

CA Talogue

EXPRESS March 2024

EMAIL NEWSLETTER OF OTAGO JAGUAR DRIVERS' CLUB INC.

The Inaugural Dunedin Brit and Euro Car Show



After 6 months of preparations, the morning of the inaugural Dunedin Brit and Euro Car Show was upon us. Following a couple of days of rain, we were pleased to see a dry but cloudy day. Most of the organising crew were on the field at Brighton Domain by 7.30am. Comprising OJDC members plus our friends from VCC and the Landrover Enthusiasts Club, we started erecting gazebos and checkpoints, marking out parking lines and guiding the parking of food vendors and the charity display.

The first cars started arriving after 8.30am and from then on, both the entry and registration checkpoints were very busy through to 11am. Stragglers continued to arrive up until 2pm.

There were a total of 225 cars registered, with several more entering by paying a donation to the charity but not wishing to register.

Many exceptional vehicles were present, including two Lamborghini Aventadors and a handful of other Italian supercars, a 1956 Porche Speedster convertible, 1927 Delange, and the Audi V10 owned by Member Lindsay Pratt. The local Morris, Mini, Alpha Romeo and VW Clubs had a good showing, some parking up together to picnic.

There were 24 Jaguars present, 11 owned by non-Club members, including a couple of tasty XJSs and a 2003 XKR for sale. (Hmmm).



The registration checkpoint above – partially obstructed by this gentleman's head – enjoyed the full benefit of the chilly off-sea wind. Brrrr. Thankfully it was more sheltered on the field itself.





**Above: First Prize to Malcolm Stewart, Timaru for his Mark2 Ford Zodiac.
Below: Second Prize to Steve Cowie, Auckland for his 1967 Volvo P1800S.**





Above: Third Place to Eric Gamble, Mosgiel for his 1966 Triumph Spitfire.

Two guest judges had the task of examining the field and coming up with “The Judges Choice, First Second and Third”. This proved very difficult as there was such a range of different marques, eras and rarity. The final choices amongst many worthy cars came down to immaculate condition.

The charity for the event was K9 Medical Detection NZ charitable Trust, based in Invermay. They had a display tent on the field, explaining their mission to improve the health of all New Zealanders by using specially trained dogs working in a controlled clinical environment to assist in the detection of cancer and other diseases. This research is to create a simple diagnostic urine test as a value added tool in the fight against cancer. We were pleased to support such an exciting area of research. In a few weeks, after having paid all the event’s expenses, we will present the final donation to K9MDNZ and cover it in this newsletter.

As a secondary charity, once again we used the Dunedin Fire Brigade Restoration Society to provide the BBQ. It proved very successful in feeding the multitudes with burgers, sausages and cheese rolls, whilst making a tidy sum for them. We were grateful for the use of their command unit’s PA system, allowing for a automotive commentary from guest, Councillor Lee Vandervis. The Grid Coffee Roasters Cart, Mr Whippy and the Models4U stall completed the line-up of vendors. Also thanks go to the Brighton Rugby Football Club for allowing us to use their facilities.

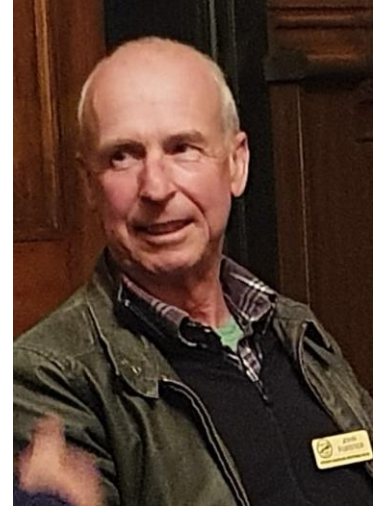
More photographs can be viewed on our Facebook page. Plus, professional photographer Kel Lindsay was present to take a photograph of each car on arrival. These photos will be available for owners to access on our Facebook page shortly.

A huge effort was made over the preceding months by the organising committee. It was gratifying to see this new format show do so well and to see the punters having a great day. Special thanks to sponsors Classic Jaguar Limousines and Kelly Lindsay Photography.

President's Column

Welcome everyone to another edition of CATalogue Express. It's hard to believe we are into the 3rd month of the year and hoping for a spot of golden summer weather to take us into autumn.

A Robert Burns quote "the best laid plans of mice and men often go awry" springs to mind as I delve into a possible issue with the XK's engine. It started off with a rather benign tappet sound which I initially thought might go away or maybe I'd just ignore it. So when my wife Gill commented on the sound, I knew I should delve into this a bit more. It was certainly nothing like a big end or small end knock so I was confident it wasn't serious or require an engine overhaul. But I needed some expert advice as we would be driving it to Christchurch for the National Rally. For me I felt committee member Mark Paterson would be the go to person. If you've ever been to a technical night run by Mark you'll know why I chose to see him. In particular his knowledge of the XK engine is legendary. So I took the car over to Taieri Aerodrome for him to have a listen.



