jaguar TCS Racing to become a global showcase for electrification.

The rebranding of the team includes a revised livery of the successful Jaguar I-TYPE 5 race car for the upcoming Formula E season. Additionally, Jaguar TCS Racing have been given additional prominence within Jaguar Land Rover's recently launched motorsport division as part of the company's Reimagine strategy. Jaguar TCS Racing's goal is to 'Reimagine Racing' and use this highly relevant motorsport activity to test, learn, develop, collaborate, and share innovations including cutting-edge electric vehicle technologies across Jaguar Land Rover to benefit future road car development. Specifically, learnings and technology transfer from Formula E will help 'Reimagine' the Jaguar brand as an all-electric luxury brand from 2025, coinciding with the company's commitment

to the Gen3 era of Formula E.

As part of the reorganisation, James Barclay takes on the role of managing director, Jaguar Land Rover Motorsport Limited in addition to his role as team principal of Jaguar TCS Racing. Jaguar Land Rover Chief Executive Officer, Thierry Bolloré, becomes the chairman of the new organisation. All future opportunities and benefits for both Jaguar and Land Rover brands will be explored through this newly formed division.

Heading into the final Gen2 season after the team's most successful Formula E campaign, which saw Jaguar Racing finish as runner-up in the Teams' World Championship, the British based racing team boasts a highly competitive and efficient race car in the Jaguar I-TYPE 5, and one of the strongest driver pairings with Sam Bird and Mitch Evans returning to provide speed, consistency, and highly valuable Formula E experience.

With only 87 days until the start of the new season, the race team have focussed on refining the most successful race car in Jaguar TCS Racing's Formula E history including revisions in several software areas to improve energy management, making the race car faster and more efficient. The team have also invested time in understanding and simulating the new qualifying system and practicing in-garage pitstops, which will become a significant feature of the first 10 minutes of the new format.

Building on the existing and highly valued team partnerships, Jaguar TCS Racing are also proud to welcome Uncommon as the team's new official

teamwear partner in a new deal. As part of the team's Race to Innovate platform every item of teamwear for season 8 will be made using recycled materials.

Launch day is always exciting as we look forward to the possibilities of the upcoming season after months of hard-work behind the scenes. Welcoming a brand-new title partner - Tata Consultancy Services - is a real honour and we look forward to a highly innovative and successful partnership together. It's an announcement we've been looking forward to revealing and is an exciting time to see a global leader like Tata Consultancy Services joining other blue-chip brands in FIA Formula E. After our most successful season to date we have been working hard to improve further on our performance with the aim to race for more points, wins and ultimately the world championship.

I'm also incredibly proud to be appointed as Managing Director, Jaguar Land Rover Motorsport and Team Principal, Jaguar TCS Racing Formula E Team as a result of the newly launched motorsport division. During the off-season we've introduced a new Motorsport Executive Committee dedicated to maximising the opportunities of our motorsport activity including technology transfer from race to road. It is very special to be an integral part of reimagining Jaguar's all-electric future.

**JAMES BARCLAY - TEAM PRINCIPAL JAGUAR TCS RACING**

I would like to extend my welcome to Tata Consultancy Services. This partnership is a perfect example of the synergies that exist within the Tata group. Motor-





sport is the ultimate challenge and to succeed in this highly competitive arena you must excel in all areas. Technology, innovation, agility, unity, and teamwork are all important learnings which we can implement across the company and wider group. I recognise these benefits and want to make sure that our future motorsport activity structure is set-up for maximum success.

*"We could not Reimagine Jaguar without racing and beyond next season I am pleased to say that we are committed to the Gen3 era of Formula E. Jaguar TCS Racing will be a core platform for Jaguar on its journey to becoming an all-electric luxury brand from 2025. Good luck to all my teammates including Sam and Mitch on what promises to be another highly competitive and exciting season ahead.*

**THIERRY BOLLORÉ - CEO JLR, CHAIRMAN JLR MOTORSPORT**

*We are delighted to expand our partnership with Jaguar Land Rover and join forces as Jaguar TCS Racing to harness collective knowledge and to innovate for a sustainable future for all. As the world races towards electrification, this collaboration will pave the way for the adoption of advanced technologies, utilisation of cleaner energy, and the evolution of novel business models. Our efforts will go beyond business to make a lasting impact on people, communities, and the planet.*

