



AUCKLAND
JAGUAR DRIVERS'
CLUB

VOL. 47 | NOVEMBER | DECEMBER 2023

**VIADUCT
FUNDRAISER**

**THE LAST
PETROL SPORTSCAR**



PRESIDENT'S REPORT

Merry Christmas everyone and all the best for 2024.

In the last edition of the magazine I wrote that it would be my last President's Report but that proved not to be the case! In simple terms, at the AGM there were no nominations to replace me as Club President so until another club member steps forward to take on the role, I carry on as interim President.

It's worth explaining that under the club constitution, the role of President is limited to 2 years for each incumbent. This is to ensure that the Presidency and the club isn't dominated by any single individual and the club's leadership and governance is refreshed regularly. The constitution allows continuity to be maintained by having the Immediate Past President remain on the committee for a further 2 years.

From my perspective, after 7 years on the committee (2 as President), I'd like to hand over to the next president early in the new year. I anticipate that travel and work demands will increasingly limit the time I can devote to the job so I'll be working with various people over the coming weeks to achieve that.

As 2023 comes to a close, the policies of the new Coalition Government are drawing plenty of interest from motoring enthusiasts. This week's abolition of the 'Ute tax' subsidy for electric vehicles sales should see a significant shift in the types of vehicles purchased. The industry will be pleased there is now certainty on the issue. My dealer sources tell me that the market, especially second-hand, has been as dead as a dodo since early October.

The repeal of legislation that resulted in widespread reductions in speed limits will also be welcomed by many as will the resumption of 'the roads of national significance' program. My experience of driving in the UK, Europe and North America has convinced me that modern

well-constructed roads and motorways are inherently safer than roads built to the standards of 50 years ago. In the hierarchy of safety controls, eliminating hazards with things like dual carriage ways and barriers will always beat administrative controls like speed limit enforcement.

While views on the merits of these policy decisions will vary, there is little doubt that the next couple of years will certainly not see a continuation of the anti-car policies of recent years.

Interestingly, other governments seem to have grown tired of subsidising EV's. Several overseas countries, such as Ireland and Germany, have also ended subsidies for electric vehicles (EV) in the last couple years. Because new car buyers are inevitably affluent, these subsidies are increasingly seen as benefiting the undeserving wealthy and are not popular with the majority of voters.

In addition, as cost realities bite, many countries like Britain are pushing zero carbon deadlines further into the future. The difficulty that the recent COP28 conference had in agreeing future targets and the weakened nature of what was finally agreed, suggests enthusiasm is waning for aggressive phasing out of fossil fuels.

Jaguar's new EV's are very likely to be competing head on with more efficient versions of cheaper traditional powerplants. In many markets, including New Zealand, second hand values of EV's are already dropping as long-term maintenance costs compare unfavourably against ICE and Hybrid alternatives. So, Jaguar's big bet on an all 'Electric Vehicle' line up is looking increasingly brave. It may well also prove foolhardy.

Once again Merry Christmas. Travel safely over the holiday period and look forward to seeing many of you at the Fish 'n Chip run on January 21st.



Best wishes,
Tony Wright
Club President

This e-magazine contains many links and hyperlinks. Click on them and explore the world of Jaguar."



FROM THE EDITOR'S DESK

Merry Christmas and a happy new year to you all. After much debate and careful consideration about expenditure, the trimmings, and cost cutting actions, we are pleased that the club can now sustain a limited number of printed magazines by mixing them with, like in this case, an electronic form of the magazine. This being the second edition that is fully electronic, we have essentially kept the electronic versions very similar. We have tried to keep our usual review of past events but also kept the helpful navigation tools [the chevrons down the side '>'] which will help bring you back to the contents or take you to the next read. We have once again tried to pack this edition with many extra surprises and clickable links.



The MAGOPS Subcommittee will continue exploring with Phase II. Phase II will look at how we can utilise our website to help our wonderful advertisers. We will explore different ways so that members [and non-members] can make contact with our advertisers at a click of a button.

At the recent AGM, we had a few dedicated Committee members resign. Let me take this opportunity to thank these wonderful people for their outstanding service to the club - Laurie Haywood and Dawn Judge. Both have made immense contributions in keeping the committee on task and accountable. We also saw Sue Jenness resign as Secretary and shift to her new role dealing with Membership. We welcome two new members to the committee - John Phibbs (as Treasurer) and Malcolm Edgar (as Club Secretary). Thanks to you both for stepping up to take on these important roles. The Committee continues to request for your help. A few extra members added to the committee will help provide and maintain the variety of events on offer. Any help would be appreciated, and help is vital in keeping the club moving forward. If you think you can offer any assistance, please contact Tony [Club President] for further information. As they say, the more hands we have will make the tasks given less demanding. A full report on the AGM is featured in this edition.

Other articles covered in this edition are the events of the [Camp Quality Charity Display](#), the [AGM](#) and the trip to the Waikato to see a working [Stud Farm](#). We have also acquired an interesting article about a very special car in New Zealand's motorsport history with club connections. This [A40](#) special is rather unique car and we thank Roger Herrick for allowing us to share this article.

Check out the Events page on the website, as many of the 2024 events are being arranged as this issue goes to print. A reminder to register for these events via the website.

Once again, support our Advertisers as best you can. I encourage you all to thank our Advertisers in the best possible way by seeking their professional services and supporting their businesses.

I wish to thank all those people that have helped produce and provide pieces for this issue. I hope you enjoy the interesting reads, the clickable links, and hope to see you at some events coming up in 2024.

Season Greetings and Happy Holidays

Gerard Leeuw

Editor



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VIADUCT FUND RAISER





Sunday the 15th of October was our club fund-raiser Car Show down at the Viaduct and the weather played its part. With the sun out and sheltered from the wind, the position of the display turned on the charm. It was a lovely day but a very quiet start. Our drivers with their cars, put on a great display for the public which gave Camp Quality an excellent environment to raise funds for their charity. A little over 30 cars made up the display ranging from the XK 120 Roadster, E-Type's through to the modern F-Pace and F-Type. The cars that received the biggest attention were the usual suspects - the E-Types, the XK 120 Roadster and Larry Price's replica D-Type. Every time I would look over to these special cars, photos were continually being snapped.

Public foot traffic was slow at the beginning of the day because of the quarter final world cup rugby game. Every now and then the cheers were heard echoing around the viaduct. It was hard to tell from which bar the cheers were coming from which left us in suspense with which team was winning the game. By 11am, the numbers of interested onlookers picked up as many rugby fans began the journey home. The larger crowd made all the effort our club drivers put in well worth it.

Our thanks go to the Club Members who supported the display and a special thanks to the helpers who put up signs around the area and to Robin and Maureen for bringing the club trailer, erecting the club marquee, and manning the merchandise display.

Camp Quality raised a significant amount of money for their charity, and we look forward to repeating the effort at next year's Viaduct Show with even more of our members participating.

Message from Camp Quality

To Jaguar Driver's Club Auckland,

Thank you again for choosing to support Camp Quality. The funds raised on the day were \$737.90 collection and then we had another \$500.00 donated from Stu Sanders associated with the Jaguar Car Club.

If anyone would like to know more about Camp Quality and what we do and where the money goes, we are always more than happy to come out and talk to a group or your incoming President. We are all volunteers and there are no paid staff in Auckland Northland region so support from groups like yours is amazing.

Thanks

Kind regards

Kevin Williams

Auckland Regional Manager

Camp Quality Auckland/Northland

Link - <https://www.campquality.org.nz/regions/auckland/>



Payment of your annual membership subscription is required to enable you to book for these organised events. If you have forgotten to pay your subscription, please contact us - jagclubak@gmail.com

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 events.jagclubak@gmail.com or Malcolm Edgar - jagclubak@gmail.com



Fish & Chip Run

Coordinator: Tony Wright

First event for 2024 so check out the website. Bookings are required for the lunch, so hope to see you all there.

#20240121



Ellerslie Intermarque Classic Car Show

Coordinator: Tony Wright

Our club display will be themed on Dress to Impress. Selected members will be notified. If you are wishing to enter, please contact Simon Crispe as soon as possible.

