



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$10

VOL. 37 | MARCH | APRIL 2022

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PICNIC & PETANQUE





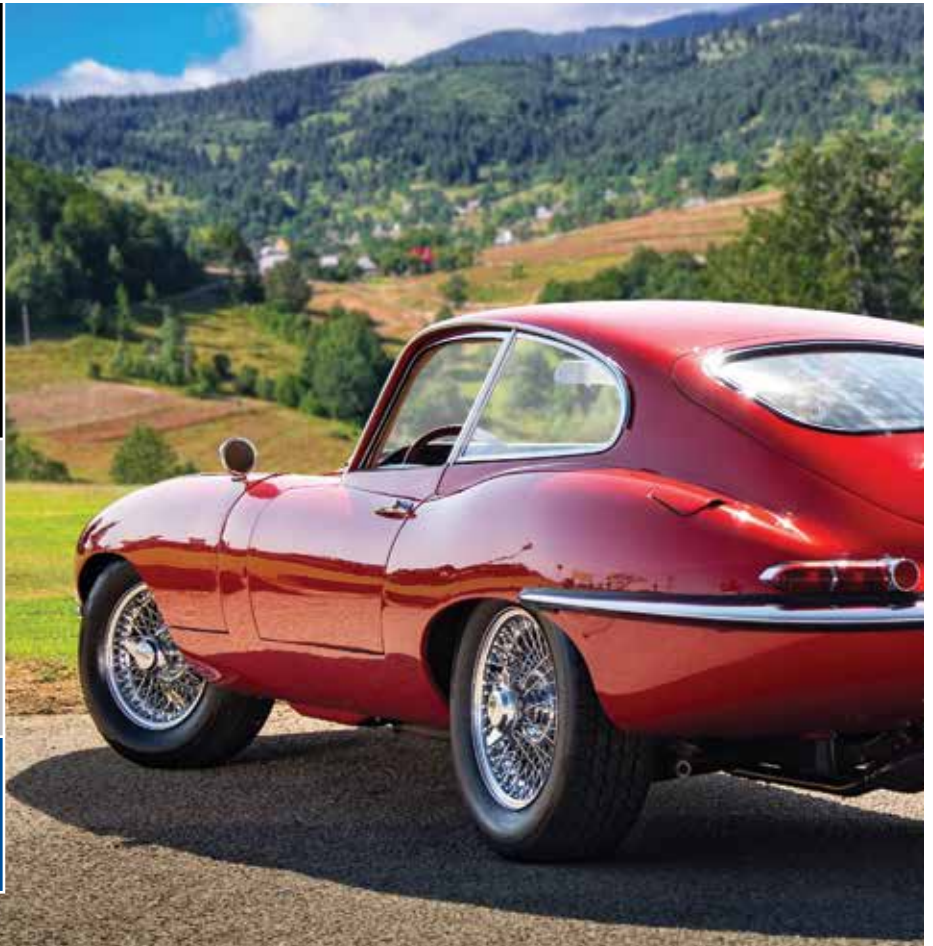
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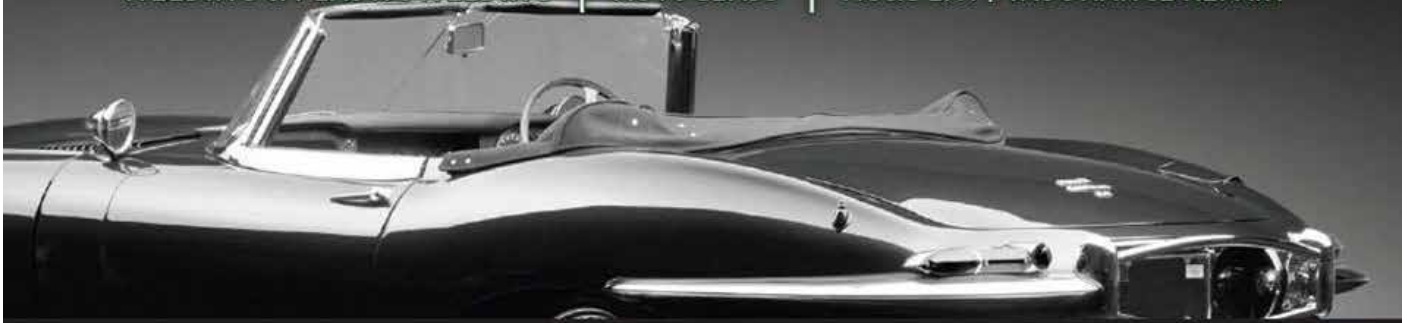
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FROM THE EDITOR'S DESK

As summer slowly slips by, we know the cold and wet winter is not that far away. We have been very fortunate to still have some very warm and settled weather. Long may that last. However, we still find ourselves within the Covid Protection Framework traffic light system with very few changes over the last few months. With all the rule changes, it has been rather hard to understand all the restrictions imposed. I know the Committee continue to work hard to meet the guidelines set and continue to bring events to the membership as safe as possible. With all mandates coming to an end, hopefully we can return to providing safe events for all members and will not need to postpone events from this point.



What is covered in this issue?

It was great to see a few club events planned were well supported by the members. It was a lovely day at Hobsonville Point playing Petanque, where local knowledge seemed to play a big part in the outcome of the competition. The Fish-n-Chip run to Shelly Bay proved very popular indeed. The Club Picnic up the Manukau Heads was an attraction many found irresistible with some thirty plus cats purring out to the lighthouse. It was a stunning autumn day to enjoy the wonderful drive, the beautiful countryside, the splendid vista at the Heads Lighthouse and the company of other club members. A magical day all round. Awhitu Regional Park was a wonderful destination for a picnic lunch. There was even time to stroll down to the white sandy beach, enjoy the sunshine, look around Brooks Homestead, and someone managed to arrange the tides perfectly.

What to look forward to?

Check out the Events page and you will see a few competitive events are organised. First, we have the Go Kart's at Hampton Downs followed soon after by a club 'Quiz Night' at the Remuera Club. So, please support the club at these two events where we test your track skills and your general knowledge. In June, we have our usual 'Mid-Winter Lunch'... a popular event that fills very quickly so please book nice and early.

Keep an eye on our Events page on the website as events open for bookings as the details are confirmed. Any issues with registrations, please contact our club captain, Steve Heaney.

A further reminder of Richard Waugh's 100 Years of Jaguar book. The book launch at Archibald and Shorter's show rooms early in the year was postponed. We have just heard a new date has been rescheduled for the evening of Friday 29th of July [invited guests] and the large public display of classic Jaguars on the forecourt of Archibald & Shorter's dealership on Saturday 30th July. Within this issue of the club magazine you will find an advert for 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 have contributed articles to read in this magazine. If you wish to share a story with the membership, I will gratefully receive it. I hope you enjoy the interesting pieces and look forward to seeing you at some events coming up in the next few months.

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 (deceased), Mark and David Shorter, Steve and Denise Ward.

