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JAGUAR DRIVERS'
CLUB

\$10

Taupo weekend
New C-Type continuation
Humble beginnings

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From the Editor's Desk

Happy New Year to you all. I hope you enjoyed the festive break re-connecting with family and friends around New Zealand. For a short time, life and things began to feel we had turned the corner, and this new year was going interruption free. It was as if the scripts writers of the global pandemic were playing games and arranged other variants to spoil the party. Finding ourselves back to 'RED' setting means we need to employ further restrictions, use of the Vaccine Pass, and limit our group size to a maximum of 100.



We will be guided by the Covid Protection Framework and adhere to all the restrictions imposed including the wearing of masks and socially distancing. I know, the Committee will work hard to meet the guidelines spelt out and continue to bring events to the membership as safe as possible. The most important consideration for the committee is safety of the membership, and if we are all fully vaccinated, attendance at these events is permissible. Some events may end up being postponed at the last minute due to the ever-changing covid conditions and restrictions.

With the change in the traffic light system, all club events were either once again postponed or limited to a smaller group of members. As the previous edition of the club magazine was in the process of being printed, we learnt that life was not really going to change for 2022. I ask for your patience and remember the club committee will do all they can to hold as many events planned, following the strict guidelines of the CPF. One blessing was the Club's Weekend Away trip to Taupo. This event went without any restriction hiccups. It was an enjoyable few days away in the Central Plateau, enjoying the sights in and around Taupo, by both road and water.

What to look forward to? Well, with more chaos thrown our way, organisers of some big events are struggling to handle the extra costs required to meet the Covid Protection Framework. Next on the list of big events postponed was the Ellerslie Classic Car Show. Unfortunately, under these uncertain times, organisers need to comply. With all the restrictions and a limit placed on the number of people that are able to attend, the potential loss in income does not cover the extra security, fencing and scanning required. Hopefully with the club's smaller events, we can continue to enjoy them un-interrupted albeit with a few more rules in place.

Keep an eye on our Events page of this edition and the website. A reminder to register for these events via the website.

A further reminder of Richard Waugh's 100 Years of Jaguar book. The book launch at Archibald and Shorter's show room was also postponed. When the traffic light shifts out of 'RED', a new date will be set. 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 a great opportunity to be part of something rather unique.

Please continue to support our Advertisers. A way to thank our Advertisers is by seeking their professional services and supporting their businesses. Help them to support us.

I wish to thank all those people that helped produce this wonderful array of articles to read. I hope you enjoy the interesting reads and hope to see you at some events coming up in 2022.

Kind regards

Gerard Leeuw

Editor



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A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

REGISTERS

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

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

Cover image: The unforgettable Swallow sidecar.



president's report

Well, what a start to the 100th year of Jaguar. If we were hoping for a more predictable 2022 for club activities, then the ongoing covid regulations and the arrival on omicron has already shown us that there's going to be lots of challenges for us to manage in the months ahead. Nevertheless, I'm optimistic that we'll find ways to still deliver a solid program of events for club members.

At our last meeting, the Club Committee agreed that we will continue to plan events as we have in the past but in line with Covid public health requirements. Clearly though, further changes to these requirements may affect whether events can go ahead as scheduled.

Flexibility will be the key. For example, the Taupo Historic Grand Prix featuring the Jaguar brand scheduled for mid-January was cancelled due to covid requirements. However, it was quickly replaced by a very enjoyable Weekend Away in Taupo for about 40 club members. Many thanks to Dean Wright and Steve Heaney for organising a dinner, picnic and lake cruise at such short notice. It was great to get out on the road with our cars and enjoy a change of scenery and some terrific weather.

With each event, we will make a call about a week before whether it's still viable practically and in terms of our duty of care to members. When we cancel an event, any related payments will of course be refunded.

Regrettably, this year's Ellerslie Car Show fell into this category and was postponed until February 2023. While this year's show was being organized by the Porsche Car Club, Jaguar's 100th Year Anniversary was set to feature prominently with a car display in the Winners Circle. Events and displays scheduled for this year will carry over to the 2023 show. I'd like to thank Simon Crispe for the considerable amount of work he put in as our representative on the show's organising committee.

The Club's marquee event to celebrate Jaguar's 100th anniversary is being planned for the October/November period. We're hopeful by then Covid related public health measures will be minimal. We'll share the details of what we're planning in the next edition of the magazine. In the meantime, you'll see in the Upcoming Events section of this magazine, we already have plenty planned for the first half of the year with more events likely to be added.

Finally, I look forward to seeing you at one of the club events in the near future circumstances permitting. Meanwhile, stay safe and happy Jaguar driving.

Tony Wright

Club President



President's soapbox

The 100th anniversary has prompted me to take a look at where our favorite brand is headed at the beginning of its second century. In the short term, a worldwide microchip shortage has led Jaguar Land Rover (JLR) to prioritise production towards its highly profitable Land Rover models over most of the largely car-oriented Jaguar lineup.

With the traditional sedan car segments and their margins continuing to shrink globally, this approach is understandable although obviously disappointing for Jaguar devotees. As a result, Jaguar products have been in limited supply locally with orders for most models on long lead times.

(continued overleaf)

President's soapbox - continued

In addition, JLR has frozen the Jaguar lineup until 2025 when it will be re-launched as an all-electric brand. This is part of what JLR have called their 'Reimagine' strategy launched by recently appointed CEO, Thierry Bolloré. The aim appears to be to achieve greater differentiation between Jaguar and Land Rover. As a result, Jaguar is expected to have a narrower, mainly sedan and sports car range, and will position itself against the likes of Bentley and Aston Martin.

Followers of Jaguar's history will know that the company has expanded and contracted its model offerings several times before with varying results. In my view, being stabled with Land Rover tends to inhibit the potential breadth of the Jaguar brand. Whereas other premium manufactures have been free to expand their offerings into the highly profitable SUVs and Crossover segments in addition to traditional sedans and sports cars, JLR seems worried about the cannibalizing effect of models like F- Pace and E- Pace have on Land Rover sales. So, positioning Jaguar more exclusively towards mainly sedans and sports cars would seem to make sense for the present owners. Hopefully it will result in some exciting new products that rival the best of its past.

Jaguar's second century is clearly beginning with some significant changes and lots of speculation about the future. If you're interested in where the Big Cat is headed, then there are plenty of articles online commenting on the 'Reimagine' strategy and what its effects may be. I'd encourage you to take a look.



Thierry Bolloré

JLR reimagines the future of modern luxury by design

A vision of modern luxury by design

Jaguar Land Rover will reimagine the future of modern luxury by design through its two distinct, British brands.

Set against a canvas of true sustainability, Jaguar Land Rover will become a more agile creator of the world's most desirable luxury vehicles and services for the most discerning of customers. A strategy that is designed to create a new benchmark in environmental, societal and community impact for a luxury business.

"Jaguar Land Rover is unique in the global automotive industry. Designers of peerless models, an unrivalled understanding of the future luxury needs of its customers, emotionally rich brand equity, a spirit of Britishness and unrivalled access to leading global players in technology and sustainability within the wider Tata Group.

"We are harnessing those ingredients today to reimagine the business, the two brands and the customer experience of tomorrow. The Reimagine strategy allows us to enhance and celebrate that uniqueness like never before. Together, we can design an even more sustainable and positive impact on the world around us," said Mr Bolloré.

Two distinct modern luxury brands with sustainability at the centre

At the heart of its Reimagine plan will be the electrification of both Land Rover and Jaguar brands on separate architectures with two clear, unique personalities.

In a Land Rover, vehicle and driver are united by adventure. By breaking new ground, confronting new challenges and not being content with the expected, Land Rover truly helps people to go 'Above and Beyond'. In the next five years, Land Rover will welcome six pure electric variants as it continues to be the world leader of luxury SUVs through its three families of Range Rover, Discovery and Defender. The first all-electric variant will arrive in 2024.