#20240211



Petanque at Chichester Cottage

Coordinator: Peter McElroy

A free drive to Hobsonville Point for a picnic lunch and Petanque at the Chichester Cottage. Check the website for more details and bookings.

#20240218





8th Brit & Euro Classic Car Show

Coordinator: Laurie Haywood

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

All registrations must be made through the club.

Contact Laurie: landphayward@xtra.co.nz with your car model details.

Please indicate to Laurie if you wish to enter the club's Concours d'Etat. [Shine & Show event]

#20240303



New Zealand National Jaguar Car Rally

Coordinator: Tony Wright

The 15th Jaguar National Rally is to be held in Christchurch over the Easter Weekend March 29th - 31st, 2024.

#20240329



GO Karts: Hampton Downs

Coordinator: Simon Crispe

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

#20240526





HORSE POWER TOUR

TO WAIKATO STUD & CAFÉ 77

Written & photographs by
Larry Raynor Olive

First Division.

FQuote: "If you want to make a small fortune in horse breeding, first begin with a large one" Mark Chittick.

After a couple of hiatus hiccups the much awaited AJDC Horsepower Tour of The Waikato Stud eventuated. The Auckland Jaguar Drivers Club saddled up on a glorious Sunday and the morning sun enhanced the nimbus clouds with a silver lining as they galloped across the Kai-mai-Mamaku Ranges.

Our point of assembly was inside the first enclosure of the main entry gates of the Waikato Stud. Diane and I arrived early and had Members Grandstand seats for viewing each and every entrants gleaming Jaguar car as one by one they approached Simon Crispe, the Official Commissionaire of the day and parked neatly side by side in the Parade Ring. Imagine our pleasant surprise when the "Gates of Eden" parted one more time for a late entry, Anne Thomson and faithful navigator Pauline from the Waikato Jaguar Enthusiasts Club, cantered into the Dressage Circle on board Anne's beautiful golden Super Charged XKR Cabriolet'.

An awesome turnout of 30 members with at least 16 gleaming Jaguar cars, which also included Heather and Glen from the Taupo Jaguar Club with their midnight black "S" Type V8, and Mark and Mary Alice Thomas, thus completing the lineup of enthusiastic starters all chomping at the bit.

Simon and Marianne introduced Pippa Chittick and revealed that they were all good friends in Dubai some 25 years ago. Then an announcement, the tote is now closed, balloon up please, and the field proceeded thru the welcoming automatic gates onto the Course Proper. Onward along "Lisa's Lane to a midfield Café named "The White Horse" for delicious complimentary coffees freshly ground and textured to

perfection by two delightful Baristas.

As we absorbed the vista of mature oak trees, and the lush green environment enhanced the caffeine fix. Mark Chittick began his commentary with a famous quote and then described The Waikato Stud is a family business like no other. He explained that they are farmers who grow elite horses. Mark talked about the great thoroughbred horses that they had bred and their racing achievements, acknowledging the impressive collection of large, sculptured gold trophies displayed on a shelf in the alfresco seating area, glowing with the warm reflection from the flames of the open fireplace.

Mark recalled with great admiration, a remarkable foal born in 2018 and how its legs were like "the wonky donkey that nobody wanted", he couldn't even give him away. They kept him and persevered with training and aptly named him "I Wish I Win". Just like a script straight out of a Disney movie akin to "Sea Biscuit" and "Pha Lap", the gelding became an elite class of racehorse, earning over \$310 million in his 5-year career. On the first of April 2023 at Royal Randwick, I Wish I Win, won a handsome purse of \$3,114,500 and proved to be a very profitable horse after all. We then relocated our trusty steeds to shelter beneath the ancient oak trees for a group photo and trotted around to the stables where the famous stallions Savabeel and Supa Seth were paraded by competent stable hands before the eager punters. After ample opportunity to make images and ask questions we were given free rein to go forth and explore the Waikato Stud farm and enjoy the numerous new-born foals with their mares.

Now then, the time had come for all placings to return to the scales and raise the crop and salute Pippa and Mark like a winning jockey of the Melbourne Cup. Their genuine warm hospitality made us feel truly special and we appreciated the





complimentary WS Journal to remind us of the most memorable and entertaining morning at the Waikato Stud.

We wish to sincerely thank Mark and Pippa Chittick and their team for a fabulous experience we shall always remember. We also look forward to the hearing the race caller saying, "they're racing this time" and to witnessing another elite progeny of Waikato Stud receiving the Winners Laurel and Racing Club sash on the winners Dias with the owners and trainers Mark and Pippa Chittick.



Second Division.

Within this STORYLINE is a SECRET CODE.

It was my DESIRE to incorporate as many names from the DYNASTY of thoroughbred racehorses' names as possible. They are all written in upper case letters. In all there is a total of 57 and I feel JUSTIFIED.

With a QUICK TURNAROUND of hats Simon was THE HERALD for the Clerk of the Course and began to BUGLE the fan-fare "Call to Post" for the Auckland Jaguar Drivers Club TOUR DE FORCE to mount their CHARIOTS OF FIRE in preparation for the FINAL EDITION on the days card and BY THE BOOK, the much ANTICIPATED Weight for Age Handicap Sprint along the UNKNOWN PATHWAY to Café 77. Compelled to SPIN THAT WHEEL and show some HORSEPOWER soon ECLIPSED the DESIRE to LINGER FOR LONGER.



Golden Slipper seized the OPPORTUNITY and was quick to JUMPSTART and TAKE THE LEAD with UNBRIDLED glee and was GONE WITH THE WIND. I smiled and thought to myself, "I hate to SAY GOODBYE but I love to watch you drive away". The remaining stayers were to FOLLOW SUIT and with PROMPT RESPONSE settled in behind in RYTHMIC SOUND of THUNDER AND GRACE.



CRUISING ALONG the MAJESTIC COUNTY Manawaru HIGHWAY TO HEAVEN lead by Ross Crook aboard his IMMACULATE imported MAROON XF and WITNESS nature's GRANDSTAND, The STAND ALONE Karangahake/Mamaku FOREST RANGE. The Wairere Falls slicing through the BLUE HAZE like a SWITCHBLADE knife.





The DRAMATIC SKY above us ENHANCED the CASCADE MOUNTAIN with SHAPESHIFTING clouds of SHADOWS AND LIGHT resembling a FRESCO in a SISTINE CHAPEL painted upon the blue CELESTIAL SKY, which was a DREAM ALLIANCE and AWESOME AS. Back on MOTHER EARTH we were flanked by rows of neatly trimmed hedging which created a PARALAX of OPTICAL CONFUSION converging into INFINITY and guiding us like a Vasi system for aircraft on the FINAL APPROACH.

Halfway between Te Aroha and Matamata is Café 77 where we were treated to a delicious smorgasbord lunch. The KIWI country hospitality was greatly appreciated and made us feel MOST WELCOME and with PROMISING PROSPECT to COME AGAIN soon.

In CONCLUSION it's great to BE ALIVE and to APPRECIATE such AWESOME trips with the Jaguar Drivers Club members and ONCE AGAIN MY GIRL we HANG ON for the next OPPORTUNITY to embark on another EPIC road trip with the AJDC members.

FOOTNOTE: The GRAND FINALE within this TALL STORY is the FINAL EDITION. AS IF the Secret Code has ELUD-ED anyone SAY THE WORD. The great REVELATION is "all racehorses that have either won a race or WIN BIG shall have their name printed in capital letters. My REAL DESIRE to pen a TALL STORY using a GEE GEES CHORUS is in REFLECTION of the WONDERFUL day out at the Waikato Stud.

JUST ONE MORE note: An Australian tradition was that a baby born on Melbourne Cup Day could be named after the winning horse. It was a LUCKY DAY for my father whose middle name was POITREL!!!

PPS. FIRST DIVISION & SECOND DIVISION were also racehorses. Within the article are over 80 names of racehorses WOVEN into this NEVER-ENDING STORY.