REGISTERS

- **Pre-War** | Swallow, SS (1925-1939) *John Edean*
- **Early big Saloons; live axle** | MK4 & 5, MK7, 8 & 9 (1945-61) *Richard Waugh*
- **Early sports saloons; live axle** | MK1 & 2, (1955-67) *Jeremy Hatch*
- **Early Saloon; IRS axle** | S Type, 420/G, MK 10, S1,2,3 XJ6/12, DS420 (1963-92) *Laurie Hayward*
- **Early XK** | XK120, XK120C & D Type, XK150, Replicas (1948-1960) *Don Bowater*
- **E Type** | S1, S2 & S3 (1961-1975) *Barry Hall*
- **XJS** | All XJS (1975-1996) *Barry Eade*
- **XJ40 & X300/308** | XJ40, X300 & X308 (1986-2003) *Dave Denison*
- **Late Sportscar** | XK & F Type (1996-) *Dean Wright*
- **Late Saloon** | S Type & X-Type (1999-2009), X350, X358, X351, (2003-) *TBA*
- **SUV** | F-Pace & E-Pace (2017-) *TBA*
- **Jaguar EV** | iPace (2018-) *TBA*

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

Cover image: Simon Crispe's pristine XK 150



PRESIDENT'S REPORT

Greetings everyone. It's pleasing that since my last report we've managed to undertake three very enjoyable club events. These outings are reported in articles in this magazine so I won't elaborate here. At the risk of inviting some divine intervention, it seems like we're headed back to normality in terms of regularly staging club events. We have lots planned so fingers crossed.

In our last magazine, I wrote that we were working on a marquee event to celebrate the 100th anniversary of Jaguar's establishment. I'm pleased to report that the Committee has now agreed we'll stage that event next Labour Weekend (22 - 24 October). There will be a driving/picnic event around the Auckland region on Saturday and a Gala Dinner on Sunday (23 Oct) at the Auckland War Memorial Museum.

The Gala Dinner will be the feature event. The evening will start with a red carpet reception in the atrium of the classical 1920's part of the museum followed by dinner 'Under the Dome' (the 2007 extension) where we'll enjoy a beautiful meal while taking in the magnificent Auckland harbour and skyline views. Most people who've visited the museum agree it's a spectacular location for premier event like a 100 year celebration ensuring it'll be a night to remember.

The venue has been booked and while we're still in the early stages of planning, the dinner will likely feature a keynote speaker/interview, a historic product AV presentation, a product display and some 1920's period appropriate entertainment. Jaguar Land Rover NZ has agreed to support us and encourage local dealers and key customers to do the same. We'll also be seeking some corporate support.

The Museum's dinner capacity is 300 which we're setting as our target so I would encourage you to put a save the date holder in your diaries for next Labour Weekend, 22 - 24 October. We expect to open registrations during June but will update you on progress in our next edition and on the website.

Tony Wright

Club President

PRESIDENT'S SOAPBOX

Some more on Jaguar's 2nd 100

Last edition I commented on the Jaguar's 'Reimagine' strategy which has frozen new model launches until 2025 when it'll be relaunched with an all-electric line up. During our meeting with JLR New Zealand on the Gala Dinner, we talked with the local JLR management about where the brand and the industry is at the moment.

Last month, local F Pace sales were at record levels but restricted factory availability of E Pace, XE and XF meant sales were pretty much non-existent for these models. The world-wide chip shortage persists meaning most manufacturers are prioritising production to their most profitable high-volume models.

This has led to several manufacturers including global giants such as Toyota, VW and Ford, shutting off orders for several models until 2023. Clearly the worldwide shortage of new vehicles is set to continue for at least another 12 months, perhaps longer, so don't expect the strong new and used car prices to ease anytime soon.

Our JLR guys also confirmed that the Jaguar model line up post 2025 will look dramatically different from today with perhaps as few as 3 or 4 all electric vehicles. They'll be pitched against the likes of Bentley, Maserati and Porsche, be very advanced technologically together with the styling and luxury breakthroughs Jaguar has been renowned for.

So, while it's going to be a long time between product launch drinks, the 2025 relaunch is shaping up as an exciting make or break point the brand. What is clear, is that with inconsistent performance in recent years, Jaguar will no longer compete in the relatively high volume premium market against BMW, Audi and Mercedes. Instead, it will look to carve out a future in a lower volume, higher profit niche. It's a brand strategy desired by many but achieved by few. Whether Jaguar can pull it off only time will tell.





PICNIC & PETANQUE

Sunday 27th March dawned warm and sunny making this long-awaited club event a perfect day for members to reconnect after the lock downs. With some uncertainty over how social gatherings were to be conducted in February Tony Wright and Steve Heaney gave the "thumbs up" to proceed, after we put in place stringent health and security measures for the event.

All members assembled masked and were checked by Peter Daye and Tony on arrival at the starting point of Albany to ensure "vax passes" were up to date. After a briefing outlining the morning drive, 25 grinning cats with their happy crews headed off through Albany Village. The consensus from all on arrival at Chichester Cottage was the country route through the Coatesville/Riverhead area was both scenic and challenging. One particular challenge when Raewyn and I checked the drive a few days beforehand was the missing signpost to Elmore Rd!... it had been there when we did the original reconnoitre but had now gone. Peter Daye brought this to everyone's attention prior to departure so a potential disaster was averted.

The navigators for this drive would have been most impressed with Sir Francis Chichester's efforts when successfully completing the first crossing of the Tasman to Australia in his float plane *Elijah* in 1931. He had to operate as pilot, wireless operator and navigator utilising a sextant!! No GPS in those days. For those who don't know, he lived in Chichester Cottage while setting up his venture.

As the cars arrived, they assembled in the large driveway of Mill House which is adjacent to the Cottage and petanque court. An expansive Moreton Bay Fig provided a cool shady rest area for the cars during the picnic. A huge Rimu tree sit-

uated in the middle of the picnic area allowed most of the 48 members attending to set up their picnic tables and chairs out of the sun. Most people who had not visited this part of Auckland previously were amazed that this peaceful, historic location was sited on the edge of one of the cities fastest growing residential suburbs.

We welcomed several new members for their first outing with the club....Deidra Anderson, and Chris and Eleanor Downs. Deidra showed her competitive hand by teaming up with Maureen O'Connor in the petanque where they finished 2nd to the local residents Raewyn McElroy and yours truly. There were a few murmurs about "local knowledge" and unfair advantages however, the day turned out to be a real success.

Tony and Steve are keen to make this an annual event so polish your boules and get practising.





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



#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.



#20220611

Mid-Year Christmas Lunch

Coordinator: Steve Heaney

Venue: T.B.A.

Bookings are essential as we have limited spaces.

Check out the website for further details.



#20220708

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.





100 years of Jaguar - Archibald & Shorter Showrooms

Coordinator: Tony Wright

Author Richard Waugh's 'Classic Jaguars in New Zealand' book launch at Archibald & Shorter - Greenlane. Many of the Auckland Jaguars in the book will be on display at the dealership. This is a free event, so come down, purchase your copy of Richard's wonderful book and enjoy the display.