By the middle of the decade, Jaguar will have undergone a renaissance to emerge as a pure electric luxury brand with a dramatically beautiful new portfolio of emotionally engaging designs and pioneering next-generation technologies. Jaguar will exist to make life extraordinary by creating dramatically beautiful automotive experiences that leave its customers feeling unique and rewarded. Although the nameplate may be retained, the planned Jaguar XJ replacement will not form part of the line-up, as the brand looks to realise its unique potential.

Jaguar and Land Rover will offer pure electric power, nameplate by nameplate, by 2030. By this time, in addition to 100% of Jaguar sales, it is anticipated that around 60% of Land Rovers sold will be equipped with zero tailpipe powertrains.

Jaguar Land Rover's aim is to achieve net zero carbon emissions across its supply chain, products and operations by 2039. As part of this ambition, the company is also preparing for the expected adoption of clean fuel-cell power in line with a maturing of the hydrogen economy. Development is already underway with prototypes arriving on UK roads within the next 12 months as part of the long-term investment programme.

Sustainability that delivers a new benchmark in environmental and societal impact for the luxury sector is fundamental to the success of Reimagine. A new centralised team will be empowered to build on and accelerate pioneering innovations in



materiality, engineering, manufacturing, services and circular economy investments.

Annual commitments of circa £2.5bn will include investments in electrification technologies and the development of connected services to enhance the journey and experiences of customers, alongside data-centric technologies that will further improve their ownership ecosystem.

Proven services like the flexible PIVOTAL subscription model (which has grown 750% during the fiscal year), born out of Jaguar Land Rover's incubator and investor arm, InMotion, will now be rolled out to other markets following a successful launch in the UK.

Quality and efficiency

Reimagine will see Jaguar Land Rover establish new benchmark standards in quality and efficiency for the luxury sector by rightsizing, repurposing and reorganising.

Central to that journey, and in order to establish different personalities for the two brands, is the new architecture strategy.

Land Rover will use the forthcoming flex Modular Longitudinal Architecture (MLA). It will deliver electrified internal combustion engines (ICE) and full electric variants as the company evolves its product line-up in the future. In addition, Land Rover will also use pure electric biased Electric Modular Architecture (EMA) which will also support advanced electrified ICE.

Future Jaguar models will be built exclusively on a pure electric architecture.

Reimagine is designed to deliver simplification too. By consolidating the number of platforms and models being produced per plant, the company will be able to establish new benchmark standards in efficient scale and quality for the luxury sector. Such an approach will help rationalise sourcing and accelerate investments in local circular economy supply chains.

From a core manufacturing perspective that means Jaguar Land Rover will retain its plant and assembly facilities in the home UK market and around the world. As well as being the manufacturer of the MLA architecture, Solihull, West Midlands will also be the home to the future advanced Jaguar pure electric platform.

Key partners including Trade Unions, retailers and those in the supply chain will continue to play a vital part of the extended new Jaguar Land Rover ecosystem and its journey towards reimagining the future of modern luxury.

ReFocus to a more agile operation

As evidenced with the latest financial results, Jaguar Land Rover has a strong foundation on which to build a sustainable and resilient business for its customers and their communities, partners, employees, shareholders and the environment.

Driving this transformation is the recently launched Refocus programme, by consolidating existing initiatives like Charge+ with new cross-functional activities.

Reimagine will see Jaguar Land Rover right-size, repurpose and reorganise into a more agile operation. The creation of a flatter structure is designed to empower employees to create and deliver at speed and with clear purpose.

To accelerate this efficiency of focus, the company will substantially reduce and rationalise its non-manufacturing infrastructure in the UK. Gaydon will become the symbol of this effort - the 'reactor' of the business - with the Executive Team and other management functions moving into the one location to aid frictionless cooperation and agile decision-making.

Leapfrog to leadership with Tata Group

In order to realise its vision of modern luxury mobility with confidence, the company will curate closer collaboration and knowledge-sharing with Tata Group companies to enhance sustainability and reduce emissions as well as sharing best practice in next-generation technology, data and software development leadership. Jaguar Land Rover has been a wholly-owned subsidiary of Tata Motors, in which Tata Sons is the largest shareholder, since 2008.

"We have so many ingredients from within. It is a unique opportunity," said Mr Bolloré. "Others have to rely solely on external partnerships and compromise, but we have frictionless access that will allow us to lean forward with confidence and at speed."

Bringing all these ingredients together, Jaguar Land Rover is on a path towards double-digit EBIT margins and positive cash flow, with an ambition to achieve positive cash net-of-debt by 2025.

Ultimately, Jaguar Land Rover aims to be one of the most profitable luxury manufacturers in the world.

Mr N Chandrasekaran, Chairman of Tata Sons, Tata Motors and Jaguar Land Rover Automotive plc commented: *"The Reimagine strategy takes Jaguar Land Rover on a significant path of acceleration in harmony with the vision and sustainability priorities of the wider Tata Group. Together, we will help Jaguar realise its potential, reinforce Land Rover's timeless appeal and collectively become a symbol of a truly responsible business for its customers, society and the planet."*

Mr Bolloré concluded: *"As a human-centred company, we can, and will, move much faster and with clear purpose of not just reimagining modern luxury but defining it for two distinct brands. Brands that present emotionally unique designs, pieces of art if you like, but all with connected technologies and responsible materials that collectively set new standards in ownership. We are reimagining a new modern luxury by design."*

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



#20220306

Fish & Chip Run

Coordinator: Steve Heaney.

A drive to the popular Fish & Chip shop & spot at Shelley Beach on the Kiapara Harbour.



#20220403

Picnic lunch

Coordinator: Steve Heaney.

A drive to the Manukau Heads - Grahams Beach. Explore the Manukau Heads and visit the Lighthouse.

Enjoy a relaxing picnic at Grahams Beach with other members.



#20220515

Go Karts - Hampton Downs

Coordinator: Simon Crispe

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.



#20220520

Quiz Night Remuera Club

Coordinator: Dean Wright

Enjoy a friendly chat, a meal and let the competition begin with other club members.

Check out the website for further details.





Mid-Year Christmas Lunch

Coordinator: Steve Heaney & Peter Daye
 Venue: The Boat House – Riverhead
 Bookings are essential as we have limited spaces.
 Check out the website for further details.



#20220611



Variety Night Remuera Club

Coordinator: Simon Crispe
 A variety night of entertainment. Sounds thrilling and bookings are essential.
 Check the Events page of the Website for more details.

#20220708



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 winery for lunch.
 Check the website for more details.

#20220813



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.

Tantalising Taupo

It started with coffee at the Autobarn followed by a welcome from Dean, stressing that it was going to be a leisurely drive to Taupo. We were then surprised by the Le Mans start. We weren't expecting this but now know why Jag owners always back into their parking spots! In our modern XK, we managed to keep up with the pack, not like our beautiful old Mark 2 which used to struggle to stay with the pace. We have recently sold this to Mike Thompson, and it is now content being in that luxury retirement home that he has built for classic cars. (We have visitation rights).



At Ohinewai, we left the motorway and again experienced that beautiful driver's road with its lush farmland through Tahuna to a coffee break at Matamata before continuing to lunch at Putaruru. Luckily my co-driver was well aware of the temptation of a fast car on lovely roads and kept her eagle eyes on the speedo.



Dean Wright welcomed us to the Lakeland Resort Taupo and outlined our activities for the weekend. The Resort has views over the Lake and secure parking for our cars. It was good to be able to travel with the Club again after so many disruptions and postponements with Covid. We appreciated being able to meet old friends again and make new ones. A very big thanks to Dean and Steve Heaney for all of their work organising the event.



Geoff Cartridge and Gail Percy had travelled down from the Bay of Islands and everybody in Taupo would have heard Tony and Sue Roberts arrive from Napier in their ex-Dave Silcock racing Mark 2 Jag. There was a lovely collection of Jags to admire from Simon and Marianne's XK 150S, two E types, several modern XK's and F Types, and of course numerous beautifully polished Jaguar saloon cars. We spent some time admiring each other's cars and even caught the Vice President checking out Dawn's engine to see if it was as clean as his.