**RAJESH GOPINATHAN - CEO & MD, TCS**

*This partnership between Jaguar Land Rover and TCS is the coming together of two purpose-driven brands to create a*

*sustainable future, leveraging innovation and collective knowledge. It is rooted in a shared belief that technological innovation can architect a better world. Together we will innovate and build new technologies that will accelerate the adoption of connected, autonomous, electric transportation, driving sustainability and creating better futures for people everywhere. We are excited about the possibilities this partnership will herald to our joint ecosystem.*

**RAJASHREE R - CMO, TCS**

*We're excited to be partnering with the team at Jaguar TCS Racing. We look forward to working together over the coming months and years to find innovative, sustainable solutions for their official teamwear and fan merchandise collections.*

**PAUL PREUVENEERS - CEO AND FOUNDER AT UNCOMMON**

*As we enter season eight of the ABB FIA Formula E World Championship, I reflect how far we have come as a team since we joined the championship. During the previous five seasons we have shown consistent improvement and it was testament to the team that we could celebrate second in the championship last season. As we embark on a new era as Jaguar TCS Racing I am excited to take to the track and compete with our rivals this season aiming for the top step of the podium.*

**MITCH EVANS - JAGUAR TCS RACING DRIVER #9**

*Last season we enjoyed a lot of success together with a couple of wins and I learnt a lot about the team and about*



*how to get the most out of the Jaguar I-TYPE 5. The performance of last season shows we have a great formula for success and with the consistency in drivers and race car, I am very much looking forward to competing against and beating our rivals on track and putting Jaguar TCS Racing in a winning position. The championship is fiercely competitive, but we are fully focused on consistently scoring points and challenging for wins. It will be another close season where every qualifying, race and point will count.*

**SAM BIRD - JAGUAR TCS RACING DRIVER #10**

*Jaguar TCS Racing will race on the streets of Diriyah, Saudi Arabia on 28 and 29 January 2022 for the first of 16 races in 12 cities across the globe.*

# Jaguar and Baracuta have joined forces of British design and exploration

**J**aguar and Baracuta have joined forces in a celebration of British design and exploration of future trends. Established in Coventry (1935) and Manchester (1937) respectively, the two brands have been responsible for creating some of the most iconic and enduring designs across automotive and fashion. Always relevant and at the forefront of cultural conversations, they are now coming together to curate a guide to future design classics - 'The New Classic Guide'.

In a celebration of their respective Brand DNA, a one-of-a-kind Jaguar Baracuta E-PACE and a Jaguar G9 Baracuta jacket have been created. Both will play an integral role in the development of 'The Next Classic Guide', which will see a host of respected influencers, bloggers, artists and content creators travel to the cultural heartland of UK and European towns and cities, seeking out the places, fashions, trends, and people that will inspire and shape the next generation.

Starting in London in October 2021 and ending at Milan Fashion Week in February 2022, this 'cool-hunting' road trip will visit Germany, Spain, Poland and Austria, exploring the rich and diverse creative sub-cultures which make up the countries' identity. The 'The Next Classic Guide' will be a live and interactive portal, allowing interested observers to follow the four-month journey.

Kicking off the campaign is British content creator and brand consultant Samutaro - one of the most influential fashion curators of recent years. Samutaro had the opportunity to see the output of the creative collaboration for the first time at Jaguar's Product Development Centre at Gaydon in Warwickshire. Here he met designer Anna Abell from the Jaguar team which created the bespoke Jaguar E-PACE, inspired by the classic natural G9 jacket.

*Design is at the very heart of the Jaguar and Baracuta brands. Both have created design classics that have stood the test of time and remained relevant in the face of ever-changing tastes and cultural trends. It was therefore great to be given the responsibility of bringing these two brands together in this collaboration, after all, they have enjoyed a long association with many of the World's most iconic figures from stage and screen coveting both.*

ANNA ABELL - COLOUR AND MATERIALS DESIGNER

The Jaguar x Baracuta E-PACE P300e plug-in hybrid has been created with a bespoke exterior colour, 'Neutro'. The one-off E-PACE features the same tartan Baracuta uses to line its G9 jacket on both the door trims and boot floor, with the tartan also depicted on the contrast roof. Additionally, the E-PACE features headrests embroidered with the Baracuta crest, Baracuta logo on the rear ¼ window and puddle lamps depicting the Baracuta emblem.