#20220730



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



100 years of Jaguar - Labour weekend

SAVE THE DATE. Club Picnic on the Saturday and a Gala Dinner on the Sunday evening. A special weekend of celebrations for the Marque. More details to come but save the weekend for these events.



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.

MANUKAU HEADS

It was pleasing to see a good turnout at the McDonalds car park at Harbourside in Karaka. A chance to renew acquaintances and admire a lovely collection of Jaguars. Life members Steven and Denise Ward had driven up from Katikati in their beautiful E-Type. My association with Steven goes back a long way to when we were both young Quantity Surveyors working on the first stage of the Auckland Cathedral in Parnell. We had a bit of catching up to do.

We were surprised to find that you can't just walk up to the counter and order coffee at McDonalds. You have to effectively order on-line through one of their terminals which almost requires a degree in computer science to operate. We must have pressed the right buttons because we got our Cappuccinos.



After an introduction by Paul Martin and a set of directions handed out, the convoy was lead away by Robin O'Connor (or was that Maureen driving?) We elected not to worry about the route instructions and just followed the Jaguar in front of us. The O'Connor's lead us through the traffic lights and on to Hingaia Road towards the rolling countryside of Karaka. We passed Bottletop Bay where they used to race hydroplanes and headed in the direction of Kingseat. It surprised us to see that the hospital had been converted into Spookers Haunted Attraction Scream Park. (The only one in Australasia).



A momentary lapse in concentration and we were passed by a horse float and lost contact with the convoy resulting in a scramble to find the route instructions. The horse float eventually turned down a side road leaving us with no Jags in sight ahead. With the co-driver watching for speed cameras, we eventually caught up.

Through Waiuku and out into open countryside where our Jags could stretch their legs on the lovely winding roads. On the straights we could see and appreciate the line of Jaguars ahead. At one stage the microlight hovering above us had the best seat in the house to admire our convoy.



The view from the light house was well worth the climb up from the car park. My 80-year-old knees felt every step of the climb, those requiring knee replacements no doubt suffered more. It was a beautiful sunny day with little wind but still the waves on the bar were huge. With a strong Westerly wind, it must be an awesome sight. New Zealand's worst maritime tragedy was on this bar. With the wreck of the Orpheus in 1863, 189 men drowned. Looking back toward the city, Sky Tower and Rangitoto stood out above the horizon reminding us that the escape from the city was a success, but the city wasn't too far away.

The Manukau Harbour is huge - 394 square kilometres with a 4.00 m rise and fall of the tide all channelling through the narrow entrance and over the bar to the Tasman Sea. A very dangerous bar with an out-going tide.

The trip back to Awhitu Regional Park was reasonably straight forward but we still managed to take a wrong turn. Luckily Larry, who had followed us had an ordinary paper road map and we found the lunch spot without any further problems.

It was an ideal location for a picnic with plenty of shade trees looking out over a wide expanse of lawn. We shared our tree



with a couple from Waimauku (Dale and Michelle) who were new to the club and have a spotless V8 F-Type. Dale used to play in a band and was able to reminisce with Judy and Ross about the good times they had in their younger days. Another who I had not previously met was Elwyn from Pukekohe. He has 17 Jags, although they are not all registered as some are donor cars for the ones he is restoring.

Dawn and Graham arrived late having stopped to help Peter McElroy who had managed to put his XK150 into



an awkward parking spot. No, he wasn't speeding. His car developed a mechanical problem, so he stopped and then backed up to get further off the road but went a little too far. Several Jags stopped to help.

A local farmer, seeing their problem, returned with his tractor to tow the car and a supply of ice blocks for Peter and



his helpers. His help was greatly appreciated by all. Unfortunately, Peter's XK150 refused to cooperate and went no further. AA Plus sent a transporter to retrieve the car. Last reports, Peter, Raewyn and the XK 150 have all recovered and are looking forward to the club's next event.

Great company, a lovely drive through beautiful countryside, in perfect weather and magnificent cars.

Thanks to Steve Heaney and other Committee members for organising the event.



KAIPARA FISH 'N CHIPS

Around a dozen cars gathered in the Harvey Norman carpark at Westgate to start the run towards South Head on the Kaipara Harbour. Convenor Robin O'Connor gave us driving instructions and we were off. It seemed to take a long time to drive through West Auckland, passing through Kumeu, Waimauku and Parakai before we got onto the undulating road taking us out towards South Head. It was an enjoyable trip with plenty of twists and turns to delight the drivers. Rounding the corner to the Jetty Café boat launch ramp and car park it was wonderful to see a large flock of oystercatchers on the sand, visual proof that Auckland is the sea bird capital of the world. It was a fine sunny day which made for a pleasant drive.

A large group of motorbike riders had also decided to do a run out to Shelly Beach that day so the café was bustling with people but we all found a seat and enjoyed our lunch of fish and chips. Sitting outside under the Pohutukawas, gave us a wonderful view of the estuary and it's always entertaining to watch boats being launched and people fishing off the jetty. A great spot for amateur photographers to get some great shots of sea birds, and a nice way to spend a Sunday and enjoy the company of other club members.

Thanks to Steve Heeney for organising, Dean Wright for the photos and Robin O'Connor for the driving instructions.





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Digital Director, Jess McFadyen spent the day with four members of the Jaguar TCS Racing team to learn more about their individual roles and discuss the wider topic of women in motorsport.

Celebrating International Women's Day for the fourth consecutive year, Jaguar TCS Racing and Jess McFadyen discussed the campaign's 'Break the Bias' theme for 2022 and how communities, workplaces and education can collectively break stereotypes for a gender equal world.

Acting as chauffeur for the day in the all-electric Jaguar I-PACE, Jess McFadyen spoke with women from across Jaguar TCS Racing, discussing how women in motorsport continue to 'break the bias' within the industry and what more can be done to inspire the next generation of female motorsport enthusiasts.

Joining Jess McFadyen in the International Women's Day film out today is commercial project manager, Sara Morrow, software engineer, Lais Campelo, performance & lead data science engineer, Cristina Mañas and events manager, Jess Shortt.

Since I first started working in the automotive industry almost twenty years ago, there has certainly been a huge development in breaking down gender stereotypes and I'm very proud that at Jaguar TCS Racing we celebrate and champi-

on colleagues of all genders. Of course, it is important that we continue to learn about how we can break the bias and encourage more women to work in motorsport in all areas of the industry whether it is commercial or technical.

SARA MORROW: JAGUAR TCS RACING COMMERCIAL PROJECT MANAGER

Female representation in motorsport is vital to keep encouraging younger generations to break down boundaries and prove that a career in any industry is possible if you put your mind to it. I think it is so important that we continue to challenge ourselves and others to break the bias within certain industries and ensure there is a more equal representation of women across the board.

LAIS CAMPELO

JAGUAR TCS RACING SOFTWARE ENGINEER

In order to break the bias, I think it all begins with education and demonstrating to girls that there aren't specific roles for men or women but if you have the ability and skill for that role, anyone can do it. At school and university, I was always fascinated by data analysis and what we can learn from it, so working as a performance data engineer allows me to use that in my day-to-day role at Jaguar TCS Racing. Ultimately, when it gets to race day, what is important is not my gender but what the data is telling me and how myself and the team can use this to our advantage.