It was a beautiful evening for pre-dinner drinks and a buffet dinner in the Resort's spacious bar and dining room or under umbrellas out on the deck enjoying the Lake view. Some were keen enough to have a pre-drink swim in the Lake.



On Saturday we went by convoy to our picnic lunch spot, beautifully navigated and led by Don and Lynley Bowater in their beautiful V12 E type convertible. Their sedate pace was much appreciated when we passed a local radar cop at the end of an enticing section of straight road. We met up with a group of Jaguar enthusiasts from Wellington. What a sight, 40 beautiful Jags parked in the shade under trees on the shore of Lake Wakamaru. The Lakeside Resort excelled themselves providing each of us with a delicious picnic lunch.

Our dinner cruise on the Regal Flyer was another special night to remember. Having just had a \$1m refit, the boat gave a real feel of luxury. The food was superb with sea food nibbles, lamb cutlets, corn fritters, bite sized steak burgers and chicken skewers, all beautifully cooked, prepared and served. Not to forget the waitress and her generous





delivery of champagne, wine and beer. We travelled out to Mine Bay Maori Rock Carving and experienced a beautiful sunset on the way home. Fortunately, and with excellent foresight, the Club provided Taxis for the trip back to the Resort.



It was a pleasure to arrive home from an Auckland Jaguar drivers Club event in our own car instead of in the cab of a car transporter, (although the view is better from the latter) and we still miss our beautiful Mark 2.

Thanks again to Dean and Steve for organising a very enjoyable weekend.



to the Huka Falls and Wairakei for us on the way home! First stop was that dress shop, and I wasn't the only one to be Shanghaied!! Don Bowater and I had time to right most of the world's wrongs while our wives had a "quick look" at the stock. We also discussed going home on highway 27 but I was silly enough to go through Cambridge - for me it meant lunch, for my co-driver... more dress shops!!



The next morning after a leisurely breakfast, some members had time and the enthusiasm for another swim. We chose to take a stroll along the lake edge board walk and enjoyed a coffee with only the lake between us and Mount Ruapehu.

Marianne Crispe had told my co-driver about a fashion shop in Taupo that stocked a good collection of designer tops and dresses. So, no sight-seeing





The Covid Traffic Light System had been Orange for a few weeks now, so the timing and weather combined perfectly. After much deliberation by the committee, it was decided that the show can go on. At the Autobahn, the flag was dropped, releasing at least 25 luxurious Big Cats (with almost 60 cast and crew) out into the world to, spread their legs in leaps and bounds, to sing and perform with glorious pride, and, upstage with a blast out of the past in the Charge of the Covid Orange Light Brigade. The route was via undulating back country roads through Matamata, to Putaruru for lunch and refreshments. Then we proceeded forwards to the aqua thermal valley of Lake Taupo and check in at The Lakeland Resort. The mischievous Black Cat "Macavity" was already on the scene, hoping "Pussy" would turn up and make mischief. "Just 4 Fun" and "Catnip" arrived purring. The Wellington Jaguar Club members met up with us at Lake Whakamaru for the picnic lunch. What a great bunch of friendly folks, who made a special effort to mix and mingle, and share stories about their passions. Among them were a couple of real Cool Cats from the Daimler Pride. That evening we boarded the Regal Flyer for a sunset cruise. It was just the ticket, as everyone got into the spirit/wine, plus the snags, beef sliders, lamb cutlets, chicken satay. An awesome itinerary of fun. For some, the night was young, and the partying and purring had only just begun. So, three cheers to Dean Wright and the committee. We eagerly look forward to seeing an encore. When can their glory fade? Honour the charge of The Covid Orange Traffic Light Brigade.





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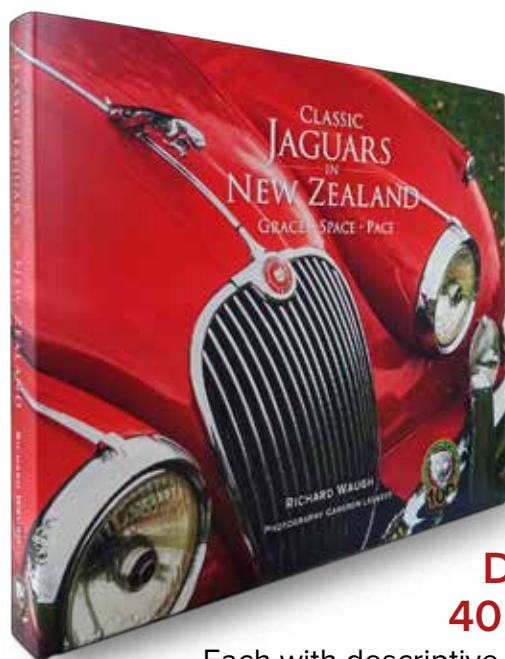
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Foreword by Ian Callum CBE
Design Director for Jaguar
Cars 1999-2019

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.



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

Lockdown model madness



Written by: Chris Mills

My wife would only authorise owning one Jaguar (our XJ6), so with nothing better to do during lockdown, I cheated of course! Here are my 9 other Jaguars I bought...

If Autoart didn't make a model of a particular car, there are others that may have, such as, Maisto or Bburago. The models they produce are still good, though not quite the same quality.

An interesting point for the Jaguar Driver's Club, full size versions of all of these cars are here in New Zealand (except for the one-off XJ13).

And now for the killer!

The most expensive model Jaguar you can buy is an Amalgam 1/8 E-Type at \$US15,370. Enjoy!



C-Type, D-Type, E-Type, XK8, XKSS, XJ13, XJ220, XK180, SS100

All are 1/18 scale, and the majority are "Autoart" which is amongst the best models available. They are also no longer in production, so it took a worldwide search to obtain this collection (from UK, USA, Switzerland, Germany, Canada) with prices to make one wince (\$1100 for the D-Type, incl shipping, whimper).

The total spend on the above collection was...\$3700 (The heading was not for nothing!)

Best? Here is the engine of the Autoart E-Type, and one of the hand-made wire wheels. The rest of the cars are of similar quality with remarkable attention to the detail to these vehicles. Things such as the door handles, windscreen wipers, dash boards and even, the correctly placed Jaguar logos.



Jaguar E-type Series 1 Coupe (1961) - Amalgam Collection



New C-Type continuation

The C-type Continuation will be hand built at Jaguar Classic Works in Coventry, to the specification of the 1953 'works' C-types that dominated that year's Le Mans 24 Hours, scoring the C-type's second Le Mans win and continuing a run of motorsport success for the company.

The team at Jaguar Classic has painstakingly researched the C-type's history for the Continuation's exacting specification, bringing Jaguar's heritage to life through modern technology and engineering expertise. This includes the use of the same authentic techniques and build methods as in period.

The C-type is one of the most iconic cars in Jaguar's illustrious racing history, driven by some of the most-admired drivers in history. The C-type Continuation keeps Malcolm Sayers' iconic and advanced design alive thanks to the first application of 3D CAD drawings by Jaguar Classic, marrying design and motorsport heritage with the very latest engineering tools.

DAN PINK: DIRECTOR, JAGUAR CLASSIC

The vision of Malcolm Sayer, legendary Jaguar Cars designer, aerodynamicist, engineering prodigy and artist, the C-type originally raced from 1951, and secured victory at Le Mans first time out. Its pioneering slippery shape helped the winning drivers of Peter Walker and Peter Whitehead achieve a record breaking average speed of 93.495 miles per hour.

However, the C-type is particularly notable for the first use of disc brakes from 1952. Developed with Dunlop, combined with upgrades to the engine and suspension, they contributed to C-types dominating the 1953 Le Mans 24 Hour, with a first and second place finish, and a record smashing average speed of 105.841 miles per hour. This was the first time the race had been completed at over 100 mph average.