POSTED by FAST FINNISH

PS. Café 77 shared on Facebook, quote: 'This afternoon the Horsepower Tour joined us for lunch after their visit to Waikato Stud. What a great bunch of people with some beautiful wheels. Thanks guys and gals for coming to visit us.'



ANNUAL GENERAL MEETING

Welcome Ladies and Gentlemen, welcome to 2023 Annual General Meeting of the Auckland Jaguar Drivers Club. It's great to see you all here this afternoon and I look forward to sharing a drink with you at the conclusion of the meeting in the bar next door.

2023 has been a very active year for the club, certainly compared to the difficulties we experienced in the two and half covid ridden years with many excellent well organised events throughout the year. In addition to those organised by the committee, several were organised by individual club members. This has been a very welcome development and one that I'm sure the incoming committee will continue to develop.

At this point I'd like to gratefully acknowledge those members who took on the challenge of organising events throughout the year:

- Larry Price stepped in to cover the last minute defection organising our Ellerslie Car Show display,
- Peter McElroy was kind enough to organised lunch at the Westbrook Winery in June,
- Don and Lynley Bowater arranged a drive and lunch at the Hallertau Brewery in Clevedon in August
- Bryan and Helen Airey used their contacts to access a stunning private collection in Coatesville during October.
- Larry Olive's willingness to provide a photographic record of these events for the magazine was also much appreciated.
- Events organised by committee member included:
- Drive and stay at the historic Duke Marlborough Hotel in Russell during September
- An evening with Greg Murphy at the Horse & Trap in September
- Viaduct Members car Display in October
- Waikato Stud ("Horse Power") tour and lunch in November
- The Last two years

In line with the club constitution, my 2 year term as President ends today. We will deal with the election of officers shortly but before that I'd like to comment briefly on my time as President.

My first association Jaguar came by way of my working life. I was working for Ford NZ when they bought Jaguar in 1989. To be honest, I only paid it passing attention until suddenly in early 1993, I was working for them in Coventry. I very quickly became a fan. How could you not. The cars, the history and most importantly, the people are uniquely fascinating.

The people I meet in the business were so devoted to Jaguar. Jaguar customers so fervently independent types.

My working life took me elsewhere but when I finally settled back in NZ, I joined the club in 2017 so that I could associate with people who shared that same devotion to the Jaguar brand. That's why I feel it's been a privilege to lead the club.

The last two years have flown by. When I started as President in late 2021, we were still emerging from the effects of the covid pandemic.

The dreadful Auckland lockdown was still in place followed by several months of the restrictive traffic light regime. They both affected our ability to hold events.

Nevertheless, in January 2022, we kicked the year off with a successful away weekend in Taupo. Since then we've been able establish a consistent flow of quality events most months.

My highlight of the last two years was undoubtedly last year's Gala Dinner celebrating 100 Years of Jaguar. I can't think of anyone better than Ian Callum to have had as our guest of honour.

He was the perfect guest, mixing effortlessly with members and providing wonderful insights into the world of automotive design.

It was a pretty swish well organised affair thanks to the talents and commitment of Dawn Judge, Simon Crispe and Peter McElroy.

The other significant issue we've tackled over the last couple of years is addressing the cost of the club magazine.

The decline in advertisers willing to support traditional hard copy magazines has meant we've had to use over \$20,000 per year of club reserves to keep the magazine going in its traditional format.

Clearly this wasn't sustainable so earlier this year a subcommittee led by Pat Kerr supported by Simon Crispe, Robin O'Connor and Gerard Leeuw looked at alternatives to get us to at least break even.

In the short term, we will publish 6 editions a year, three hard copies and three online editions.

In the new year, Pat's subcommittee will continue work on developing the best long term strategy for the magazine and the club website in this new online age.

In closing, I'd like to thank my fellow committee members for their much valued support over the last two years. Without their energy and skills the club would be unable to function as effectively as it has.

To those leaving the committee this year, Dawn, Sue, Laurie and Paul, best wishes for the future and I look forward to seeing you at future club events.

To the membership, if you would like to offer your assistance in keeping this great club moving forward, please contact me as the committee would appreciate the extra pair of hands.

Kind regards

Tony wright





JAGUAR GLOBAL

JAGUAR'S LAST PETROL SPORTS CAR: F-TYPE ZP EDITION TAKES THE CHEQUERED FLAG



Just 150 examples of the F-TYPE ZP Edition will be the last internal combustion-engined sports cars designed by Jaguar. These 575PS supercharged petrol V8 F-TYPEs feature specially curated interior and exterior details by the personalisation experts at SV Bespoke.

As Jaguar embarks on the boldest transformation in its history, to become a modern luxury all-electric brand from 2025, this is an unrepeatable celebration of Jaguar's internal combustion sports car provenance.

F-TYPE has captivated sports car drivers for more than a decade, just as the E-type did five decades before it. The ZP Edition is the ultimate celebration of that lineage, joining an illustrious roster of heritage-inspired collector's editions including the 2015 Project 7 and 2020 Heritage 60 Edition.

RAWDON GLOVER, MANAGING DIRECTOR, JAGUAR

Two F-TYPE ZP Edition colourways are available, recalling the first race-winning 'Project ZP' E-types campaigned shortly after the model's launch in 1961: Oulton Blue Gloss paint with Mars Red and Ebony duotone leather interior, or Crystal Grey Gloss paint with Navy Blue and Ebony duotone leather interior. Both feature Porcelain White Gloss hand-painted racing-style roundels on the doors and Porcelain White Gloss grille surrounds.

Neither exterior paint colour has been offered on F-TYPE before. These colours match the two specially formulated paints created for seven pairs of E-type Project ZP Collec-





tion cars announced by Jaguar Classic earlier this year: <https://media.jaguar.com/news/2023/06/jaguar-classic-unveils-tribute-first-e-type-race-wins-e-type-zp-collection>.

Unique interiors with horizontal seat fluting, plus Gloss Black exterior accents and Gloss Black brake calipers, complement exclusive F-TYPE ZP Edition branding details on the fenders, Gloss Black Diamond Turned 20-inch forged alloy wheels, tread plates and dashboard. Each car features a 'One of 150' SV Bespoke commissioning plaque.

Ever since earning accolades including 2013 World Car Design of the Year, F-TYPE has continued to set the benchmark for truly involving, engaging, driver-focused sports cars, with a distinctive V8 soundtrack. The exhaust note is so iconic it is archived in institutions including the British Library.

The F-TYPE ZP Edition is available in both Coupé and Convertible body styles. With 575PS, 700Nm of torque and an all-wheel drive system with Intelligent Driveline Dynamics (IDD) technology, performance is exceptional on all surfaces and in all weathers: 0-60mph takes as little as 3.5 seconds, while top speed is an electronically-limited 186mph.

For details on the Jaguar F-TYPE line-up: www.jaguar.com/jaguar-range/f-type





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A40 SPECIAL A LITTLE NEW ZEALAND MOTORSPORT HISTORY

It would probably make a good Trivial Pursuit question: 'What Western Springs A-Grade speedway midget ended up being owned by a Ferrari works Formula One driver and was driven by two Formula One constructors?'

The answer is the 1947 Des Herrick midget that evolved into the A40 Special, which was Chris Amon's first race car, and was driven by both Chris, and Bruce McLaren.

It all started with the established Auckland A-grade speedway driver Des Herrick building a new car to his own design for the 1947/48 season, after coming second in the 1946/47 New Zealand Championships. This new car had a rudimentary ladder chassis and a 84 Ford-based engine. At the end of the season the midget was modified, by replacing the chassis with another ladder frame version, and squeezing in a Hudson Terraplane engine. In this form it was highly successful in speedway, hill-climbing, and speed record attempts. Des won the 1948 Mt Eden hill climb against Herb Massey in another midget with Ron Roycroft in the ex-works "Rubber Duck" Austin 7 in third. In a New Zealand record attempt for the flying quarter mile held at Seagrove in April 1949, Des recorded 10.6 seconds.