CRISTINA MAÑAS: JAGUAR TCS RACING PERFORMANCE & LEAD DATA SCIENCE ENGINEER

I've always been interested in events and events management but working in motorsport wasn't something I had considered before joining Jaguar TCS Racing, in a role I now love. Highlighting the variety of roles within motorsport is so important as there are so many incredible opportunities available beyond the more visible technical element.

JESS SHORTT: JAGUAR TCS RACING EVENTS MANAGER

Jaguar TCS Racing are proud to support International Women's Day, spotlighting the incredible work carried out by the team and aiming to break the bias around gender in the motorsport industry.



UPDATE ON 'CLASSIC JAGUARS IN NEW ZEALAND' BOOK

AJDC Committee Reports -

Author Richard Waugh reports continuing good interest in the new 'Classic Jaguars in New Zealand' book, especially now we are in the 2022 100th anniversary year of Jaguar origins. The book was planned, researched and written as a unique contribution to the 100th anniversary year. Richard says, "A number of dealerships and clubs throughout New Zealand are using the book as a central focus for the centennial year and my wife Jane and I enjoyed very special events in Dunedin and Nelson earlier this year. Further events with the book are firming in Tauranga, Wellington, Blenheim, Christchurch and Invercargill, so it will be a busy time. I am certainly finding huge interest among the Jaguar car fraternity for the book and the clubs are realising how important the 100th anniversary year is, and the role the book can have in the celebrating time, and for public facing media promotion."

The Otago Jaguar Drivers Club had a weekend celebration, including the book launch, on 28-29 January, maybe the first club in the world to do so. They have just published a dedicated souvenir issue of the weekend's events. The Nelson Jaguar Driver's Club had their event at the Nelson Classic Car Museum on 25/26 February, on the same site where 1,512 XJ6 Jaguars (and some Daimlers) were assembled from 1971 to 1978.

While the formal Auckland book launch was postponed from February 2022 Richard reported just prior to our publishing deadline; "We've just had confirmation that Archibald & Shorter will host the Auckland book launch on 29/30 July with Christopher Luxon MP, Leader of the Opposition, as the guest MC. More information to members soon."

Photo: Wayne Martin





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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.



Written and photos by: John Endean

THE OMAHA CHAPTER

This group was formed after a small number of people had been seconded by John Endean to assist with getting vehicles to the 10th Jaguar National Rally in Palmerston North in 2009.

The Omaha Chapter comprises eight couples from the Omaha Beach / Point Wells area who all share an interest in the Jaguar marque, (five are now Jaguar owners) and who are all willing participants in the social side of life. Each couple squirrels away \$100 per month over the three-year period between National Rallies, such funds being for the purpose of accommodation, fuel and transport costs, plus any other rally expenses.

They have participated in all of the ensuing events since 2009 and will be attending the 15th National Rally in Christchurch in 2024.

Apart from the National Rallies, the group also do local runs, sometimes just for a lunch trip, but sometimes an overnighter. In March 2022 five of the couples headed up to the Bay of Islands for a two night stay, taking a MKV, MKVIIIM, MKII, MKX and an XJS. All vehicles performed well with the only incident being a blow out of the front left tyre on the MKV. This was soon fixed and fortunately no damage and no problems since.

The first day was simply getting to the destination, but day two was golf at Waitangi, followed by a ferry crossing to Russell and later dinner at a beautiful restaurant located on the Paihia wharf. Day three was the return trip with a stop-over at the Whangarei Town Basin to view the Hundertwasser Art Centre. This is a world class exhibition, even if the artist seems to have been a little weird. Highly recommended to all.





With Sir William Lyons distinctive design skills and the name change to the SS Cars Ltd, production began with fitting bodies to other manufacturers chassis. In 1930 an agreement with the Standard Motor Company to provide chassis and engines led to the introduction of the SS21 and SS2 Coupe at the 1931 Olympia Motor Show. These stylish coupe' with long bonnets, bright colours and plush interiors were well received and led to further increases in the SS range.

In 1935 Sir William Lyons purchased William Walmsley's share in SS Cars Limited. In the same year the SS90 was introduced as a design exercise at the 1935 Earls Court Motor show and was a hit generating strong interest and orders. The car was built on a shortened SS1 chassis and fitted with Standard 2663cc engine developed and improved by Harry Westlake with twin SU carburettors and overhead valves. The original car had a boat tail design which was changed to a slab tank for production to make it possible to fit wet weather gear.

The SS100 was introduced alongside the SS90 but was fitted with a 3.5 litre Standard engine. The car was a design triumph with a low-slung aluminium body featuring flowing wings with a long bonnet and an aggressive stance. It was very successful in racing and rallying and established the SS Car Company reputation as a sports car manufacturer. It was also importantly the first SS car to carry the Jaguar name and leaper and to offer a genuine 100 MPH top speed. Sir William Lyons' only car race win was also achieved in an SS100 at Donnington Park in 1935. In 1937 the 2.5-litre car cost £395 and in 1938 the 3.5-litre £445. The fixed head coupé, of which only one was made, was listed at £595.

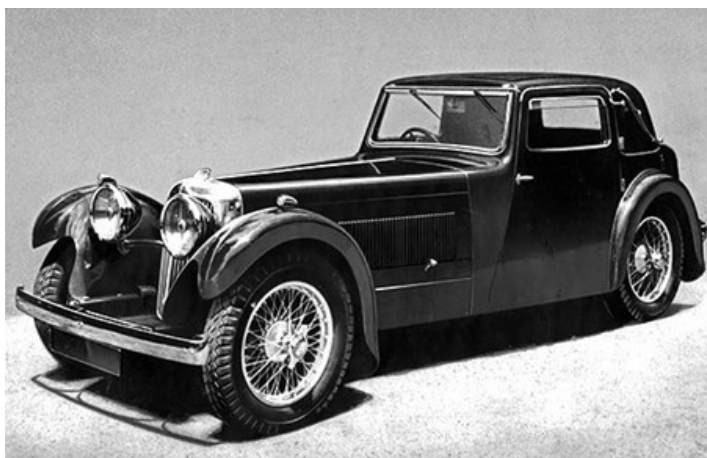
It was on an SS100 that the legacy of the famous Jaguar 'leaper', the marque's signature feline bonnet ornament, was first ever displayed. In 1936 the first version of the Jaguar mascot was reputedly described by Sir William Lyons, founder of the company, as "looking like a cat shot off a fence". In early 1937, a revised Jaguar 'leaper' was used. It is this more stylised 'leaper' that became the trademark for Jaguar Cars from this point.

Within our Club...

My interest in Jaguar cars began with a MK1 and later a MK2 owned by my father and I have enduring memories of fast trips to Mt Ruapehu for skiing holidays. My first car was an MG TC purchased as a rolling chassis and a trailer load of parts in my last year at school. Following restoration this car became my daily driver and to me, epitomised graceful car design. Fast forward many years and following a restoration project with my son Adam, I was looking for a new project.