The C-type's glorious motorsport history

The original C-type was famed for its fluid and aerodynamic shape, which was designed by Malcolm Sayer, who was recruited by William Lyons in 1950. Originally dubbed the XK120C and using that iconic vehicle as its base, the C-type would go on to become one of the most important cars in Jaguar's racing history.

The C-type used the XK120's engine, transmission and suspension, while Malcolm Sayer penned its smooth and aerodynamic body using his established background in engineering and aerodynamics from the aerospace industry to maximum advantage. Using complicated mathematic formulae to create three-dimensional curves, Sayer applied his

unique ability for artistic skill and aerodynamic expertise to produce the C-type. He made its exotic design come alive through advanced calculations.

Designed, engineered and built in just six months, 12 Jaguar personnel arrived with a trio of C-types at the 1951 Le Mans 24 Hours, having driven from the UK in the competing cars.

In its debut year, in 1951, the C-type won the Le Mans 24 Hours, the first of many Jaguar motorsport victories. Three cars entered, driven by Stirling Moss and Jack Fairman, Leslie Johnson and Clemente Biondetti and the partnership that would go on to win the race: Peter Walker and Peter Whitehead.

Designed with a drilled tubular chassis frame to prioritise weight saving, the C-type represented key improvements on the XK120 all-round. Developments over time, along with the first application of disc brakes, included the use of 16-inch 60-spoke wire wheels on 1953 works cars to improve cooling for the brakes. Meanwhile, innovations such as using a Panhard rod for the rear suspension also improved the vehicle, to hone the C-type into its ultimate 1953 configuration.

At the 1953 Le Mans 24 Hours, the updated C-type broke the 100mph 24-hour average speed record at 105.85mph, representing a significant step forwards from the 93.49mph 24-hour record-breaking average speed the C-type set in 1951.

Contributing to this success was the use of three Weber 40DCO3 carburettors that gave a boost to the 3.4-litre straight-six engine's horsepower from 200bhp to 220bhp. The extra power, combined with the first fitment of disc brakes and the lightweight body all contributed to the Jaguar's second Le Mans triumph.

A tell-tale clue that identifies 1953 specification models is the bonnet vent that directs air straight into the carburettors at the top of the engine bay, with the assistance of an intricately designed air box - just one of several unique touches on the 1953 car that will be shared with all C-type Continuations.

Driven by Duncan Hamilton and Tony Rolt, the winning car in 1953 led to much wider adoption of disc brakes both for race use and on the road. Jaguar's engineering innovations would set the tone for the whole industry, using its motorsport know-how to improve driving experiences for all.

A treasure hunt for authenticity

In creating the C-type Continuation, a

deep-dive into the C-type's history and heritage was required to inform the way in which it should be built, its specification and its racing prowess. Before the physical development could begin, almost two years of data compilation was required, kicking off what would become something of a treasure hunt into Jaguar's archives, drawings, documents and pictures to piece together how to build this iconic car in the 21st century.

As well as using available original drawings and reviewing in-period parts, the team needed to consult the original engineering ledger. Copy typists were recruited to fully digitise everything the team needed to know. There were over 2,000 items listed on the original ledger. All of this information then needed to be checked by Jaguar's current team of highly skilled engineers.

Thankfully, Norman Dewis OBE (1920 - 2019) - former test driver and engineer for Jaguar Cars - also provided invaluable guidance on the build process, while the team had access to an example C-type and photographs along with Malcolm Sayer's notes for the sleek body to help construct a 'Car Zero'.

The culmination of all of this information meant a 3D CAD (computer aided design) model could be constructed - the first time a Jaguar Classic Continuation whole vehicle has been created in this way. It began with the major elements of the body and overall structure to provide key visuals to the engineers, and ensure everything matched up to the original information that was available.

By using modern methodology, Malcolm Sayers' original designs could be confirmed. The state-of-the-art tools that Jaguar Cars has in its arsenal today helped validate the authenticity and ingenuity of the original C-type.

C-type Continuation specification

Of the 53 Jaguar C-types built in the 1950s, 43 were sold to private owners, and production C-type specification was more like that of the 1951 Le Mans competing cars, limited to drum-braked cars with twin SU carburettors and 200bhp.

The first C-type Continuation cars will be built ahead of a racing-inspired celebration event for their owners in 2022. Each example will reflect the 1953 Le Mans-winning works team car specification, including its 3.4-litre straight-six engine with triple Weber 40DCO3 carburettors, producing 220bhp, and the groundbreaking disc brakes that contributed to the record-breaking triumph at the 1953 Le Mans 24 Hours.

Credit: Jaguar Media Centre

Jaguar Classic is bringing a strictly limited run of new C-type Continuations to life in celebration of the iconic model's motorsport heritage, 70 years after it first raced to victory at the Le Mans 24 Hours.

The Jaguar Classic team with its myriad of documents and references will deliver another continuation vehicle with unparalleled attention to detail and craftsmanship.

For the 3.4-litre straight-six engine, each of which takes nine months to construct, the Weber carburettors are all meticulously refurbished to an exacting standard, while other details in the engine bay are in-period, such as the Plessey hydraulic pump on the gearbox that pumps hydraulic fluid into the brakes.

The attention to detail extends to elements such as the brake fluid reservoir, which on the original cars featured brackets that were designed for its application in another vehicle. For the C-type, they serve no purpose, however, all Continuation cars will retain this original anomaly.

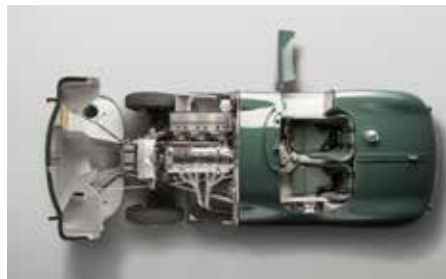
Similarly, 1953-specification C-types featured a different Lucas fusebox cover to previous C-types from 1951 and 1952. All Continuation cars feature reconditioned original versions of the correct design that Jaguar Classic sourced, while the Lucas rear-view mirrors fitted to all C-type Continuations have also been sourced as part of an exhausting treasure hunt for authentic components. At the start of the process, just one was available, but Jaguar Classic sourced enough originals to ensure every Continuation features an in-period Lucas rear-view mirror, to complement the three-quarter Brooklands race screen and Smiths clocks in the cockpit.

The original-spec clocks and gauges are an illustration of the hours of craftsmanship that go into creating a C-type Continuation. Not only are they faithful to the originals, but the way in which they are integrated - including the surrounding switches - is an example of the fine and delicate attention to detail that Jaguar Classic engineers employ to create the perfect example.

The ignition switch on the C-type Continuation also embodies this approach. The precisely re-engineered component replicates the original's start-up procedure, with reliable and high-quality components used to ensure operation is as it should be, every single time. The task of intricately reproducing the rev counter ahead of the driver including the way it revs counter-clockwise, has also been carried out with the emphasis on authenticity and originality.

For all C-type Continuations, materials have been sourced for the interior that respect and reference the original's heritage, effortlessly and effectively blending

(continued on page 28)



OWNER PROFILE

Warren Tait's '69 E-Type S2



The Final - Paint.

It was May 2020 when I noticed the paint blisters growing in size on the left rear guard and I decided that the repaint was imminent. That would mean a decision would need to be made about who, where and how I was going to achieve this. A repaint on a car like this would be a considerable undertaking and one that was worthy of some careful planning.

I started talking to auto painters who had the right credentials to carry out the task, but the numbers came back far too high for my budget. Talking to the ones that you think you could afford, I had concerns over their ability to carry out the task to my satisfaction.

As the car had already had a respray, and not a particularly good one, it was now pretty much a non-negotiable that

it would need to be taken back to bare metal before another coat could be applied. Deciding on the stripping process was another hurdle to cross. If it was to be sandblasted or acid dipped then everything would have to be removed from the body shell, and the car's interior was in too good a condition to justify this option.