The Baracuta G9 Jaguar jacket has 'Jaguar' embroidered on the sleeve, and on the inside a special edition Jaguar x Baracuta logo.

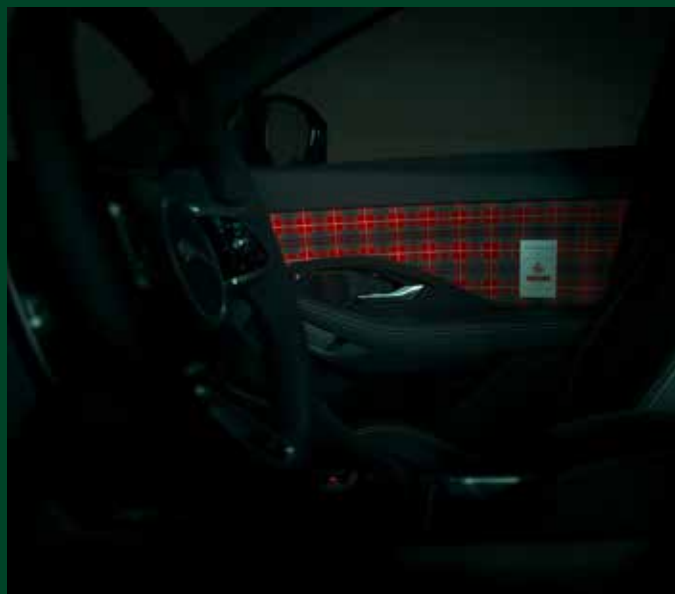
You can follow the curation of 'The Next Classic Guide' live on [nextclassicguide.com](http://nextclassicguide.com).





# and forces in a celebration of future trends

Travelling in style: Starting in London in October 2021 and ending at Milan Fashion Week in February 2022, leading influencers will travel to the creative heartland of major European towns and cities in a one-of-a-kind Jaguar Baracuta E-PACE, curating 'The Next Classic Guide' as they go



# What's on your mind?

email: Editor.jagclubak@gmail.com

Hi Committee

What a nice surprise to receive a Petrol voucher - most unexpected.

While I am not a frequent Club activities man, I have attended some events and enjoy the atmosphere etc.

Our three 'modern' Jags don't rate display potential.

Many thanks,

Rodger and Elaine Griffin.

Dear AJDC Members

100 Years of Jaguar Origins Grille Badge

The Otago Jaguar Drivers' Club (OJDC) has turned Cameron Leggett's 100 years of Jaguar origins logo as used in the new 'Classic Jaguars in New Zealand' book, into a grille badge.

Club President Alan Race reports that Individually the badges are \$50.00 each and postage is another \$5.00. Payment should be to the OJDC account number 060909 0020871 00. Alan is asking that those wishing to order a badge, email him at a.j.race@xtra.co.nz and make payment to the club account with their name in the transfer details and note "100-year badge". For further information contact Alan Race Ph 027 4584062



Dear AJDC Club,

The organising committee of the Ellerslie Classic Car Show have arranged for St. Johns Ambulance to attend next year's event to look after any First Aid needs. They will be present from 8.00am until 4.00pm on Sunday 13 February, however, we need some temporary cover from 6.00am when the clubs and exhibitors start arriving, until 8.00am when the St. Johns Ambulance team will take over. This is just in case of any unlikely mishaps that may occur during this setting up period. If you are qualified and would be prepared to volunteer, please contact me at - keucke@xtra.co.nz or Ph. 027 480 4226