A friend mentioned a stalled SS100 replica project. An original car was way outside my means so following negotiations with the cars owner I had a new project. Why an SS100? To me it is one of the most beautiful of Sir William Lyons designs. My purchase included a rebuilt MK1V chassis altered to SS100 dimensions with wooden body and many original period parts. Building a replica is a different challenge to a restoration and much research is required to complete a car as close as possible to the original design. With no original car available as a reference, I used the internet to work out the design details.

Once the suspension was completed to the original design and the brakes and running gear were finished the car was



ready for the body to be built over the wooden frame. The car was sent to Frank van Lingen from Auckland Autocraft. Frank created a superb aluminium body which was then professionally painted in BRG. With trim including a hood made to the original design fitted, the car was complete. A mere 5 years work but immense satisfaction and many new friends made.

Time to enjoy the car which never ceased to inspire me with its classic looks which turned heads and always elicited smiles and waves. The drive was interesting, handling was very good with positive steering and lots of power but still very much a vintage drive. My favourite was a cruise down the motorway where the car just hummed along with a glorious exhaust note. After many years of enjoyment my life has moved on and with much regret my SS100 is sold and now graces the streets of Sydney.



OWNER PROFILE



GARAGE RAID!

If you're an architect, perhaps some personal characteristics that would seem to come in handy would be an attention to detail, curiosity and a keen sense of practicality. After all, most people like their buildings to look interesting, work well functionally and stay erect. After spending time with retired architect Simon Crispe in his garage on a lovely autumn Saturday morning, it's clear he has those characteristics in abundance. They're certainly reflected in his beautifully restored and maintained E Type and XK150 3.8S and the stylish garage in which he houses them.

The garage, though stand alone, was an integral part of an extensive residential renovation of Simon's Remuera property back in late 2014. Clearly a man with a love for cars, the renovation also included an under-house garage with enough space for another four or five vehicles. This expanse accommodates the family's everyday drivers, his Daimler

Dart and a MGA Twin Cam restoration he has underway.

Naturally, first we're going to focus on the Jaguars Simon owns. His two Jaguars are very notable for their rarity and presentation standards. The E Type is the 29th produced and is 'very' original. Similarly, the XK150 3.8S is one of only 115 ever produced and was near the end of the fabled XK model run. In fact, it is so late in the product cycle that the powertrain is almost identical to the E Type that replaced it. While Simon's has had some modifications to enhance its drivability, they are fully reversible should a future collector so desire.

Simon explains, "My very early E Type Roadster was built at Browns Lane in Coventry on 27th April 1961, the 29th production vehicle. It was finished in Jaguar Cream with red leather interior trim. It rolled out of the Jaguar factory exactly 6 weeks after the world launch of the E Type at the Geneva Motor Show on

16th March. At that launch there were just a handful of E Types in existence and by the end of April 1961, only a very few more had seen the light of day. By most standards it was a slow beginning for what became a total production run of 72,500 E Types over 14 years.

Mine's an interesting car in several ways, mostly because it is so early, had never been restored and has some of the very rare and original features of the first 50 cars. These cars have sometimes been described as pre-production units because apparently the factory was still experimenting with the build methods and the car was being re-engineered as production ramped up. Other than the bumps and dents of 49 years and 79,000 miles, it is a very original example with little corrosion. Most of its original 22-gauge steel body panels are intact."

Simon has researched his car and the early E Type production extensively and identified there are a few differences between the first 500 "pre-production" cars and rest of the 15,498 series one 3.8 litre cars built between 1961 and 1964.

"Some of the most obvious are the bonnet locks operate via a T bar key with one socket on each side. This is what is often referred to as the "Outside Bonnet



Lock" cars and is a significant visual difference between these first 500 "OBL" E Types and all later cars. From car 501 onward, the Jaguar designers re-engineered the car to make production less costly. Other notable design differences on the early production cars were the welded Louvres in the bonnet (eventually a single piece stamping) and flat floors which made the getting in and out of the car rather difficult, especially for taller owners."

Simon acquired his E Type in Scotland in 2009 and shipped it to his then base in Dubai where he started a painstaking restoration. "I stripped the car down myself in my garage in Dubai. I labelled absolutely everything and photographed it all knowing my memory couldn't be relied upon a year or two later when I reassembled the car." Most of the body and paint restoration was completed in Dubai with the engine and gearbox being rebuilt in Christchurch by Jaguar engine and racing preparation specialist, Dave Silcock.

"By the end of 2013, the car was warrantied and driveable but lacked a finished interior, soft top and final painting to a concourse standard so I sent it to the UK for finishing by a Marque specialist in these earliest cars, Classic Motor Cars

in Shropshire. The team at CMC spent several months completing the car and road testing it in the spring of 2014. I collected the car in early June and then airfreighted it back to Dubai.

By late 2014, my elder daughter's wedding was on the horizon and a request was made for the E Type and my Daimler Dart to be available in NZ in March 2015 for wedding car duties. It left Dubai late in October and arrived in Auckland in time for the happy day. Since then the car's won the 2016 Masterclass and 2017 Team Event at the Ellerslie Car Show with the highest Team event score have been the greatest thrills of my 50 motoring years."

With his E Type project more or less completed, Simon took a somewhat different approach with his equally rare XK150 3.8S. Again, he explains,

"I purchased it on 21 December 2015 from Swiss classic car collector, Lukas Huni, through Classic Motors Cars (CMC), Bridgnorth, Shropshire UK. The Heritage Certificate confirms it as having matching chassis, body and engine numbers. It's one of 115 Jaguar XK150 3.8S Fixed Head Coupes and was built on 13 July 1960. It was sold new by Henrys of London in Reigate.

The body and chassis of the car is original. It's never been dismantled completely and restored, so is remarkably original and in excellent condition. The only exception is that the original grey body colour and red interior has been comprehensively repainted in British Racing Green (a factory colour) and the interior retrimmed in tan leather.

Between January and May, 2016, we had CMC undertake extensive maintenance to ensure its reliability for touring the UK and Europe. The work included an engine overhaul with unleaded cylinder head conversion, improvements to the original specification include the fitting of Ezi-Steer electric power steering, rebuilding the front and rear suspensions, new steering rack and mounts, overhauled brake callipers and new discs, a stainless exhaust system, 5 speed Tremec T5 all synchro gearbox, touring leather seats, new chrome wire wheels, alloy radiator and electric fan.

I've kept all the original components so the changes are fully reversible including the rare original overdrive equipped Moss gearbox. The original seats are in excellent condition and can very simply be refitted.

(continued on page 23)

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- Caltex and Z:
 - 7 cents per litre off the pump price
 - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
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GARAGE RAID! CONTINUED

In 2017, I had CMC undertake a comprehensive exterior restoration including bare metal repaint. The car's outer shell was stripped, all chrome, glass, doors, bonnet, boot and rear guards removed, and the car repainted to show standard and all body rubbers and brightwork re-chromed or replaced.