The thing is, the car starts and runs well, so surely this will be minor. Mark's not convinced. He's pretty busy working on Jaguars but has suggested a compression test which is quick to do. This brought up the ominous result that No.4. Piston was low at 75 psi while the rest sat at 125. Could this be related to the benign tappet tapping sound? The engine is out and this is where it sits at the moment but all will be revealed at some point. But this relates back to the Robbie Burns quote I mention at the start. We had been expecting to take the car to the Brit-Euro Show here in Dunedin and to the National Rally in Christchurch. This is now in doubt with the engine having needed to come out, and it's a distinct possibility we will be taking a European car. Although I must say I have had offers of other members' cars if needed which is a very kind gesture. I will keep you all informed as to progress over these next few months.

This brings me back to a previous thread where I've spoken of the value of being in this club. The knowledge of the members is extremely valuable and I'm using it again with Mark. This coming period sees the club involved in organising the Brit-Euro Show and the team in place putting this together is full of experience and knowledge. I have been humbled by the ability of this team and its connections. Years of experience not just in the automotive field but in areas of organisation has helped make this a successful event with over 230 cars on site. Thanks must go out to all those that contributed before and on the day as it wouldn't happen otherwise.

Happy driving.
John

**John Forster,
President OJDC**

The FINAL report of the NZ Federation of Motoring Clubs Inc.
NZ Historic and Classic Vehicle Survey
is now available.

You can visit the NZHCVS results on the website (where the documents can be viewed and downloaded): <https://fomc.nz/for-member-clubs/>

Next Club Events

Wednesday

6th

March



Nog'n'Natter –
monthly catch up over a drink

7.30pm on the first Wednesday of the month
THE DUKE OF WELLINGTON PUB
Queens Gardens, Dunedin.

All OJDC members & partners are invited to attend

Easter Weekend

29th - 31st

March

15th National Jaguar Rally

Wigram, Christchurch

info@jaguardrivers.co.nz

Saturday

6th

April

Lawrence ¼ Mile

Not a club event, but anyone wishing to accompany Steve McNulty to the Lawrence Drags, please contact him - jaguars@xtra.co.nz

Entry details on <http://everit115.wix.com/lawrencequartermile>

Sunday

21st

April

Art Run - A tour of local artists' galleries
Watch this space



Meanwhile.....



Jaguar V12 motors – so very versatile!

Seen At Teretonga Recently



Above: Gary Johnstone's race winning Jaguar XJS TWR replica on pole.



John Munro's Jaguar XJ series 2.

Airport Transfers – OJDC Special Rate

Late Model Jaguar \$95 (1-4 people)

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\$45,000 neg

Mosgiel

Original gun metal grey paint sound, stainless good, woodwork good.

Now running 4.2 short stud fully recon motor, Pertronic elec ign, electric fan, new diaphragm clutch, new fuel pump. Motor work by Alex Copland, Temuka. Fully certified.

XJ6 power steering, overdrive all synchro gearbox.

Front & rear suspension completely rebuilt, new steel fuel & brake lines, brake callipers & clutch, brake master cylinders stainless sleeved. New wiring from dash forward, all

circuits fuse protected, retro fuse box, battery isolator switch inside car. Recon starter motor & alternator Interior upholstery by A1 Uphostery, Coombes style rear spats, stainless wire wheels.

To an approved buyer any inspection or trial.

Enquiries to Neville Clark 021 0863 8635 nevmoo45@gmail.com



Name That Movie.....

*In this series we will publish a still photo featuring a Jaguar car from a film.
The correct identity of the car and film will appear later in the issue.*

Car No7:



Member Benefit – NPD Fuel Offer to Club Members



NPD offer our club members an opportunity to minimize the rising fuel costs by using an NPD Fuel Card. This offer applies to 91,95,100+ and diesel.

All petrol grades will be subject to a discount of 12c per litre off the area price covering NPD's manned and unmanned stations. Although this is not the pump price, it is still a significant saving, currently 8c per litre off the unmanned pump price. The area price is reset each Saturday. Members can receive a weekly diesel price based on the NPD buy price which is more competitive than the 12c discount.

If NPD are having a special promotion which is cheaper than the discount price, then the promotional price will apply'.

NPD are expanding their network which already covers most areas in the south, so the use of a fuel card with a monthly account also removes credit card charges as there is no fee other than an initial \$5.00 card cost. At manned stations, the Gold Card can also be used in conjunction with the NPD card to provide an even further discount. Remember, self-serve sites operate 24/7.

To apply for your NPD card application form, email:
The OJDC Secretary – Alan Race: a.j.race@xtra.co.nz Cell 027 4584062

Jaguar – Reflections in Miniature Part 26

XJS Facelift



1992 saw the first major face lift of the XJ-S in 17 years. The body was redesigned and created from fewer sections and the window glass was directly glazed to the body. This gave the new XJS (the hyphen had now been dropped) a much smoother look. The front grille and headlamps were mildly modified but it was at the rear that the most obvious changes were made. The boot lid was now a one-piece affair and the rear lights redesigned in a long flat cluster. Overall, this gave the new XJS a less fussy look but created new criticism especially from those who preferred the older cars. The interior came in for a major refit as well with a new dashboard design incorporating new instruments, an updated centre console as well as electric seats being fitted with the controls mounted on the sides of the centre console. The Aston Martin DB7 was to use this same system when introduced in 1994. Overall, the new XJS incorporated many improvements, but the production life was a relatively short four years.