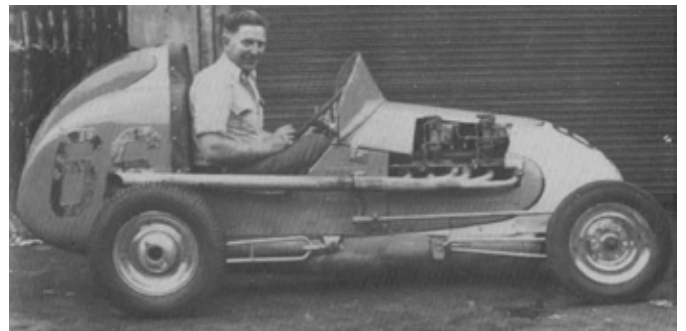
Des continued to race the Terraplane midget (always as number 66) until he obtained a "paid" drive in 1950. At this stage number 66 was sold to Ron Roycroft, who planned to turn it into a hill climb car. As with a number of Ron's projects, it didn't eventuate and he sold the speedway midget to Herb Gilroy, with the McMillan Special being either full or the majority of the payment. Herb then set about converting it into a circuit car, with the help of Ralph Watson.

The chassis was lengthened and a Bugatti Type 35 or 37 gearbox that Ron had found as part of a local Chinese market gardener's rotary hoe was installed. Ralph designed a single pivot independent rear axle by cutting a Model T axle in half and putting in a UV joint (evidently this was some years before Mercedes adopted a similar system). Herb said it " ... made the car handle like a dream .. " It had a Model A modified front axle, hydraulic brakes, and a 1938 Ford VS steering wheel. The Terraplane engine was retained but didn't last long, with Herb blowing it up at Ardmore. The Terraplane was a fragile but powerful engine which, after Des Herrick's modifications, became "thin walled", this leading to its ultimate demise.

Herb replaced the engine with a 1200cc A40 engine, a close ratio Magnette gearbox and a special clutch. Modifications to the engine were "secret" and it could rev to 6800 rpm without any problems and had a max of 7300 rpm. The motor ran twin Amal motorcycle carburetors and stub exhaust pipes. Herb raced the car extensively under his "Ecurie Drambuie" team banner, competing at hill climbs and such races as the Ultimate Echo at Ardmore in 1955. Buster Bartlett was there

and recounted Herb in the A40: "In the Ultimate Echo feature race at Ardmore, it could be heard powering into a corner when everyone else had 'buttoned off' and were braking. The car used to be driven really hard at all times. Herb also remembered this race: " ... the handling was so predictable, I could drift past faster cars around the hairpin only to have them pass me on the long straights - however some of them eventually overdid things .. "

It all ended at the Houghton Bay hill climb in Wellington, when a massive accident ended Herb's racing career and caused major damage to the A40 Special. As Buster Bartlett described it: " ... unfortunately, Herb Gilroy had a rather nasty prang in the car at the Houghton Bay hill climb in Wellington. He sustained quite bad injuries, if I remember correctly, losing the sight of one eye. I was there and it was not nice, but the car was certainly motoring at the time, cornering on the tar seal in real speedway style. Gilroy never raced again as far as I know". Herb's view on the incident was: "... / never wanted to see a race car again as my accident altered my whole life - caused by my exuberance and not the car...".



Above: Des Herrick in his original Speedway midget, here fitted with the Hudson Terraplane engine.



Right: Taken during the Herb Gilroy/ Ralph Watson conversion from Speedway car to circuit racer. The old #66 nose-cone is visible on the top right.

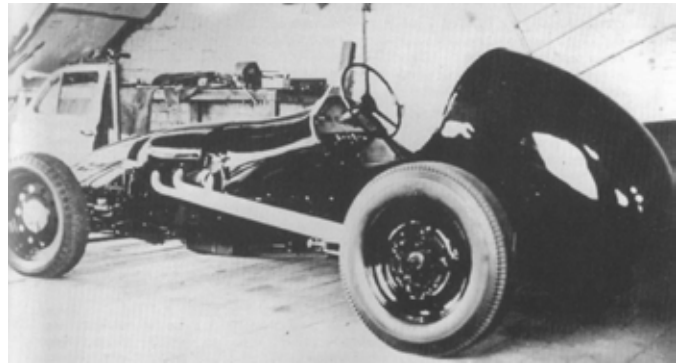
RESTORATION

In 1956 the remains went to a former Auckland speedway driver Dave Lichtenstein (now living in Cairns), who had it re-bodied by Khyber Pass Road body builders May & Findlay but retained most of the running gear and the rear body section of the original Des Herrick midget. Dave remembers the car thus: "Now to the car you question me about. As you possibly know, Herb Gilroy nearly killed himself in it. I bought it as a wreck from him and with help from Bruce McLaren, Phil Kerr and Colin Beanland, both of whom went with Bruce to England, restored it in my home garage which was just a few houses away from the McLaren's residence in Upland Rd., Remuera. A new body was built by a panel beater in Khyber Pass, and I raced it once at Ardmore and once or twice at Muriwai hill climbs. It was a terrible car to drive." Dave ran it for a while, but it ended up in a Greenlane car dealer's yard around 1958.

The next owner was a 16-year-old sheep farmer's son from Bulls by the name of Chris Amon. Chris bought the car in 1959 (as his first race car) for 200 pounds which accounted for most of his savings. Chris described it as "...a tuned-up Austin A40 which for some strange reason had a Bugatti gearbox (apparently the Bugatti box had been reinstalled)..". Chris ran it at the Admiral Road hill climb, coming fifth (despite losing a wheel). The period report of this event is interesting: "...the event was run twice, the second being a round of the national hill climb championships, the Gold Star, and this attracted entrants from all over the country. Of course, the records tumbled again. Duncan McKenzie of Wellington was fastest in his Cooper at 43.6; D Lawrence set a new sportscar mark at 47.2 in his Cooper 1100; and Alistair McLeod in his very rapid Mk 2 Zephyr showed the way for saloons at 50.7 secs. A young driver from Bulls competed in his Austin Special and made 5th fastest time - the only time Chris Amon has competed here...". Chris later ran the A40 at Levin, where it's performance was memorable - "... the A40 left the line with a substantial handicap, but it never finished the race, the head gasket quietly blowing and most of the plug leads falling off before the whole motor expired in a cloud of steam - and with it Chris' 200 pounds..". Chris remembered the car being painted black and being "...a fearsome looking object...".

In the book "Trio at the Top", the A40 Special is referred to as "...something of a joke.." and being "...one of the worst handling cars Chris has ever driven...". This "rubbishing" of the A40 Special, when reported in the "Wairarapa Times-Age" in 1983 raised considerable outrage from both drivers and spectators who knew the car in Herb Gilroy's time. A number wrote to the Times-Age defending the car and one even came to the conclusion that "...perhaps Gilroy at those (period) meetings was a better driver than a young Amon...". Interestingly, one local resident recounted the A40 being "... a very forgiving car - Chris was seen to drive it at times gazing skyward with both hands clasped in prayer...".

Unsurprisingly Chris sold the car on and a succession of owners and drivers including Keith Smith, John Curtis, John Maisey, Doug Lawrence, Ken Smith, John Riley, Bruce McLaren, Graeme Harvey and Garth Souness experienced the delights of the A40 Special. As with most old racing cars at that time, it had had a hard life and, apart from general deterioration, bits had been changed, lost, or taken for other projects. The remains ended up with Fred Courtney in Kaikohe. In TACCOC's August 1977 Bespoke magazine, it is noted that "... Fred Courtney has offered to track down the old Chris Amon A40 Special ... Fred sighted the car many moons ago and it was seriously wounded then... A car with a good history is well worth saving. Anyone looking for a restoration project could do a lot worse than that particular vehicle... "



Following the Dave Lichtenstein rebuild. This was the form in which Chris Amon drove it.



John Curtis, at the Chamberlin Road Hillclimb, 6th September 1964.