The car was shipped to NZ in January 2018, arriving just in time to be VIN'ed and ready for the special Jaguar display in the Newmarket room at Eilerslie Intermarque Classic Car Show February 2018. It also participated in 2018 at the XK70 celebration in Tauranga commemorating the launch of the XK120 in 1948."

In summary, Simon reckons "The drivability of this car is superb. It's very powerful even by modern standards and has handling and brakes to match. It's hard to believe it's nearly 62 years old."

After an hour or so examining the two Jaguars and the array of parts and accessories related to them, including an upstairs fully catalogued 'Parts Department', we moved across the drive to the

everyday garage where the Daimler Dart is stored, and the MGA restoration is under away.

The Dart was produced shortly after Daimler was acquired by Jaguar from BSA in 1960. Simon's Dart was among the earliest cars produced which legend has it, Jaguar test driver, Norman Dewis, refused to approve for release to customers until several drivability concerns had been rectified.

Simon first sighted his Dart in Papatoetoe at age 14 and became infatuated with it and acquired it 5 years later at the grand old age of 19 in 1976. He subsequently sold and reacquired it and, like his beautiful Jaguars, it sits in pristine condition in his garage and is used regularly for sunny day cruising.

Never one to be without a project, Simon's next restoration is a 1959 MGA Twin Cam which he acquired some years ago after it was abandoned in Dubai where he was residing at the time. It's non-US spec LHD which will be restored to its original Alamo Beige exterior colour and red leather interior. The chassis

and running gear have been restored and the seized engine has been fully rebuilt. The body restoration is next on the list although identifying a local specialist to undertake such complex work is proving to be a challenge, although one I'm sure he'll overcome in due course.

There were other cars along-side the Dart and the MGA but they were of the German variety, inevitably high performance but perhaps best left unmentioned in a British classic car magazine.

I'd like to thank Simon for showing me and our Editor, Gerard Leeuw, around his vehicles and facilities. His knowledge and practical dedication to restoring and maintaining his rare vehicles to the highest standard is very impressive and made for a great morning motoring.

VIRTUAL RACING

GRAN TOURISMO



Jaguar has today unveiled its third all-electric virtual gaming sports car – the Jaguar Vision Gran Turismo Roadster. Following the success of the original Jaguar Vision Gran Turismo Coupé and the extreme Vision Gran Turismo SV endurance racer, Jaguar's latest all-electric virtual race car joins the grid for the launch of Gran Turismo 7 – the latest and most immersive iteration yet of the world-renowned racing game.

In recognition of Jaguar's trilogy of cars in the Vision GT series, Jaguar's Design team have developed new bespoke livery for each one. The specially-developed black and grey paints and subtle graphics emphasise the cars' inherently dramatic, beautiful designs – and are unique to the cars' in-game liveries*.

The Jaguar Vision Gran Turismo Roadster is an all-electric single-seater which combines the race-proven powertrain from the Coupé with a taut, sculpted form inspired by the iconic, timeless Jaguar D-type.

Oliver Cattell-Ford, Exterior Designer, Jaguar Advanced Design, said: "As a car designer, being part of the team that has delivered three virtual cars for the Gran Turismo series has been a dream project. Since the reveal of the Vision GT Coupé in 2019 and Vision GT SV in 2020, we wanted to curate the perfect way to present the full line-up

of the three cars together when we revealed the Roadster – Gran Turismo 7 is the perfect way to do it.

"The visual effect is dramatic and wouldn't look out of place on any track or circuit around the world, from the streets of night-time Tokyo to California's Laguna Seca raceway."

Jaguar Vision Gran Turismo Roadster

The Roadster is designed to bring gamers the pure, visceral driving experience of an open-cockpit Jaguar sports car powered by three electric motors generating a total power output of more than 1,020PS (750kW) and instant, maximum torque of 1,200Nm. Acceleration from 0-60mph in under two seconds and a maximum speed in excess of 200mph together with outstanding ride, handling and agility will deliver a truly unforgettable drive.

The flowing surfaces, dramatic lines and perfect proportions of the first two Jaguar Gran Turismo Vision cars are instantly recognisable, but in place of a deployable canopy the Roadster features a swept-back aero screen directly in front of the driver.

Behind, there's a modern interpretation of the fin synonymous of the three-time Le Mans-winning D-type, aerodynamically-optimised using the latest computational fluid dynamics tools to

be deployable at speed for enhanced stability with minimal drag.

The fin also features one of the beautiful details to be found throughout the Roadster, the form of a Union Jack etched – using the Jaguar monogram pattern – into the fin itself, and subtly illuminated by LEDs. The theme continues with the hand-crafted leather straps on the front fenders and iconic roundel lights in the front grille.

The Jaguar Vision Gran Turismo Roadster's dramatic, driver-focused interior combines lightweight, luxurious materials and finishes with stunningly intricate details. Looking out onto the gracefully long bonnet with the unmatched all-round visibility inherent to open-cockpit racers, gamers will be fully immersed in the action.

The Roadster's light, stiff monocoque body is expertly and meticulously crafted from carbon-fibre composites and advanced aluminium alloys. A state-of-the-art lithium-ion battery pack is packaged as low down in the structure as possible, contributing to the low centre of gravity, low roll centre and near 50:50 weight distribution that are fundamental to the car's outstanding driving dynamics.

Power from the battery is fed to three light, powerful and compact motors, developed using learning from Jaguar

Jaguar Vision Gran Turismo Roadster joins the Vision GT Coupé and Vision GT SV in the latest edition of the real driving simulator.



Racing's Formula E experience. With one motor on the front axle and two on the rear, the total output is 1,020PS (750kW) and 1,200Nm of immediate, electrifying torque. Players will experience this for themselves when they accelerate away from the start line on their way to maximum speed of more than 200mph.

Enhancing the experience still further are the new features that Polyphony Digital has developed for Gran Turismo 7 which is available for PS4™ and PS5™ consoles from 4th March.

Kazunori Yamauchi, Gran Turismo Creator, President of Polyphony Digital

Inc., said: "We are delighted to announce the Jaguar Vision Gran Turismo Roadster, which completes the trilogy of Jaguar Vision vehicles for Gran Turismo 7. It was a great experience to work with the Design team at Jaguar. We look forward to drivers getting behind the virtual wheel in the new game. All three cars lend themselves perfectly to the exciting new user experience that GT7 will offer."

Jaguar Vision Gran Turismo SV now available in-game

As well as the new Roadster, players can now - for the first time - drive the Jaguar Vision Gran Turismo SV. First

shown in December 2020 and always destined for release in Gran Turismo 7, it is an all-electric virtual endurance race car designed by Jaguar and engineered by Jaguar SV to deliver extremes of performance, traction and high-speed stability. Powered by four electric motors developed by Jaguar Racing to deliver 1,903PS (1,400kW), the GT SV can accelerate from 0-60mph in just 1.65 seconds and reach a 255mph top speed.

The Jaguar Vision Gran Turismo Roadster, Vision Gran Turismo Coupé and Vision Gran Turismo SV will be available for players in Gran Turismo 7.