Regards,

Alisdair Keucke

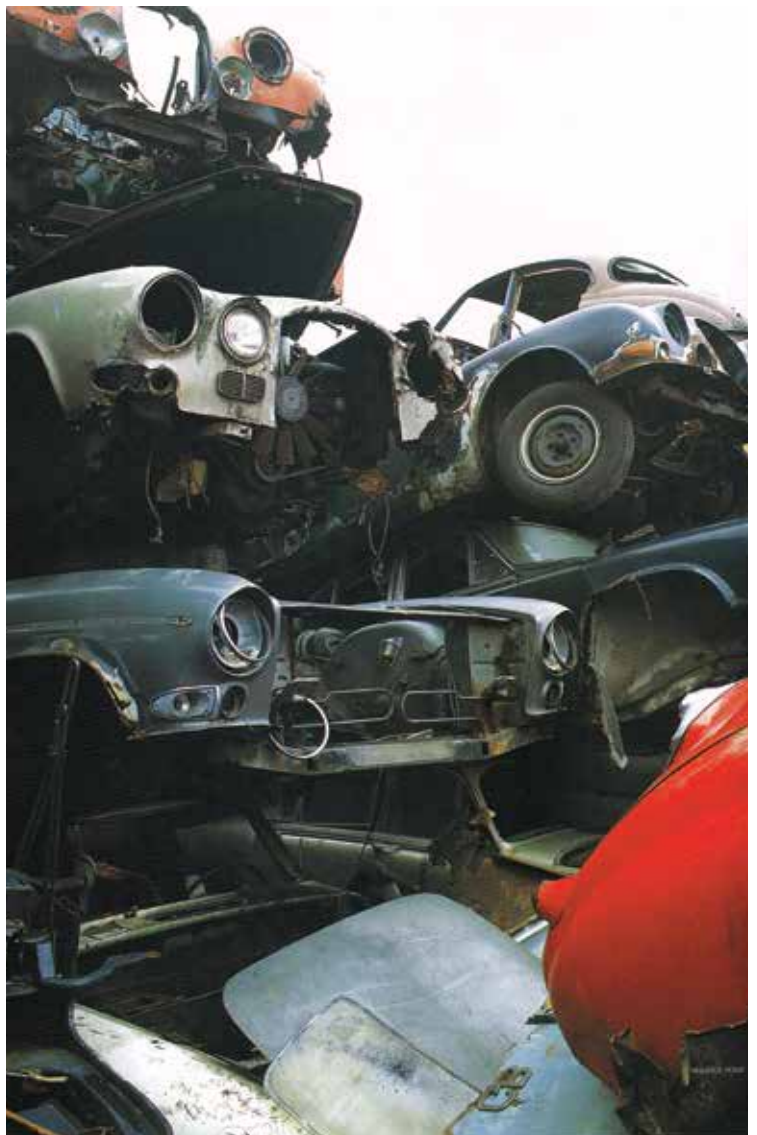
Ellerslie Classic Car Show - Organising Committee



## Competition

### Many Jags never die but some just don't make it.

Here in this junkyard is the end of the road for a number of cars. Can you identify how many Jaguars are in this photograph, and what models? Any idea of the location? Please contact the editor [editor.jagclubak@gmail.com] with your responses. The winner will receive two tickets to Richard Waugh's book launch at Archibald & Shorter on the 18th February.







# JAG ON THE NET

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

JLR - Racing. Season 8, Formula E:

<https://www.youtube.com/watch?v=4zLm4VTOutI>

JLR - Racing. Season 8, Formula E Launch:

<https://www.youtube.com/watch?v=uBQ9HO0ZSTg>

Jaguar's Evolution:

<https://www.youtube.com/watch?v=h1WoNm55EMY>

Jaguar's 100th Book Launch by Cameron Leggett:

<https://www.youtube.com/watch?v=np3yvzCI0MI>

Motor Racing Legends: Saturday

<https://www.youtube.com/watch?v=K4GFcWeTC9o>

Motor Racing Legends: Sunday

<https://www.youtube.com/watch?v=mEQ1VksUaxk>



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

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

- Glenn Clough  
**1973 E Type S3 2+2 5.3L Manual Silver**
- Andrew Munn  
**1954 MK V11 3.4 Manual Sage Green**
- Willy & Nina Heatley  
**1953 C Type Replica**
- Deirdra Anderson  
**1997 XK Convertible Auto Carnival Red**
- John McCallum & Teresa Taylor  
**2013 XK White**
- Alex Beacham  
**XJS**

# 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](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 zippered 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 zippered 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**