After talking with various experts, I decided that the chemical strip applied with a spray bottle seemed to be the most gentle, forgiving, and non-invasive way to proceed. In the meantime, the car had to be stripped of everything from the outside such as badges, glass, chrome, rubbers, seats etc.

After finding a supplier of the product, through the help of Paul Ingram, discussions were had and the owner of the company offered to demonstrate his product on the car if he could video the

process for their website. This offer was graciously accepted and after watching the process it was then up to me to complete. Man ... what a horrible job so no wonder no one wants to do it for a living! Patience and care under extremely unpleasant conditions, but what an outstanding result. For the first time you can see all the history of your car right before your eyes. It revealed a surprisingly clean car with very little rust however, a bit of mischief was discovered on the left rear guard. Obviously, a previous accident had seen a dent repair poorly executed. This is where Paul stepped in again and kindly offered his services to critique the car's panel work. Wow what a legend, and it was a privilege to see such a master at work.

By now, and with much persuasion from Paul, I had pretty much made up my mind to paint it myself, as all the hard work was done, and the fun stuff was

story - stage 3



about to begin. I decided to go with the old school Dulon paint system, as us old school folk believe it looks better on such classics. Compared to the very glossy modern 2 pack system that I believe is more suited to hot rods, old school rules and Dulon it is. Also, Dulon was a product I was familiar with from using in the seventies. So, it was off to the paint shop with my wife's credit card!

A sacrificial set of wheels would be required to keep the wires in good condition and free of paint spray. A trip to the local tyre shop found a set of modern 14" rims and worn-out tyres for the right price. I had to hole saw the centres out of the wheels to just over the diameter of the splines and then some thick plywood circles were glued and screwed to each other from both sides. These then slid neatly over the splines and were locked on with an

old set of spinners. Perfect result and allowed complete mobility.

So next the painting process began which was somewhat complex so I won't go into too much detail as I can sense by now, many of you are starting to slide off into a Nod

To summarise.

All the preliminary coats were 2 Pak products due to their incredible protection and adhesion properties. After all the paint manufacturers specifications were followed, we had applied a coat of epoxy primer to the entire car. If there was any body filler required, it would be applied at this stage. Not on the bare metal as we did in the old days. This was the cause of the paint blisters when moisture would get into the filler and years later begin to rust the metal below causing the filler and paint to swell.

This was followed by a 2 Pak high build primer which was a wonderful product to sand and set a perfect base for the colour.

This was another example where Paul's skill shone with his sanding skills and special sanding blocks. The damaged rear guard was now like new. Finally, it was time for the first colour coats to be applied. This was a very satisfying time after starting almost 2 years ago there was now some light in the tunnel. Unfortunately, at the time of writing this, there are still another 4 coats plus the clear to apply. So, a final show of the finished product will need to wait. Hope to get it all sorted for the big reveal later this year.

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Humble Beginnings

Walmsley and Lyons had an idea that a production of these sidecars, sold at an economical price, could potentially support them.

From the humble beginnings, armed with a capital of £1000 borrowed from the bank, guaranteed by their fathers, the two young men launched the Swallow Sidecar Company in September 1922. With a production of ten sidecars a week by these two young men, the Swallow Sidecar Company was born. The 'Motor Cycle' publication soon published an illustrated description of the octagonal Swallow Sports model. In those days, the optional extras were either electric or acetylene lights. The key strategy for these young lads was build something strong, lightweight and something stylish. By 1924, the pentagonal aluminium panels of their Touring model of the sidecar, gave them a well-earned reputation as style leaders. For just over £22 [about 8 weeks wages], you could attach this beautifully crafted sidecar to your motor-cycle and enjoy the experience.



From here the journey begins as they moved into larger premises and employ more staff. The interest in coach building was about to spark the next chapter.

Within our club...

The Jaguars that we all love, admire, and enjoy as we go about our busy lives are the result of a fascinating evolution that began with the birth of the simple Swallow Sidecar back in 1922.

The iconic photograph of William Lyons sitting in a Swallow Sidecar with his business partner and the creator of Swallow Sidecars, William Walmsley is of historic interest.

My personal interest in the Jaguar marque was re-kindled when upon purchasing a MKII 3.8 saloon from AJDC past president Peter Heywood, I came



Credit: Jaguar Daimler Heritage Trust

into possession of the book "Jaguar Saloons" by Paul Skilleter. This remarkable book tells the story of Jaguar from the humble beginnings in the Walmsley's Blackpool garage in 1922. The creation of the Walmsley / Lyons partnership, and the subsequent development of the company from sidecar manufacturing, through to Swallow motor bodies, then SS Cars and finally Jaguar is nothing short of remarkable. All of this having endured the disruption caused by the Second World War through the 1930's and 40's, a major factory fire in the 50's, the disastrous merger with British Motor Corporation (later named British Motor Holdings), and the later merger with Leyland Motor Corporation (British Leyland) and the sale to Ford Motor Company. It is something of a miracle that the Jaguar brand has survived.

So far as my own Swallow Sidecar, this came about as the result of discovering an eBay advertisement for the chassis of a 1931 Swallow Sidecar. Not the sort of thing that would be of interest to many people, so of course, being a little out of the ordinary than most, I purchased the pile of metal and had it shipped to New Zealand. Max Jamieson, a retired engineer completely stripped all the parts, respoke the wheel, replaced the bushes and completed the rebuild of the chassis to which was attached a new tub styled on the Swallow Sport model sidecar.

I have paired the sidecar with a 1927 Royal Enfield 500cc single motorbike, and the result as the photographs show is my attempt at retaining some of the history as to the origin of Jaguar as we know it today.



NEW ON THE BLOCK

“*alexa, please play... - King of the Road*”



The Jaguar I-PACE now offers more driver-focused technology than ever and new options to enhance its multi-award-winning design.

The all-electric performance SUV becomes the first Jaguar to feature Amazon Alexa voice control. Seamlessly integrated, it brings the familiar Alexa experience to the I-PACE and provides natural voice interaction with the Pivi Pro infotainment system's features including navigation, media playback, phone calls, and compatible smart devices. Following its debut on I-PACE, all new Jaguars with Pivi Pro will come with Alexa.

Requests such as 'Alexa, navigate me to home', 'Alexa, play my chill-out playlist' and 'Alexa show me nearby coffee shops' can all be done by voice. You can also check the news, the weather and manage your schedule or shopping list - just by asking.

Existing owners of I-PACE models with Pivi Pro are among more than 55,000 Jaguar customers to have been offered Alexa in a software-over-the-air update. Owners will be notified via a message displayed in their vehicle's touchscreen.

Alex Heslop, Director of Electrical and Electronic Engineering, Jaguar Land Rover, said: *"The seamless integration of Amazon Alexa with our Pivi Pro infotainment system gives customers simple, intuitive voice control of regularly used features, making the driving experience even more enjoyable. The fact we can also offer this new feature to existing customers proves the value of our software-over-the-air updates."*

Christian Mentz, Head of Alexa Automotive International, said: *"Customers around the world interact with Alexa billions of times each week, making life easier, more productive, and more fun. We're excited to deliver that same delightful, convenient experience to Jaguar customers - and because Alexa is always getting smarter, new features and capabilities will be added over time and delivered to their vehicles automatically."*

The Alexa voice experience is intuitive to use, making it easy for customers to operate while keeping their hands on the wheel and eyes on the road. Alexa even makes it possible to control compatible smart home features such as

heating and lighting from your I-PACE. You only have to ask: 'Alexa, set the living room temperature to 20 degrees', for example.

Customers in the UK and US will also be able to control and check on their I-PACE wherever they are using the Jaguar Remote Skill on any Alexa-enabled device. 'Alexa, ask Jaguar to check my range', 'Alexa, ask Jaguar if my car is fully charged' or 'Alexa, ask Jaguar if my doors are locked' are just some of the features customers can use. In addition to all other Jaguar models with Pivi Pro, this functionality is also available to customers in these markets with vehicles equipped with the Touch Pro infotainment system.