In 1981 the Courtneys were racing the Jackson Special at Ohakea and mentioned to local Masterton sports car enthusiast John Wilson that they had the remains of the A40 Special. John dwelled on the idea of the project and subsequently rang the Courtneys, who said that if he was keen enough to travel to Kaikohe and back, he could have the Amon car parts for nothing. John and a mate did the trip in a weekend - a solid twenty six hours of driving.

By 1983, after 500 hours of labour and the outlay of \$700, the A40 Special was re-born. Many parts were new but the chassis, parts of the body and some mechanical bits dated back to the Des Herrick days. Interestingly, when I contacted speedway historian Gordon McIsaac regarding the A40's early midget history, he instantly recognised the chassis as coming from Des Herrick's number 66 Speedway car. Gordon was a Des Herrick fan, having been in the pit crew for the car from 1947 to 1950, and he bought out a huge scrap book just on Des Herrick and his cars.

John Wilson's restoration was in many ways "in the style of" the car's early guises, as he didn't have any photographs on which to base the missing body panels. In any event, the A40 Special has had a number of forms over the years:



RESTORATION

1. The original 1947 B4 Ford Des Herrick speedway midget
2. The modified 1948 Hudson Terraplane speedway midget
3. The early 1950's Herb Gilroy/Ralph Watson lengthened chassis circuit car
4. The 1956 re-bodied Dave Lichenstein/Chris Amon circuit car
5. The 1983 John Wilson restoration (the current form)

After running the car in a few events, John put it up for sale in order to concentrate on other projects. Wellington sports car owner and racer Bill McElwee became the new owner, and raced it at Manfeild and Ohakea. However, other projects got in the way, and the A40 Special was put into storage in the late 1980s.

I often had thoughts of trying to track down Des' speedway midget, as it had frequently been the topic of conversation when I was a child, and our family went to the Speedway at Western Springs. Des was my father's cousin, and he had gone on to drive a Cyril Goldfinch-built midget that had some sort of ownership connection with my grandfather. A couple of years ago, I started some casual research, which ended up with me contacting Bill McElwee earlier this year. Following a trip down to Wellington to view the car (in remarkably good condition in the back of a printer's workshop in Miramar), a deal was done and after more than 55 years, the Des Herrick midget/A40 Special is back in family ownership. I intend to get the car running without undertaking any major restoration. I think that the patina that it has is all part of its history and it is not one of those cars that fits comfortably with being made into a "perfect restoration". I will also keep it in the style that it now is, as that is what it has evolved to, and it would be wrong to try and "turn back the clock" and make it into something that it was forty or more years ago. The only things I intend to do are putting its drum brakes back on the front and redoing the dash and steering wheel - the last owner altered these when he was considering getting it road registered to be able to run in street parades! I intend to primarily use it as a hill-climb car and hope that work on it can get underway soon - however there is the Lola to finish and then there is the Lotus to finish and

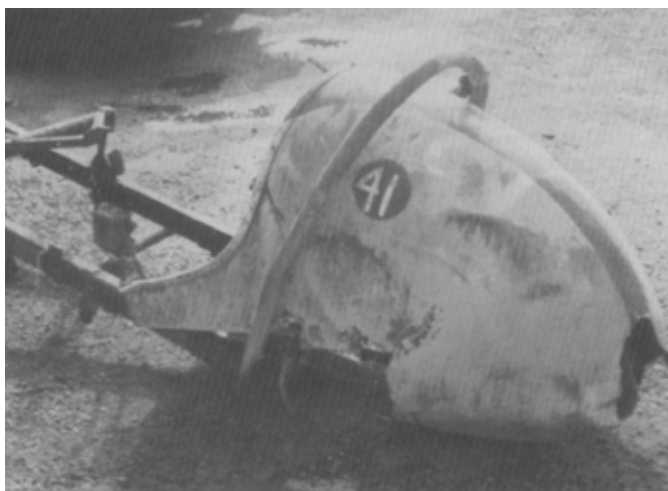


Current condition, and Roger Herrick's starting point.

"First published for the TACCOC Bespoke magazine in (from memory) 2006. Since this first article was published, a few more pieces of information and lots more period photographs. Also, records have surfaced but the article is mostly correct." Roger Herrick



The A40 in current configuration.



Some of the remains, as found by Fred Courtney, from which John Wilson





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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.



AUTHENTICITY MADE EASY

JLR CLASSIC IMPROVES ACCESS TO GENUINE PARTS WITH NEW OFFICIAL EBAY STORES



- Finding the right part or accessory for classic Land Rover and Jaguar models is easier than ever with the opening of two new official stores on eBay
- New online shops include more than 5,000 authentic and original items, now available on one of the UK's biggest marketplaces for car parts and accessories
- JLR Classic provides authentic and original parts for Land Rover and Jaguar models that have been out of production for 10 years or more
- Official parts are manufactured to precise specifications using original drawings and tooling, often by the original supplier, ensuring absolute accuracy
- Find the new stores at Land Rover Classic and Jaguar Classic

Finding the right genuine parts for classic Land Rover and Jaguar models is now even easier thanks to a pair of new online stores on one of the UK's biggest marketplaces for car parts and accessories.

The new JLR Classic eBay stores supply original and authentic OEM parts for Land Rover and Jaguar models that have been out of production for 10 years or more. Together, the Official Land Rover Classic Parts and Official Jaguar Classic Parts stores already include more than 5,000 listings and that number is set to grow.

Clients will be able to find everything from a genuine period-correct Jaguar E-type toolkit to an entire tail door assembly for a 2007 Land Rover Defender using the online shops.

In this way, the initiative gives enthusiasts and owners another way to access the precise parts needed to complete a renovation or restoration, or simply to keep a much-loved model on the road.

We want to help enthusiasts find our uniquely original and authentic collection of parts and accessories as easily and conveniently as possible. The new official Jaguar and Land Rover eBay stores will give clients more choice in how they purchase the items they need, improving accessibility to our genuine Classic parts for our Jaguar, Range Rover, Defender and Discovery brands.

GLEN KELLY: HEAD OF PARTS AND ACCESSORIES, JLR CLASSIC

JLR Classic provides only genuine parts, which are accurate recreations of original items, engineered to the finest tolerances using original drawings, materials and tooling to ensure 100% authenticity – often produced by the original supplier. The expert engineers and craftsmen and women of JLR Classic are committed to helping clients maintain the unique spirit of classic Jaguar and Land Rover vehicles.

Operating from the state-of-the-art JLR Classic Works facility in Coventry, the new online stores provide parts for Land Rover models ranging from early Series models to more recent examples, including the Freelander and Range Rover Sport. The official Jaguar Classic store includes genuine parts for everything from a Daimler Limousine or E-type sports car to an XJS coupe or X-Type saloon, all available to order online for delivery direct to clients.

Team MAS made up of Mark and Mary-Alice Thomas along with Brian, Jeri, Chase and Blake Lomas had 3 generations of their family along for a day at the races.

Team Crispe resplendent in their white overalls, to begin with at least, could only manage 2 generations with Sam and Patrick joining Simon on the track. It is a few years before Tui or Benjamin are expected to drive, both still being under 3 years of age and not tall enough to participate, yet.





WEBB'S SUMMER AUCTION

featured a great Jaguar line up with models spanning nearly 80 years from an immaculate 1934 SSL to a pristine 2013 Callum designed XF

Set up at the Due Drop Centre in Manukau City, Webbs had arranged the Jags in an impressive line-up broken only by the insertion of a stunning NZ New Auburn Roadster, which incidentally failed to sell!

The Jaguars featured were as follows:

1993 Jaguar XK6 (XJ40 3.9 litre) Sport

A New Zealand new car sold by Archibald's in Christchurch and in exceptional condition with full Agent Service History, having travelled just 66,000km. It sold for over the upper estimate of \$20k and with Buyer's Premium (BP) the new owner paid just over \$24,000 for this excellent example.



1953 C Type Recreation

Built in 2009 by renowned classic Jaguar builders, Coventry Classics in Dunedin with hand-made aluminium bodywork around a synchro gearbox and upgraded 3.8 litre XK engine running triple 45 DCOE Webers. Although not all that faithful to the original XK120 C Type specification, this was a

beautifully prepared example and it sold after the auction for quite a reasonable \$135,352 including BP.