Mitch Evans Conquers Rome for Jaguar TCS Racing

Mitch Evans makes history for Jaguar TCS Racing as the first driver to win both races in a double-header weekend in Rome. He's only the third driver in Formula E history to win an E-Prix on two consecutive days. The Italian capital is turning into a second home for Mitch who has now won three Rome E-Prix.

Mitch Evans and Sam Bird lined up fourth and fifth on the grid respectively after a successful qualifying session saw both drivers compete in the quarter-final duel against each other. Mitch progressed to make his first visit to the semi-finals this season.

In the first ten minutes of the race, Mitch Evans made a decisive overtake on Jake Dennis to move into a podium position. He continued to execute a flawless drive, overtaking André Lotterer and Jean-Éric Vergne to take the lead of the Rome E-Prix. The New Zealander tussled with the front runners for a number of laps before a late safety car was deployed. A late and fearless ATTACK MODE strategy coupled with good efficiency enabled Evans to regain the lead of the race and take back-to-back victories on the streets of Rome.

Teammate Sam Bird, also had a strong race, and was set to score more valuable points for the team. Sam showed the exceptional pace of the Jaguar I-TYPE 5 before a collision while battling for position with Nick Cassidy forced him to retire in the final lap of the race.

Mitch Evans moves to fourth in the drivers' standings, only nine points behind the leader, while Sam Bird sits in eleventh. Jaguar TCS Racing move to fifth in the ABB FIA Formula E World Championship teams' standings.

A double win for Jaguar TCS Racing in Rome. Weekends like this are incredibly hard to achieve but it's down to the huge effort from all of the team to deliver this historic weekend for Jaguar. Rome has been kind to us with five podiums and three wins in three years and it's great to have our season back on track after such a strong performance from Mitch and the team. We know how competitive this championship is so we'll take this momentum forward from Rome, keep working hard and keep building on our championship in Monaco.

JAMES BARCLAY: JAGUAR TCS RACING TEAM PRINCIPAL



This weekend has been a dream. I was hoping to come to Rome and get some solid points but a double win is just incredible. Yesterday was amazing but I knew it would be really hard to do repeat again today as these double-headers can be tricky. The Jaguar I-TYPE 5 has been just perfect. This is our third win here now and I'm going to take this incredible feeling and momentum into Monaco. It is time to celebrate!

MITCH EVANS: JAGUAR TCS RACING DRIVER #9

Amazing weekend for the team. To come away with two wins with Mitch is absolutely unbelievable. The race car was fantastic, and Jaguar TCS Racing have done a stunning job in the break to transform what was a difficult start into a winning formula. Congratulations to every team member involved and we look forward to Monaco.

SAM BIRD: JAGUAR TCS RACING DRIVER #10





SHE SETS THE PACE

At Jaguar, we believe conventions are there to be broken and change-makers deserve to be rewarded; which is why we're thrilled to announce a new public grant.

We've always been a brand that has challenged conventions, defied expectations and contested the norm.

We were the first to celebrate the women's right to drive legislation in Saudi Arabia with female race driver Reema Juffali, we had a pioneering of sponsorship of New Zealand's first female race driver and mechanic Sybil Lupp, to today we're still celebrating trailblazers such as kart driver Tiffany Chittenden.

However, our commitment to challenging conventions doesn't end on the track: so now it's your turn.

We have announced a "She Sets The Pace" community grant, offering convention-breakers the chance to win \$10,000 to pursue their passions and continue to challenge stereotypes in their industry, as well as a Jaguar I-Pace for 3 months.

What are we looking for?

- Someone who isn't afraid to fly in the face of common assumptions - either in your industry, your career or your personal life.
- Someone who has overcome barriers or obstacles to achieve success - whether that's overcoming resistance from others, creating something new, or achieving something that hasn't been done before.
- Someone who is making an undeniable impact - either within an industry, for our country, or in our collective culture.

A judging panel of race car driver Tiffany Chittenden, Natasha Mannering, CFO of Jaguar Land Rover New Zealand, and Viva editor Amanda Linnell will select a winner every quarter, with \$10,000 offered to help you achieve the unexpected and forge your own path.

To enter visit JLR New Zealand website
<https://www.jaguar.co.nz/>

HOWICK 175 POP-UP CLASSIC CAR DISPLAY

With the cancellation of the Auckland Brit & Euro Classic Car Display, and mindful of Howick and districts 175th anniversary year in 2022, the committee is planning a monthly 'Howick 175 Pop-Up Classic Car Display' at Fencible Walk Park (110 Picton Street Howick) every second Saturday morning of the month. Times will be 8am to 12.30pm and the site is directly opposite the popular Howick markets and close to cafes and other amenities. If you are interested in displaying your Jaguar at one of these events, please contact Steve Broadbent (021 656024) or Richard Waugh (022 5339400)



'At the inaugural Howick 175 Pop-Up Classic Car Display on 9th April, four classic Jaguars were displayed, including Roger Munn's 1953 XK120 FHC and Richard Waugh's 1954 Mark VIII, seen here attracting much public interest.' (Photo Credit - Darryl Bretherton).



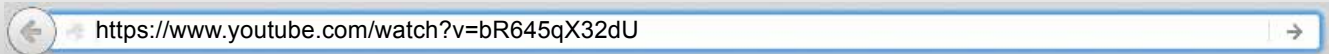
'At the inaugural Howick 175 Pop-Up Classic Car Display on 9th April Caption: Laurie Hayward (1967 E-Type) followed by Larry Price (1956 D-Type replica) (Photo Credit - Stephen Broadbent).



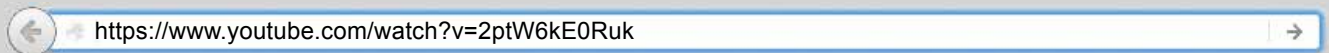
JAG ON THE NET

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

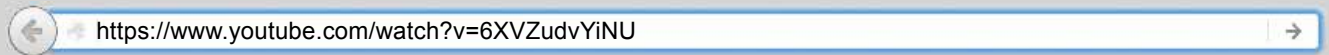
History - Jaguar SS100.



Jaguar SS100 Replica - Jay Leno's Garage.



Jaguar Re-Launch.



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Welcome! new members

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

- Malcolm Edgar & Glenis Percy
1962 MK2 3.4L Black
- Robin & Janet Stevenson
2005 XK8 X100 4.2L Green
- Jesh Jaskiewicz
XKR Conv (X150) Black
- Graham Applin & Anna Kang
1986 XJ6 S3 Sov. 4.2L Auto Blue
- Ian & Sharleen Buchanan
2018 F Pace 2.0L Auto White
2010 XKR 5.0L Auto Black

Rejoined:

- Riki Manarangi
S Type (new) 3.0L Auto Blue
XJ (X351) Auto Bronze

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- TIMING CHAIN ADJUSTMENT TOOL
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Club jacket type 1

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Club jacket type 2

Soft Shell with two zipped side pockets, showerproof.

Colour: Black. Lighter in thickness and weight.