As well as Alexa, the I-PACE offers a wealth of smart technologies to make journeys simpler and more enjoyable. The Smartphone Pack with wireless Apple CarPlay® is standard. Wireless Android Auto™ is also standard. In addition, Pivi Pro can connect two phones simultaneously, and an optional wireless device charging pad beneath the centre console features a signal booster to improve network reception and Wi-Fi.

I-PACE now has Amazon Alexa, enabling drivers to control navigation and music, manage calendars, hear news, check the weather and control smart home devices – just by asking. Plus the I-PACE's visual impact and presence are enhanced with the combination of the Black Pack, new Gloss Black 22-inch wheels, rear spoiler and air suspension.



And before the journey even begins, the I-PACE's Preferred Charging Period feature enables customers to set a desired start and finish time for charging - helping them take advantage of the reduced rate electricity tariffs available in many markets. It can also let them set a specific state-of-charge they want the battery to reach - 80 per cent, for example.

Customers who wish to enhance the I-PACE's multi-award-winning design can now choose the new Premium Black Pack option, giving I-PACE even more visual impact and presence. This brings a Gloss Black finish to the grille, grille surround, side window surrounds, door-mirror caps and rear badges, together with striking 22-inch 'Style 5056' split-spoke wheels finished in Gloss Black, a rear spoiler and air suspension.

I-PACE is also now available in Ostuni White for the first time. This beautiful metallic finish joins the existing range of solid, metallic and premium metallic paints.



TECHNICAL TATTLE

Swapping out a Moss box for a fully synchro EJ box on a Series 1 '62 E-Type

The Transplant

Part One "The Removal"

Back in 2012, I was backing my old E-Type out of the garage for a quick spit and polish for Laurie's Jag Show the following day, when an odd noise engaging the clutch pedal indicated something was seriously wrong. I limped the old girl back into the garage and phoned Laurie to say there would be one less E-Type turning up. Bugger. In a moment of déjà vu from a VW Kombi experience back in Greece in the 70's I knew it was probably the clutch release bearing and with an E-Type, it meant only one thing, the engine and gearbox had to come out. One of the reasons I own an old Jag is I love to tinker and satisfy the closet mechanic inside me so, I wanted to sort this myself. But how? I have a regular two car garage with low ceiling height, but with an old engine lifter in a garden shed, a couple of garage jacks and a reasonable hand tool collection. I wanted to do this solo. Out with the manuals. I couldn't lift the engine and gearbox out from the top due to headroom, but plan "B" in the manual suggests it's possible to drop it out the bottom. Time to give it a go.

First up, remove the bonnet which in the case of the E-Type, is removal of the front half of the body work. I managed this on my own with the careful use of the engine lifter, some rope and a huge dose of patience and ingenuity. To lower the engine onto the floor I needed to raise the car approximately 25cm. Which I did with a couple of ramps under the rear wheels and axle stands under the front cross member. To clear the torsion bars, I needed to remove the exhaust system, the exhaust and inlet manifolds complete with carbs, and the trickiest part, the torsion bar reaction plate that runs across the car between the engine and gearbox. Again, with heaps of patience and ingenuity, especially if you don't want to release the pretension in the torsion bars themselves, it was time to drop them out.

Now it was a simple matter of lowering the engine and gearbox to the floor and separating the two. I could now confirm my initial suspicions that the graphite clutch release bearing had shattered.



Flash back 21 years, when I first entered my relationship with my E-Type, I initially struggled with the slowness of the old moss box and subsequently went on a mission to find a later model short shaft, full synchro box. After considerable effort, I found one in Christchurch and after parting with an arm and a leg, I secured a deal. I have subsequently been shifting this heavy lump of iron around my garage for many years while happily coming to grips with the quirkiness of the old moss box. Now it was decision time, the moss box was now out of the car and it's younger sibling was crying 'pick me, pick me' from the dark corner of the garage. Once again, the closet mechanic surfaced. The challenge, overhaul the fully synchro box, as its internal condition was unknown, and transplant it in the Moss's place. It was now or never.

Time for a bit of a learning curve as there are some prerequisites to this exercise. On inspection, the bell housing is different, the rear gearbox mount is totally different, and I was missing the gear select pivot that mounts under the gear lever and engages the selector rods. Which appears to vary from box to box. Trust me on this. This part was only secured with the help of the Jags Unlimited forums and hours spent on the internet. A spot of luck in the UK and parted with £100 to secure the part. This is a very difficult part to identify and find. I had sourced another incorrect one from Andros that I was going to modify but as the section that engages with the selector bars appeared to be case hardened, I was reluctant to grind this down to fit fearing the heat generated may weaken the structure. I was relieved to now have the correct part.

As I wanted to keep the whole moss setup in one piece for any future "original numbers" rebuild (pending Lotto win),



I had also purchased another 3.8 bell housing, but I was about to find out no two Jags are ever created equal. I sense many other Jaguar owners are nodding in agreement at this point.

Time to go shopping. I purchased all the necessary parts, or so I thought, from XKs Unlimited. Bearings, rollers, gaskets, synchro cones to overhaul my fully synchro box, and for good measure, a new clutch and pressure plate. To complete the order, I couldn't resist a modern gear reduction starter motor. (This has turned out brilliantly, spins that 3.8 over like there's no tomorrow, but I digress)

After over 60 years it's interesting to discover what lies in the bowels of one's old Jag. The clutch and pressure plate, one would suspect an old spring type, but no, it was sporting a newer diaphragm type with a 9.5" plate but on an original 3.8 flywheel. With no signs of it being re-drilled but there it was, the number of teeth on the ring gear of an early 3.8 and the pressure plate of a later model. (You need to know the number of teeth to order the correct starter motor).

Six months pass as the project is shelved due to lack of time and awaiting parts.

The overhaul of the gearbox was straight forward as per the manual especially with the help of my local garage's presses, workbench, and advice. The only problem here was the front oil seal which is integral with the bell housing needs to be machined out along with machining appropriate clearance for the front input shaft bearing that protrudes out the front of the gearbox. In a moment of rare coherent thought, I had the foresight to use the input shaft out of the gearbox to align the new clutch plate onto the flywheel, and tighten down the pressure plate.

Now it was a simple matter of reversing the whole process and Bob's your uncle. What a fool's paradise I live in.....?

Part Two "The Installation"

I fill the gearbox with the capacity of oil indicated in the manual, marry the engine to its new gearbox and lift it back up into the car. Assemble and fit the new rear gearbox mount which surprisingly lines up with the old-style mounting holes once I manage to compress the new mounting spring. It is only now I notice the rear engine stabilizer mount on the top of the new bell housing has been added later, and not an integral part of the casting as per the original. The mounting bolts have been tapped into the thin casting and I'm not happy it is strong enough. I decide to bolt the stabilizer bracket all the way through from inside the bell housing. Out it all comes again and off with the gearbox. A simple matter of attaching the mount with some new longer bolts from the inside out. Not quite. With the bolt heads protruding on the inside doesn't leave enough clearance for the ring gear to rotate so, some precision filing reduces the bolt head thickness to clear the ring gear and allow the engine and gearbox to mount correctly. Sorted. Now lift it all back into the

Written by Geoff Howard



car, I'm getting good at this. Exhaust and inlet manifolds back on, exhaust system and carbs back on etc.

Fill the engine with oil, fill the cooling system, connect the electrics, and turn on the ignition. The fuel pump goes crazy spewing petrol out of every available orifice. Fuel pump connections, fuel filter gasket and all three carb jet diaphragms all failed from a year of drying out over the lay-up period. To add to the leak saga the following morning I'm greeted by a pool of antifreeze on the floor that has seeped out of the rear frost plug!!

New seals are ordered and fitted and a cunning plan to fix the frost plug discovered on an American hot rod site. Essentially the frost plug (a press fit) was fine as it was brass, but I appear to have dissolved the sealant around it when I degreased the engine. The fix was to drain the block, gently heat the rear of the block (in situ) with a flame to completely dry the area then degrease the frost plug/block interface with brake cleaner. Applied a green wicking thread sealer to the edge of the frost plug,

allowed it to dry and presto, a watertight seal even 6 years on.