1966 S Type 3.8 automatic

Another excellent classic 1960's example of the marque that has been in NZ since the early 1970's and clearly hugely cherished over many years. It still looked in excellent condition and sold for nearly \$26,500.

1960 XK150 3.8S Fixed Head Coupe

A very well known car in the JDCA that was restored and hugely cherished by Bill & Cheryl Crook since the mid 1990's. It also featured in Richard Waugh's history of Classic Jaguars in New Zealand as one of the best examples of this very rare run out specification of the final incarnation of the XK150. One of only 115 cars in right hand drive specification with the hugely powerful 265bhp 3.8 litre with the straight-port cylinder head and triple SU carburettors that was fitted



JAGUAR AUCTION



to the first E Types a year later. We are all delighted that this rare and wonderful example sold to a new Club member and will be cherished as Bill and Cheryl have in the next chapter of its long life here in New Zealand. The price achieved of \$231,000 including BP reflects its great rarity and desirability as one of the greatest grand touring cars of the 20th century.

1934 SS1

This rare and iconic pre-war car, apparently one of around 2,500 built, was imported as a saloon in 1979 and very expertly rebodied in steel as an open tourer at that time. It also has an SS100 engine. Regrettably the lack of an established provenance and the significant areas of non-originality, held it back and it did not sell. It remains a beautifully presented vehicle and hopefully someone will see the value in owning it. *(image at top)* I think you will agree these 3 lovely cars looked fantastic as a group at the Sale.

2013 XF 2.2 Diesel

The newest Jaguar in the Auction line-up was this lovely example of one of Ian Callum's greatest designs to revive the space pace and grace of Jaguar Cars. This one owner NZ new example with just under 19,000kms travelled since new, easily found a new owner for the bargain price of just \$22,425 including BP. Probably the bargain of the Auction.



1986 XJ6 4.2 Auto Series III

The Series III launched in 1979 with its Pininfarina styling upgrades and was the last of the great XK engined Jaguar saloons, which proved far more popular than Jaguar had expected. Apparently still wearing its original paint, this car is a testament to its several owners' great care of the car. This was clearly recognised in the auction room and it sold for just under \$11k including BP which was just \$1,000 below the perhaps ambitious auctioneer estimate of \$12-15k. Someone

acquired an awful lot of classic XJ6 for the money.



2000 XKR Fixed Head Coupe

Last but not least the 370bhp XKR Fixed Head Coupe imported from Japan in 2008, with one kiwi owner and now with 94,000kms on the clock. The car was in good condition for its age. There are some minor marks on the paintwork, but its interior is in great condition. A very powerful and comfortable tourer, but again failed to find a buyer at the perhaps ambitious guide of \$28 to \$35,000 indicated by the auctioneer.



So in summary, out of this group of eight Jaguars, only 3 (so far) have not sold; a sell rate of 62.5% and the XK150S made the highest price of the sale.

A number of our Club members attended and reported that the auction room was pretty full of people. However, the majority kept their hands in their pockets it appears, because out of the 38 cars on offer including a Porsche 356, a Big Healey and several American cars, only 15 have found new owners as of the 5th December. That's a sell rate of just 39%, so significantly below the result for Jaguar!



Jaguar TCS Racing top all sessions at the ABB FIA Formula E pre-season test

Jaguar TCS Racing have completed the 2024 ABB FIA Formula E World Championship official pre-season test at the Circuit Ricardo Tormo in Valencia, Spain. The British team had a successful week setting the fastest times in all three sessions, demonstrating the performance of the Jaguar I-TYPE 6.



ON THE TRACK

Mitch Evans set the fastest overall lap of the week with a 1:24.474 and topped the first two session times on the 3.376km circuit. New teammate and fellow Kiwi, Nick Cassidy, finished the week well by topping the final session with a 1:24.617.

In total the team completed 457 laps, equating to 1542 kilometres – the equivalent of driving from the team base in Oxfordshire to Monaco.

Friday's testing started with a race simulation where where all teams practiced race conditions, including both ATTACK MODE and pit stop procedures. Overall it was a valuable session to gain further information and learnings to take into the new season of the all-electric World Championship.

It's been a successful test in Valencia for us at Jaguar TCS Racing – topping every session really showcases the pace and performance of the Jaguar I-TYPE 6. It's always important to learn as much as we can and test our operations and procedures as we head into a whole new season, we've gained a great deal of knowledge over the week.

Both drivers worked through their programmes with their engineers and demonstrated their pace over the last three days. Settling Nick into the team has been great and a nice end to the week for him, finishing on top of the time sheets and following on from Mitch doing the same on Tuesday and Thursday. Our focus now shifts to preparing for Mexico, there is still a lot to do and we are going to work hard to be ready for the start of the season in the best possible way.

JAMES BARCLAY

MANAGING DIRECTOR OF JLR MOTORSPORT AND JAGUAR TCS RACING TEAM PRINCIPAL

The official test here in Valencia has been really beneficial for both myself and the team. I topped the first two session times which is promising and gives me further confidence that the Jaguar I-TYPE 6 has strong pace. However, we're still 78 days away from the first race in Mexico City and we know that other teams will be doing their best to close the gap and make improvements. I'm looking forward to racing again in January.

MITCH EVANS

JAGUAR TCS RACING DRIVER #9

I raced the Jaguar I-TYPE 6 with Envision Racing last season so I'm familiar with the race car and powertrain, but for me, testing was invaluable in order to meet the new team and quickly get to grips with how they operate. We had a good week as a team in Valencia and finishing top of the times in the final session felt really positive. We can't wait for the season to get underway in Mexico – we will give it everything we've got.

NICK CASSIDY

JAGUAR TCS RACING DRIVER #37



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Jaguar TCS Racing moves into state- of-the-art headquarters in Oxfordshire ahead of new season of all- electric racing

Jaguar TCS Racing has opened a new technical headquarters in Kidlington, Oxfordshire, as the team prepares for the upcoming 2024 ABB FIA Formula E World Championship.

The British race team has relocated to the state-of-the-art innovation centre at the recently opened new Fortescue WAE facility. From here, the race-winning team will continue to design, develop and manufacture the powertrains in the four Jaguar-powered race cars, as the successful customer-relationship with Envision Racing continues for a second season.

The new facility features a powertrain build lab, where the team assemble MGUs and inverters, two core components of their powertrain hardware. It also features a workshop with car work bays, which act as dedicated stations for working on the Jaguar's Formula E race cars; a sub assembly room, where the main cases, gearboxes, suspension, and cooling

systems are assembled; amongst many other purpose-built rooms.

It also becomes home to the team's driver-in-the-loop simulator, where drivers Mitch Evans and Nick Cassidy will test and prepare for the 2024 races, including both the new and existing circuits in some of the most exciting cities across the globe.

During the 2024 ABB FIA Formula E World Championship, Jaguar TCS Racing's remote operations room will be based at the Kidlington HQ, where engineers will provide vital set up and strategy support to their trackside colleagues.





Formula E continues to be a real-world test bed for electric vehicle hardware and software in a high-performance environment. Jaguar TCS Racing, along with their portfolio of world-class partners, develop and innovate new cutting-edge technology to compete for World Championship success, whilst discovering race-to-road insights for electric powertrain, sustainability and software technology improvements. Innovation and technology transfer from Jaguar's Formula E race cars support the reimagining of Jaguar as an all-electric, modern luxury brand from 2025.

To celebrate the launch of the new facility, Jaguar TCS Racing hosted an exclusive immersion event to open the doors to the new team base and showcase some of their technical innovations and pioneering materials through bespoke art installations.

The event, opened by James Barclay, Managing Director of JLR Motorsport and Jaguar TCS Racing Team Principal, and Judith Judson, CEO of Fortescue WAE, offered an insight into the facilities, technology and committed team that are integral to a World Championship winning car.

Moving into our new technical headquarters is a significant milestone for Jaguar TCS Racing and it's come at the perfect time. We are soon heading into the 2024 season of the ABB FIA Formula E World Championship where we will continue our pursuit of points, podiums, and race wins.