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**

Patricia Kerr

**\$75**

Terry & Karen Burns

**\$50**

Bruce Urquhart

**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.

Published by Auckland Jaguar Driver's Club

Layout: BRYANDESIGN LTD  
www.bryandesign.co.nz

Advertising: susan.jdca@gmail.com

Submissions: Editor.jagclubak@gmail.com



# Auckland book launch of 'Classic Jaguars in New Zealand'

by Richard Waugh

To help launch the celebratory 100 years of Jaguar origins, Archibald & Shorter are hosting the Auckland launch of the new book at their Greenlane showroom facilities in February. An invitation-only event (due to space constraints) will be held on Friday evening 18th February 2022, with the MC being Christopher Luxon MP. On Saturday 19th February there is an open invitation for Auckland Jaguar Drivers' Club members to visit Archibald & Shorter dealership anytime from 9.30am to 3.30pm to see the display of classic Jaguar cars from the book and obtain signed copies of the book at special launch price.



FIND YOUR JAGUAR PART AT [WWW.SNGBARRATT.COM](http://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](mailto:sales.usa@sngbarratt.com)

S·N·G  
**BARRATT**  
GROUP

01746 765 432 | [sales.uk@sngbarratt.com](mailto:sales.uk@sngbarratt.com)

# CLASSIFIEDS

More photographs & details on JDC website

## 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

'XK GB' personalised plate for sale.

Asking \$1200

Contact Adrian 027 656 3732

It is free for club members to advertise classifieds in this magazine (\$10 to include a photo)

Please e-mail the text/photo to billcrooknz@gmail.com

Non members may also advertise @ \$50 per issue (\$80 to include a photo)

## 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.



# Smoking in cars

Thousands of motorists need support with new smokefree law  
- research

Written by Impact PR - Mark Devlin

**N**ew Smokefree laws which come into effect this week may not be sufficient to protect children as new research finds getting behind the wheel is a common smoking trigger for Kiwi parents.

The Smoke-free Environments (Prohibiting Smoking in Motor Vehicles Carrying Children) Amendment Act comes into force on 28 November 2021. This will prohibit smoking and vaping in motor vehicles carrying children and young people under 18 years of age.

A nationwide Shosha study of 3,700 past and current smokers has found that driving is the most common pattern trigger for around a tenth (8%) of New Zealand smokers.

Addictions specialist Leanne French says a pattern trigger is an activity that connects smokers with an everyday activity which leads to them craving a cigarette.

She says driving with children can be a stressful situation and the study shows that stress is the most common emotional trigger for the majority (59%) of smokers.

She says over time smokers learn to connect smoking with most of the daily events in their lives and then believe that smoking can help them cope with stressful situations.

"Triggers are made up of the people, places, things and situations that set off an urge to smoke. Driving has been proven to elevate people's blood pressure, so when you add young children to the mix this can become a much more stressful situation," she says.

"Any parent of young children knows how difficult it can be driving with kids in the car. There's arguing, forgotten things, hunger, boredom, mess making, the chance of them being moody, melting down, and asking endless questions, unless you're the parent of an angel!

"There are also emotional triggers which can make the driver want to reach for a smoke and these include anxiety, anger

and even happiness and excitement, children have an inbuilt knack for setting them off at various times," she says.

Her advice for parents responding to any bad behaviour or whiny attention seeking communication is to calmly ask the children to stop and reward any good behaviour.

"I would suggest they try not to elevate their own stress by reacting and getting mad and instead, positively reframe the situation in their own head. Like reminding themselves the children are only little and they're probably just tired, hungry or bored and this too shall pass. I would suggest counting to ten slowly and taking several nice deep breaths. They can also go for fast acting distraction and calming techniques, like playing music, singing, playing "I spy with my little eye" that sort of thing," she says.

French welcomes the new legislation which protects children from second-hand smoke in an inescapable situation, but says more support is required.

"Smokers still do need more education and exposure to information to help them understand what the health risks are not only to them, but to their children in order to change their minds more effectively," she says.

She says bad habits like smoking are hard to break and it is not simply a matter of willpower.

"I would suggest they change the car environment, by clearing all smoking items out, including the inbuilt lighter to lessen the automatic nature of the habit. There are also a number of easily accessible online counselling services which can help smokers quit.

"Counselling can help smokers make behavioural changes and to problem solve when it comes to working out coping strategies for triggers," she says.