Ignition on, no leaks, press starter and after a little coaxing, we have ignition. It did take some time to get the motor running smoothly but I was soon ready to go for that first spin. There was one last glitch, on the first run after about 10kms smoke started pouring out from underneath the car filling the interior. Initial panic that the car was on fire was alleviated once the bonnet was popped and it was obvious gearbox oil was spewing onto the now hot exhaust causing horrendous smoke but fortunately no flames. Convinced I'd blow a gearbox seal I let the car cool down. With a fire extinguisher at the ready, I slowly limped the car home. Once gearbox covers were removed inside the car it became apparent the oil had come up through the top of the gearbox, but why? More investigation and head scratching revealed the old manual "capacities" section had miscalculated the imperial to metric conversion by a significant amount. This led me to overfill the overhauled gearbox significantly. 2.5 pints (1.42 litres) had been



documented as 2.4 litres, an extra litre of oil is definitely not recommended. The correct oil level adjusted and all's now well in the gearbox department.

Synopsis

Was this a worthwhile exercise given the time taken to execute it? From my point of view as a technical challenge, then definitely. It's why we own old Jags as we find an excuse to lock ourselves away in the garage. It comes with a warning as it's like opening a can of worms. Once you disturb an old car like this you create in the process many other unforeseen issues, and my E-Type has not really seen the light of day it should have since. The carbs have never really settled down since replacing the seals and can play up unexpectedly which in Auckland traffic, can be an issue. As for the gearbox change itself it has changed the car noticeably. It is far easier to drive of course but is it a true 1962 E-Type drive experience? Probably not. In these days of computerized automatics, the smile factor on correctly shifting an old Moss gearbox through the gears can't be over-stated, character-building stuff, now it simply happens without thinking or skill, once of course you remember the new reverse gear layout. I now get to move the old Moss Box around the garage so, nothing's changed there.

Lockdown has now energised me to brush off the cobwebs, solve the remaining issues and let the old girl stretch her legs once again on the open road, while there are still some gas stations out there to fill her up...



What's on your mind?

email: Editor.jagclubak@gmail.com

Greetings to all classic Jaguar lovers!

This is to ask you whether you may be interested in acquiring our book, "The Jaguar XK140 in the Southern Hemisphere". The book is our biggest and best, and we expect it to be available later in 2022, but we are not yet accepting orders.

So, if you can advise us of your interest via an email, a simple "yes" will do. This is of course on a totally "no obligation" basis.

Some more details are set out below.

- It will be one of the largest ever Jaguar history books, at some 525 pages, more than 360,000 words/figures, and more than 1,200 photographs. Bigger even than the XK120 book.

- It deals with the individual car histories of nearly 500 XK140s. Areas dealt with are Australia, New Zealand, South America, all of Asia, all of Africa, and the Middle East: every XK140 known to us to have ever been in those parts of the world. It is the result of many thousands of hours of research over decades.

It will be the best of the series - in terms of depth of research (e.g. longer car histories, some features on early owners), design and layout.

The proposed price of the Xk140 book is A\$375 inclusive of packing and postage to anywhere in the world - the same as the XK120 book, despite inflation of some 25% since that book came out and printing costs up by an estimated 50%.

We would love to hear from you, one way or the other!

Regards

John Elmgreen

Jaguar XK Motoring Historian

Sydney, Australia

Dear Editor,

Just wanted to write to our magazine to relay a most wonderful experience today up here in Warkworth/Omaha. My '86 XJ6 had been losing water and I located the 'drip point' at the hose at the back of the engine block. I called Rodney Jaguar Rover Spares Ltd Friday knowing I'd be up there Saturday, and the kind gentleman said that Rob would likely be in Saturday morning. So unannounced I arrived Saturday morning, 'honked the horn' as per gate instructions which started a most wonderful experience. Pleasant, helpful, interesting does not begin to describe Rob Waters. He found the part (last one I believe) and while the engine cooled a little we chatted about jaguars, models, passion, people and life. A gentle light drizzle was falling but somehow it made no difference and I left feeling that absolutely "All was right in the World" amongst the angst we all have been going through. I thought I'd let you know that Jag people are great, and Rob Waters is definitely one of those.

Kind regards,

Barry Rushton

(continued from page 19)

old with new, to ensure authenticity while also providing a high quality and reliable finish for owners. Hardura trim is used for the cockpit, retrimmed to a new level that wasn't found on the original C-type, but trimmed in silver to evoke the period item.

The Rexine finish on the dashboard and side panels of the Continuation cars, is from the last roll of this type of material available, providing as authentic an ambience as possible by delivering the same type of finish from 70 years ago.

The seats, finished in a choice of eight leather hues, are upholstered by Bridge of Weir™, and are complemented with racing harnesses - fitted to a newly constructed component behind the rear bulkhead to comply with FIA regulations. A Bluemel steering wheel is true to the original with no roundel affixed to the centre - it was omitted from the original race cars to reduce glare and reflections - however customers can specify the iconic Jaguar badging if they desire.

All C-type Continuations are FIA-approved, with eligibility in participating historic race championships, including the Jaguar Classic Challenge, which races at Le Mans, Spa-Francorchamps and Silverstone. To comply with regulations, the C-type Continuations will be fitted with FIA-approved Harness Retention System and rollover protection, effectively integrated into the rear bulkhead, also reassuring for those customers just looking to enjoy on track or closed-road use.

Other FIA-required fitments include a fire extinguisher with engine and footwell extinguishers, neatly controlled by in-period additional toggle switches in the cockpit.

Owners have 12 exterior colours to pick from, including Suede Green, Cream, Pastel Blue and British Racing Green, and the opportunity to enhance the exterior to their own specification with door roundels finished in White or Old English White.

The meticulous paint process takes one week to complete using modern water-based paint, while Jaguar badging can also be specified.

Jaguar C-type Continuation: technical specification

Powertrain and chassis

- Hand-built 3.4-litre DOHC in-line six-cylinder engine
- Produces 220bhp @ 5,800rpm
- Triple Weber 40DCO3 carburettors
- Four-speed manual transmission
- Plessey pump fitted to gearbox

Exterior

- Hand-rolled 16-gauge aluminium
- 12 exterior paint options
- Optional door roundels
- Optional Jaguar badging
- 16-inch, 60-spoke wire wheels

Interior

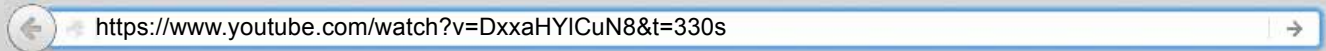
- Eight leather seat colour options
- Original Lucas rear-view mirror with three-quarter wind-screen & Brooklands Aeroscreen
- Smiths clocks and gauges
- 15-inch Bluemel steering wheel
- Optional harness retention system
- FIA-approved fire extinguishing system



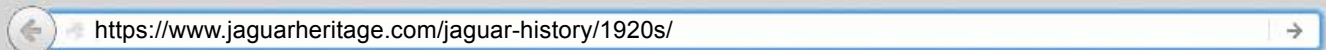
JAG ON THE NET

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

Jag EV Conversion



History - Part I - the 1920's



JDC AUCKLAND JAGUAR DRIVERS' CLUB



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

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



JDC AUCKLAND JAGUAR DRIVERS' CLUB



Welcome! new members

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

- Tom & Barbie Wellington
1999 XK8 Convertible Silver
- Pieter Hopkins
1966 MK 2 3.4L Grey
2017 XFS 3.0L White
- Keith Pinney
2010 XK 4.2L Black
- Graham Thomas
2018 I Pace Black metallic
- John & Fran Southward
1937 SS100 J 2600cc Blue
- Dennis & Suzanne Craig
1969 E Type S2 2+2 Red
- Stuart & Diane Billbrough
1973 E Type S3 2+2 5.3 Auto Green
- Ben Creemers
1989 XJS HE Conv. 5.3 Auto Burgundy
- Wayne Hanna
2007 XK 4.2 Auto Frost Blue
- Justin Rae
1986 XJS-C V12 5.3L Auto Cranberry Red
- Dennis & Rozanne Robins
1956 MK 1 2.4L Manual White
1974 E Type S3 OTS 5.3L Manual Blue

MAINLAND MOTORING - make your own plans!