With our technical partner Fortescue WAE, this new facility provides a world-class platform for our talented team to thrive and engineer our future success in the pinnacle of electric motorsport. Innovations and technology that we will develop here in Kidlington for the racetrack will continue our race to road philosophy as we share the latest

in electric vehicle breakthroughs with JLR to support our future production vehicles.

JAMES BARCLAY

MANAGING DIRECTOR OF JLR MOTORSPORT AND JAGUAR TCS RACING TEAM PRINCIPAL

We are delighted to be part of the new facility opening today and our continued partnership with the Jaguar TCS Racing team. Following the success of last year, we are looking forward to the new season, working from our all new, dedicated base in Kidlington with state-of-the-art equipment and a team committed to delivering on the track.

JUDITH JUDSON

FORTESCUE WAE, CEO

The 2024 ABB FIA Formula E World Championship commences on 13 January 2024 in Mexico City, for the first round of many thrilling all-electric wheel-to-wheel races.

To view and download Jaguar TCS Racing's full press pack from the event, including press release, case studies and biographies, please [click here](#).





NIRVANA FOR A HISTORIC RACING FAN

It was 3 days of pure nirvana for this historic racing fan. The Fourth Annual Velocity Invitational was held 10-12 November at Sonoma Raceway in the scenic wine country north of San Francisco. The event is promoted as a luxury automotive, racing and wine experience, modelled to some extent after Goodwood, albeit California Style. This year's event was even more special, celebrating the 60th anniversary [<https://sportscardigest.com/2023-velocity-invitational/>] of the team founded by Kiwi Bruce McLaren.

Joined by long time West Coast friends and fellow petrol-heads, I enjoyed three days of being amidst cars that I had seen racing in the US and Europe "back in the day" along with a wealth of other very rare historics and modern road cars. The range of cars spanned over 100 years, from a 1920 Duesenberg, to 1950s, 60s, 70s racers and well over 40 McLaren supercars along with Lamborghinis, Ford GT Mk IV's, and others. Racing entrant photos are shown here. [<https://velocityinvitational.com/on-track/>]

As an Invitational, all the race cars must be authentic, with race-period experience. There was so much to see that it was hard work (lol) over the three days to make sure that my focus on the amazing McLaren show didn't mean missing some very special Jaguars too. I'm sure JDCA members would be impressed with the 1955 Jaguar D Type Ecurie Ecosse that raced in Group 1 for 1947-1956 Sports Racing and Production Sports Cars. Other Jags in the group were a 1953 C Type, 1951 XK 120, 1950 Parkinson Jaguar Special and a 1952 Jaguar XK 120 OTS. A total of twenty-one beautiful historics were on the grid. Group 2 for 1956-1962 SCCA Production Sports Cars had just one Jag, a 1961 XKE.

Current McLaren Racing drivers had a field day driving the legendary cars shipped over from the UK [<https://www.mclaren.com/racing/indycar/2023/mclarens-legendary-cars-on-display-at-velocity-invitational/>] including Bruce McLaren's 1969 F1 and championship F1s driven by Emers-



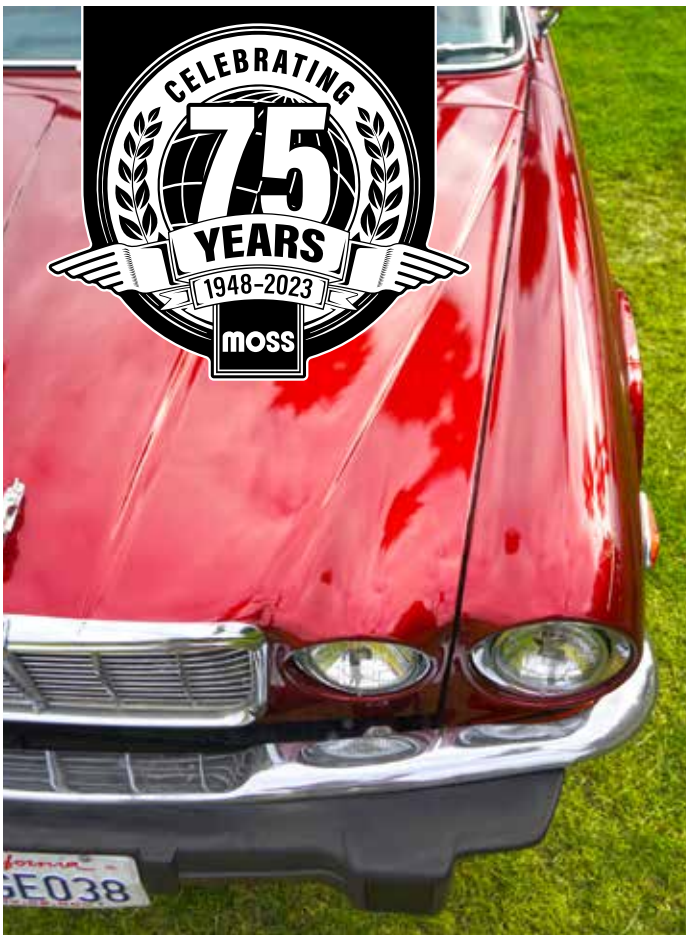
son Fittipaldi, James Hunt, Niki Lauda, Mika Hakkinen and Ayrton Senna. The so-called daily "parade lap" of these cars was anything but with drivers [<https://www.mclaren.com/racing/heritage/mclaren-racing-reveals-full-lineup-for-velocity-invitational/>] including Lando Norris (F1), Pato O'Ward, Alexander Rossi and Tony Kanaan (Indy) and Tanner Faust (Extreme E) putting on a great show at near racing speeds. And with typical McLaren attention to detail by the mechanics, there wasn't a single breakdown.



PAT'S VELOCITY DETOUR

The total of ten racing Groups provided plenty of entertainment (and noise) for racing fans, as did the endless array of cars on display in the paddock and grassed areas. All were easily accessible, as was the quality food and wine! Admitting my bias, and fortunate enough to know several current owner-drivers, I sure didn't miss any of the F1 and Can Am qualifying and feature races. In addition to being one of Velocity's organisers, the CEO of McLaren Racing Zak Brown was racing two of his own historic cars, a 1980 Williams F1 (raced by Alan Jones) and 1970 McLaren M8D (raced by Dan Gurney). And the Kiwi connection with McLaren Racing remains strong, with Zak now also a patron of the Bruce McLaren Trust.

While the annual Velocity Invitational evolves as "Goodwood West" [<https://www.magnetomagazine.com/why-velocity-invitational-is-going-to-grow-and-grow/>] I highly recommend it for Kiwi sojourns to California!



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Interesting Jaguar Calendar

I'm delighted to announce the launch of Julian's 2024 Jaguar Calendar and we are quietly chuffed that we have reached our 10th Anniversary issue!

Hats off to Julian, who each year for 10 years has given me 14 splendid new pieces of watercolour art for each calendar. A record of sustained creativity that truly deserves very special praise.

For our 10th Anniversary Issue, Julian's artwork once more makes this calendar unique among all the Jaguar calendar offerings across the world. Not one from anywhere else features specially-commissioned artwork of this quality. His cartoons are accurate in their depiction of the cars and display a rare humour. Some prompt a smile of recognition; others are laugh-out-loud. My favourite this year is his wry depiction of exactly where an Apprentice fits into the workshop order of things!

If you would like to secure some of Julian's original artwork for your own collection, I can confirm that as in previous years, his artwork for the 2024 calendar will feature in my next auction, along with a goodly range of his earlier work

As always, this new calendar is a limited edition of 100 copies world-wide, with each one signed and numbered by Julian. They are A3 size (12 ins x 17 ins) printed on heavy-duty paper and with a metal spiral binding at the top so each month can be rolled over to the back as it ends. They will all be posted in full-size card envelopes for strong protection.