CLASSIC COVER

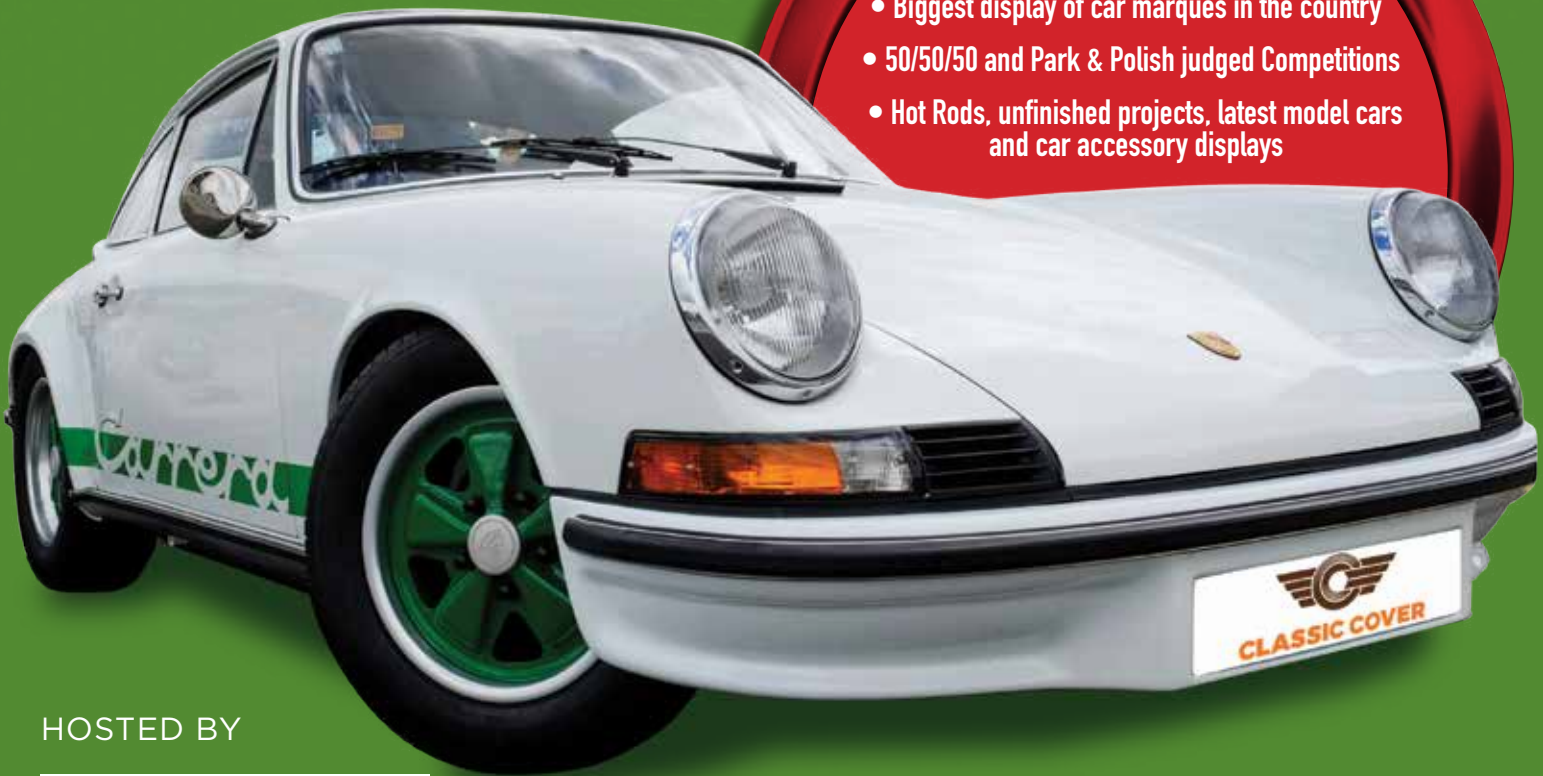
ELLERSLIE  
CAR SHOW



WORLD OF  
WHEELS

Sunday 13 Feb 2022 | 10am to 4pm  
Ellerslie Race Course  
concours.org.nz

- New Zealand's only independently judged Concours d'Elegance
- Biggest display of car marques in the country
- 50/50/50 and Park & Polish judged Competitions
- Hot Rods, unfinished projects, latest model cars and car accessory displays



HOSTED BY



Porsche Club  
New Zealand