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

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JDC AUCKLAND JAGUAR DRIVERS' CLUB

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

JDC AUCKLAND JAGUAR DRIVERS' CLUB

advertise in here...

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



JDC AUCKLAND JAGUAR DRIVERS' CLUB

TOOL HIRE

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

Contact John Munro 09 415-6577 or 021 964454

- BRAKE & CLUTCH BLEEDING AID
- CD ROM WORKSHOP MANUALS
- CLUTCH ALIGNMENT TOOL
- COLOUR TUNE UP KIT
- COMPRESSOR WITH HOSE & SPRAY GUN
- DIAGNOSTIC SCANNER for later OBD11 cars
- E TYPE BONNET CHROME BEAD CLIP TOOL
- ENGINE HOIST & BRACKET
- ENGINE STAND
- FRONT SUSPENSION TORSION BAR TOOL - E TYPE
- GEARBOX DUMMY SHAFT TOOL
- HEAVY DUTY JACK & AXLE STANDS
- HUB PULLER
- REAR ENGINE MOUNT TOOL - E TYPE
- REMOTE STARTER
- TIMING CHAIN ADJUSTMENT TOOL
- TIMING CHAIN TENSIONER UPGRADE TOOLKIT AND CRANKSHAFT DAMPER REMOVAL TOOL (applies to all v8 engines 1996 to 2002, not 4.2 litre)
- TORQUE WRENCH
- VALVE BUCKET SEAT INSERT TOOL
- CARB TUNING KIT
- VALVE SPRING COMPRESSOR
- SETTING METER FOR XJS THROTTLE POSITION SENSORS
- SIZING TOOLS FOR REAR MAIN SEAL ON XK ENGINES





NEW REGALIA

Look the part in top quality branded merchandise



Peak Cap
quality fabric with embroidered Jaguar logo
\$35

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



\$25



Leather Key Ring with club logo
enameled metal badge
\$25



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

\$17

Light weight Name badge

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.

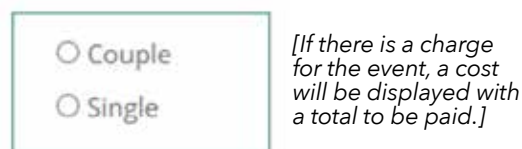
Click on the button - 'Click here to register'.



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...



...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 (November/December) winners are;

\$100
Martin & Heather Webster
\$75
Letham White
\$50
Dave Dennison & Joy O'Dwyer

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

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

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

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Replacing the brake fluid

Written by: Simon Crispe

We all know the warnings and are reminded about this topic each time our special cars require a service. Your brake fluid needs to be replaced at least every few years if using the conventional DOT3, DOT 4 or DOT 5.1. This due to the hygroscopic nature of non-silicone fluids. Some manufactures recommend this be done every 30,000 kms or two years. As many know the fact that as soon as brake fluid is exposed to air, it will begin to absorb water. The higher the level of water content in your brake fluid, the less effective your entire braking system is. Replacing the brake fluid is a relatively simple and in-expensive process for those that have the correct equipment and tools. Some specialist tools may need to be purchased such as, a brake fluid water tester (less than \$50), a Brake Bleeder/Fluid Extractor (less than \$90), plus, some fresh, new brake fluid. [Please do not use the remaining brake fluid from your last fluid replace as it is likely to have absorbed just as much water as the fluid in your car's braking system.

The process is as follows:

1. Jack up the car and secure safely on axle stands with all four wheels off the ground.
2. remove the road wheels.
3. spray some brake cleaner onto all the caliper bleed nipples to remove all traces of road grime from around the nipple.
4. cover the front guards of the car with clean, soft towels or similar to protect the paintwork around the area of the brake and clutch fluid reservoirs. [spillage of brake fluid can damage your paint work]
5. spray brake cleaner around both lids of the reservoirs again to remove grime and loose corrosion that may have built up, so that when you remove the lids you don't inadvertently drop particles of dirt or rust into the reservoir.
6. Insert the fluid tester into each reservoir and test the water content. The tester will illuminate red if water is present in the fluid.



7. Open a new freshly purchased bottle of fluid
8. Before doing the brake fluid change, top up the reservoir with new brake fluid
9. Attach a compressed air line to the brake bleeder
10. Attach the suction cap attached to a clear tube running into the brake bleeder reservoir on to the bleed nipple of the furthest brake caliper from the brake reservoir and open the bleed nipple a full half turn.
11. Operate the trigger on the brake bleeder and it will immediately create a Venturi effect vacuum in the bleeder to suck the old fluid out of the caliper and the brake line that supplies it.
12. Operate the air trigger on the bleeder for about 15 seconds and then check the Brake Fluid reservoir. You need to take care not to suck it dry! On my XK150, I found that after about 30 seconds, a quarter to a third of the Brake Fluid reservoir had drained and clean fluid started to appear in the bleeder reservoir.
13. Once clean clear fluid is running into the bleeder reservoir, retighten the bleed nipple and remove the suction cap and pipe of the pressure bleeder.
14. Repeat this process on the other callipers working your way from the furthest to the closest caliper to the Brake Fluid Reservoir, always keeping an eye on the fluid level and topping up as you go. I found I used a third of the Reservoir per caliper and a total of 1.2 litres of new DOT 4 fluid.
15. Repeat the process with the clutch fluid. You will have a firm clutch and brake with now interminable clutch and brake pedal pumping by your hapless partner!!
16. Refit the wheels and drop the car down and you are done.

Enjoy!



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



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

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)

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



1968 Jaguar 420G

Genuine 69,250 miles only. 4.2L, triple carb, Auto, power steering etc. Original condition, has not been restored.

This was Jaguar's top of the line luxury saloon car of the 60's with similar running gear to the E type it truly offers Grace, space and pace.

Price \$36,000.00

Contact: Tony e: ctwiltshire@xtra.co.nz



For Sale

'XK GB' personalised plate for sale.

Asking \$1200

Contact Adrian 027 656 3732

1986 Jaguar XJ6 Series 3

COVID CASUALTY (Need the Garage Space) Any interest in this lovely 1986 XJ6 Series 3?

Spent good money restoring it (receipts available).

Offers considered.

Ph: Barry 0274192256



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



CLUB UPDATE

Written & Photos: Robin O'Connor



Club trailer makeover

Since the club purchased the trailer back in 1992, in its original paint, there has been only one refurbishment which involved the livery that everyone that attended the events would be familiar with. After 20+ years these stickers were becoming tired and club advert was now dated, so a make-over was well overdue. Late last year, the committee decided to have a revamp of the trailer to incorporate the new club logo and the refreshed club details and website. The task was made more difficult with all the lockdowns and restrictions throughout last year. With the help of Bryan Hefer on the design side of things, we think you will be very impressed with the outcome. Now we just hope that we can organise and get to use our stylish trailer at the up-coming events.

A chocolate fish to the person recognising the wheel nuts, and before a flood of emails come our way, yes, the trailer is registered but I just need to replace the label.



NEW JAGUAR F-PACE SVR

THE ULTIMATE IN PERFORMANCE.



The new Jaguar F-PACE SVR is our ultimate performance SUV, delivering greater performance, agility and dynamism than ever before.

From 0-100km/h in just 4.0 seconds, its powerful 5.0 litre V8 supercharged engine with 550PS (405kW) of power and 700Nm of torque guarantees a thrilling driving experience each time you get behind the wheel.

Book a test drive today.

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