Detail Cars produce several die cast versions of these facelifted XJS cars. The coupe (130) is finished in dark green metallic. Ironically, these models unlike what the name would suggest, are much simpler in their detail especially if compared to those from Minichamps models. This model has opening doors which whilst novel do not fit that well and tend to spoil the look of the model when closed. The interior is also basic.





Many enthusiasts rate the last generation XJS convertible as the most desirable and second-hand prices tend to support this view. The convertible captures the spirit of true open-air motoring with the XJS being considered less refined than later models and therefore more fun to drive. This car optimises the evolution of the 6-cylinder car line dating back to the E Type which introduced the independent rear suspension and the XJ saloons on which, with a shortened floor pan, the XJS was built. This last version of the venerable XJS also saw the AJ6 engine evolve into the improved AJ16 version which was also fitted to the last of the XJ40 and X300 saloons. It is a pity that this very successful engine was only in production for five years at which time the X300 XJ6 was replaced by the new X308 XJ8.



This facelift convertible is another die cast version of the XJS offered by Detail cars (131). The Detail model is minimal in respect of the interior finishing, and it certainly does not match up to the Minichamps model of the previous XJ-S series. However, it at least represents this stage of the evolution of the XJS. This model also has opening doors, but these again do not fit well and as with the coupe, detract from the model when closed.

The XJR-S 6.0 litre was an extremely powerful car with very purposeful looks. Originally released in the earlier XJ-S form after originally being developed by TWR, the face-lifted 6.0 litre XJRS was the ultimate performance machine from the Jaguar stable although there were few places its true performance could be exploited. Engine updates included revisions to the



engine management system, induction, and exhaust systems. Producing a genuine 332 bhp the 6.0 litre V12 could achieve an outstanding 159 mph with 0-60 mph in 7 seconds. It is of interest to note that the TWR engineers responsible for the original XJR-S achieved the same power output, but with slightly better acceleration and top speed by supercharging the Jaguar 3.2 litre AJ6 engine as installed in the Aston Martin DB7!

Detail Cars complete their die cast XJS line-up with a model of the XJR-S coupe (133) and this is a particularly smart model. Finished in dark red which sets the car off it includes the correct rear wing and speed-line alloy wheels. As with all the Detail Cars models, the XJRS has opening doors to the model's overall detriment. This model, however, is the best of all the face lifted XJS models offered by Detail Cars.

Alan Race



The items featured in these articles formed an extensive collection of over 225 models created by Alan Race over a period of 25 years. The collection included many models built by Alan. In 2015, the collection was sold to Archibald's in Christchurch for display in their showroom, but with the recent sale of Archibald's, the collection was retained by one of the former shareholders and is now displayed in Auto Restorations. When in Christchurch, be sure to visit this amazing world class restoration facility and view what must be one of the most extensive Jaguar model collections. This series continues in the next issue of CATalogue Express, Ed.

Otago Jaguar Drivers Club – Members Merchandise

- Clothing choices can be viewed & tried on at **PromoX Ltd**, Hillside Rd, Dunedin. **Mention OJDC.**
- You can order & pay directly with **PromoX Ltd.**
- Out of town members contact Greg for assistance with ordering – gregjohnsen@xtra.co.nz
- Car grille badges & replacement name badges are ordered from the Membership Secretary.



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WHITE

CAT-NJ RAIN JACKET
BLACK / ALUM
ALUM / BLUE
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Womens : 8 10 12 14 16
Mens : XXS XS WS S M L XL XXL 3XL 5XL
½ chest: 49 51.5 54 58 60.5 63 65.5 68 70.5 75.5



NEW



NEW

Other sweatshirt colour choices:



CLOKE - SJM/SJW PRO2 SOFTSHELL JACKET
WITH LEFT CHEST LOGO
BLACK
\$90.70 INC

CLOKE - CSI CREW NECK SWEATSHIRT
WITH LEFT CHEST LOGO
BLACK
\$46.75



(MENS STYLE)

AP-YARRA
1302 / 2302
BLACK/WHITE
\$33.10



(LADIES STYLE)

NAVY / GOLD



TEAL / BLACK
RED / WHITE

MENS	XS	S	M	L	XL	XXL	3XL	5XL
1/2 CHEST	50.5	53	55.5	58	60.5	63	68	73
variations +/- 1 cm (guide only)								
LADIES	8-10	12-14	16-18	20-22	24-26			
1/2 CHEST	43	48	53	60	67			
variations +/- 1 cm (guide only)								

GIL-M6001 CAP
 BLACK/WHITE
 NAVY/ WHITE
 BOTTLE/YELLOW
 \$16.35



Grille Badge \$35.00



Rego Holder - Free to members



Face covering/mask with club logo
 Comfortable with nose bridge shaper
 \$11.50

Name That Movie: Car No 7 1963 E Type, modified with roll bar - "Vanishing Point" 1971

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I'm fairly certain this is where
the argument started



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