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

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\$110



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\$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 draw 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 (March/April) winners are;

\$100

2596 Ross & Julie Shadbolt & Sherwin

\$75

9010 Jim Peterson

\$50

2724 Steve & Denise Cowan

**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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'EVENTFUL' EVENT

Written & Photo: Raewyn McElroy

I blame myself! I got carried away by the beautiful autumn day and the sorely missed company of the Jaguar club and stupidly said "the car's going well". And she was, until shortly after leaving the lighthouse when she coughed and stopped! Peter edged her to the side of the narrow country road and got out to lift the bonnet, but suddenly our problems multiplied. The brake slipped and we rolled back and off the road, side-on into a ditch. Concerned Jag club members thought we'd crashed and stopped to see what they could do to help.

The problem was fairly quickly identified - the HT cable had come loose from the coil. It was relatively easily fixed, but the heavy car remained on its side in the ditch.

Then along came Tom and his dogs, on a quad bike! "No worries", he said, "I'll pop home and get my tractor!"

A big tractor, as it turned out, and soon the car was towed up the hill and we tried to start her again. Unfortunately, it seemed that we had another problem.

When the car was on its side it was likely that dirty fuel had been drawn into the system and it became apparent that she was not going to take us anywhere else today!

Peter and I have to thank David and Sue Jury, who took me up the road to get cell phone coverage, Warwick and Sue Jenness, who freely gave their help and advice, new members the Jaskiewicz family (although I think their son enjoyed Tom's dogs more), and Dawn Judge, who contacted AA and couldn't be persuaded to go until she was sure we were all sorted. Thank you also to the man with the knife who helped with the cable repair - apologies for not remembering your name, and apologies also to other wonderful club members I may not have mentioned who stopped to check on us.

We are so indebted to Bruce Urquhart (our club ex-secretary) who drove from his beach place in Big Bay to collect us from the side of the road, and also to Peter and Paula Daye who picked us up from Bruce's place and took us home.

A massive thank you to Tom, who brought us chilled water as we waited in the heat, then phoned Peter a little later to check on our progress. What a genuinely kind man!

And the car? She's in the professional care of Endeavour Motors and a full recovery is expected.

My confidence in old cars is unlikely to recover!

Epilogue

"Herewith the 63-year-old fuel pump that caused the breakdown.

I thought Jaguar engineering was meant to last the lifetime of the car!!"

Cheers

Peter McElroy



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



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



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



For Sale

'XK GB' personalised plate for sale.

Asking \$1200

Contact Adrian 027 656 3732

I-PACE BATTERIES GET A SECOND LIFE

Reusing vehicle batteries will create new circular economy business models for Jaguar Land Rover in energy storage and beyond

JLR has partnered with Pramac, a global leader in the energy sector, to develop a portable zero-emission energy storage unit powered by second-life Jaguar I-PACE batteries.

Called the Off Grid Battery Energy Storage System (ESS), Pramac's technology - which features lithium-ion cells from Jaguar I-PACE batteries taken from prototype and engineering test vehicles, supplies zero-emission power where access to the mains supply is limited or unavailable.

The partnership is the first in Jaguar Land Rover's plans to create new circular economy business models for its vehicle batteries. As part of its commitment to net zero status by 2039, the company will be launching programmes that deliver second life and beyond uses for its electric vehicle batteries.

Post-vehicle applications exist because Jaguar Land Rover's batteries are engineered to the highest standards and can therefore be safely deployed in multiple low-energy situations once battery health falls below the stringent requirements of an electric vehicle. Second-life battery supply for stationary applications, like renewable energy storage, could exceed 200 gigawatt-hours per year by 2030, creating a global value over \$30 billion.

The flagship system has a capacity of up to 125kWh - more than enough to fully charge Jaguar's multi-award-winning all-electric I-PACE performance SUV, or to power a regular family home for a week**. Pramac directly reuses up to 85% of the vehicle battery supplied by Jaguar Land Rover within

the storage unit, including modules and wiring. The remaining materials are recycled back into the supply chain.

Charged from solar panels, the unit is a self-contained solution that consists of a battery system linked to a bi-directional converter and the associated control management systems. Available for commercial hire, the units are fitted with Type 2 Electric Vehicle (EV) charge connections with dynamic control and rated at up to 22kW AC to allow electric vehicle charging.

To showcase its capability, the unit helped Jaguar TCS Racing prepare for the 2022 ABB FIA Formula E World Championship during testing in the UK and Spain, where it was used to run the team's cutting-edge diagnostic equipment analysing the race cars' track performance, and to supply auxiliary power to the Jaguar pit garage.

An Off Grid Battery ESS will also be deployed at Jaguar Land Rover Experience Centre in Johannesburg, South Africa - the world's biggest - to help the site cope with inconsistent power delivery from the mains.

Andrew Whitworth, Battery Manager, Circular Economy Team at Jaguar Land Rover, said: "This announcement is a great example of how we will collaborate with industry leaders to deliver our sustainable future and achieve a truly circular economy. We're delighted to be working with Pramac to use Jaguar I-PACE second-life batteries to provide portable zero-emissions power and supporting Jaguar TCS Racing this season was an excellent opportunity to demonstrate what these units are capable of."

François Dossa, Executive Director for Strategy & Sustainability, Jaguar Land Rover, said: "The transition to an electric future, with Jaguar becoming all-electric from 2025 and the first all-electric Land Rover model expected in 2024, is integral to our sustainability strategy through the development of a comprehensive EV ecosystem from batteries to charging. This includes our effort to enable technical and business innovations for battery reuse for second life applications. Our collaboration with Pramac is a proof point in such direction, showing how it's possible to supply zero-emission power through the combination of renewables and second life batteries. Through their testing at Valencia, the Jaguar TCS Racing team have shown how we can inspire the whole ecosystem to continue to explore synergies and validate viable solutions for clean energy."

Danny Jones, Director, Pramac, said: "We have been privileged to work so closely with Jaguar Land Rover who are a hugely supportive partner in our journey to successfully build a robust product and a commercially viable business case using second-life EV modules. This brings a new element to the sustainability story as a manufacturer of energy efficient and carbon reducing technology. We look forward to continuing the journey with Jaguar Land Rover and providing innovative charging infrastructure solutions to support the electrification of their class-leading vehicles."



JAGUAR I-PACE



USED BATTERIES*



2ND LIFE REUSE



FIXED ENERGY STORAGE SYSTEM



MOBILE ENERGY STORAGE SYSTEM



JAGUAR I-TYPE 5 Supported Jaguar TCS Racing in testing for the 2022 ABB FIA Formula E World Championship

DID YOU KNOW?

- The mobile energy storage system can also:
 - Fully charge Jaguar's all-electric I-PACE
 - Power a regular family home for a week**

IN ASSOCIATION WITH



*Jaguar I-PACE batteries have a warranty of 5 years / 100,000 miles / 160,000 km
 **Based on 2019 average annual household electricity consumption: 3,772kWh = 72.5kWh per week. Energy Consumption in the UK 1970 to 2019



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friendly, personal service with pick-up, drop-off, & courtesy cars all available
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