We have held the price at £25 for another year and that includes postage for UK buyers. Sadly, Royal Mail and other carriers have increased their rates (again!), so with consider-

able regret, I have had to increase our postal rates for other destinations - despatch to Europe is now £12 and to the rest of the world £18 I've checked the rates for our first calendar and these new rates represent a £6 and an £9 rise in 10 years. By way of contrast - the hourly rate of the technical wizards who run my website jumped from £60 per hour to £90 per hour in one hit earlier this year!

These new postal rates reflect in the ordering proforma, which can be found on this link - [Julian Kirk's 2024 Calendar | Jaguar Automobilia Collector](#). Once I have your order, I'll send you an invoice showing the correct postal rate for your location. Please do use this proforma for your orders. It is formatted to give me all the information I need to draft invoices, print postal labels and all the other related adminery. Bearing in mind that I am still working through the post-closure auction admin as well, anything that saves me time is most warmly welcome.

I aim to send out invoices within 48 hours, however, please bear with me if this slips while I am clearing the initial flurry of orders.. That said, we have sold out in the past three years, so do order early.

Finally, each year brings requests for calendars bearing a specific number - for a birthday; house number; car number or simply a lucky number. I'm more than happy to offer this service again, but strictly on the basis of "first come, first served". Once a number has gone, it's gone! If you would like such a number just add it into your order proforma below your address.

Onwards!

Ian



JAGUAR AROUND THE WORLD

— NEWS CLIPS

1. This is my Jag Story - Many stories about Jags.



I grew up in Griffith NSW where my family owned a rice farm. My uncle, now deceased, purchased a brand-new Jaguar Mk 1 2.4Litre. It was...

[Read more:](#)

2. My Jaguar XJC Restomod

The jaguar XJC and it sister model the Daimler Sovereign Coupe are the rarest of all Jaguar models with a short production life...

[Read more:](#)

3. Car Enthusiast tracking the lost Jaguars of Nelson



For the past five years Brian Devlin has been on a mission to find some of New Zealand's rarest big cats. These cats...

[Read more:](#)

4. Vehicle Collections

Click on the images to view the details...

[Read more:](#)

5. '45 - '50 Post-War Production



The wartime aircraft and fabrication work had the beneficial side effect of introducing the company to aircraft design and techniques but early post-war times were difficult for British companies. Amongst other problems were shortages of steel and foreign currency. The Government issued the dictum, 'Export or Die' and steel quotas were closely related to export performance - in other words, no exports, no steel!

Production was resurrected by reintroducing the pre-war range in largely unchanged...

[Read more:](#)

6. The Jaguar XJS Story

I've been meaning to blog about my adoration of the XJS for ages. Previously, I blogged about the 1986 Alfa Romeo GTV6 and the 1989 Mercedes R107 560sl. Both of which I own. And equally adore. Before I owned either one of them I owned Jaguars. And really—for me...

[Read more:](#)



JAGUAR FUTURE

7. The Sketchy Tale of a Missing Jaguar ... and a 20 year battle to bring it home.

A prang in a Newmarket car park began a decades-long misadventure involving police, bankruptcies, liquidators and lawyers. Jonathan Killick investigates.

When William Cottrell dropped his red E-type Jaguar off at an Auckland restorer in 2001, he had no idea...



[Read more:](#)

8. JLR Closely Monitoring Demands for Electric Vehicles in India



Jaguar Land Rover India is closely monitoring the demand for pure electric vehicles in the country and depending on that, the British luxury automaker owned by Tata Motors will develop its EV strategy, claim a PTI report. The report

[Read more:](#)

9. Here's how Jaguar plans on reinventing itself to shock the world. - Top Gear Magazine



E-Types? Where Jag's going, they don't need E-Types. Open the Classic Jag swear jar!

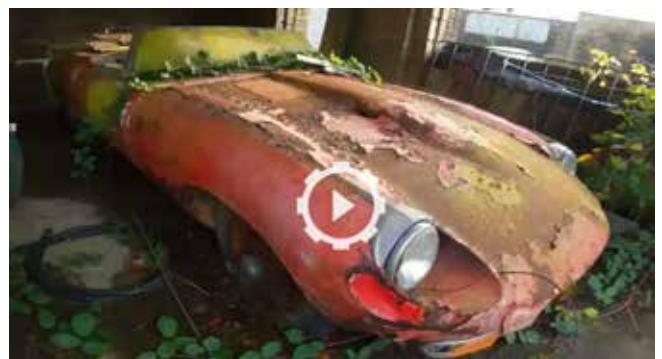
Jaguar wants you to forget about the E-Type, so let us unceremoniously open the

Classic Jaguar swear jar. Any mention of The Holiest of Big Cats or the lore surrounding it requires a hefty donation; factoids like Enzo Ferrari once thinking it was really quite lovely [ching]. Dammit, we're already off.

Forget it. Forget the other Really Important Big Jags...

[Read more:](#)

10. This Rotted Jaguar E-Type Barn Find will be the Saddest Thing you see today.



This Series 2 Jag was parked in the late 1970s with just over 31,000 miles on the odometer. - by Christopher Smith

At some point in the late 1970s, someone decided to park this Series 2 Jaguar E-Type. A registration sticker visible through the clouded windshield shows 1978, and we see just 31,499 miles on the odometer. We have no idea why it was parked, but time has not been kind to this abandoned classic. This isn't so much a barn find as it is a graveyard discovery.

The car was uncovered in the UK

[Read more:](#)

11. Jaguar E-Type with Supra 2JZ Engine, BMW M3 Gearbox will upset Purists.



JAGUAR FUTURE

It has Corvette front brakes while the rear ones come from a BMW 5 Series.

By Adrian Padeanu

The Jaguar E-Type is widely considered one of the most beautiful cars ever made, right up there with the likes of the Mercedes 300SL Gullwing and the Lamborghini Miura. As you can easily tell, this isn't your ordinary version of the stunning British sports car since it has received a controversial make-over. Built by DevSpeed Motorsports for the 2023 SEMA show, the radically transformed E-Type is at Eneos' booth in Las Vegas this week.

Japan's largest oil company and supplier of motor oil

 **Read more:**

12. Jaguar EVs will gain access to Tesla Supercharging Network.



The company announced that its next-generation vehicles will incorporate the NACS charging connector (in North America).

By Mark Kane

Jaguar announced that it has signed an agreement with Tesla to gain access to Tesla's extensive Supercharging network in the United States, Canada, and Mexico.

Additionally, the company officially revealed that its next-generation electric models, which will be launched in 2025, will incorporate the Tesla-developed North American Charging Standard (NACS) charging connector. In other words,

 **Read more:**

JAG ON THE NET

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



The most beautiful car ever made



Jaguar E-Type Series 1 - idrive classics



Difference between XK140 & 120



Recently completed SS100



What is happening in other JDC's throughout the country?

[Link to our website and e-mags](#)

'Jaguar Drivers' Club Publications - Around the country.'

Read what is happening in Wellington, Nelson and Otago JDC's.



NATIONAL RALLY JAGUAR DRIVERS' CLUB

To New Zealand Jaguar Drivers' Clubs

This notice is for the first stage registration for the National Rally to be held in Christchurch over Easter 2024. Starting program on Friday 29th March through Saturday 30th March and Sunday 31st March 2024.

A rally program will be sent out closer to the rally date within 2024.

The venue for all events is to be held at the Wigram Airforce Museum complex located at 45 Harvard Avenue, Wigram, Christchurch.

We have not as yet managed to secure final pricing for the Rally but be assured we are trying to keep this as affordable as possible for the venue and events and meals we intend to provide. Our mission is to get this below \$450.00 per person.

We have talked to a number of Hotels within Christchurch, and they are all keen to offer a discounted rate for delegates attending the National Rally and these are as follows:

Commodore Hotel

Address: 449 Memorial Avenue,
Burnside, Christchurch 8053

Phone: 03 358 8129

Novotel / Ibis

Address: 52 Cathedral Square,
Christchurch Central City, Christchurch 8011

Phone: 03 372 2111

Rydges Latimer

Address: 30 Latimer Square,
Christchurch Central City, Christchurch 8011

Phone: 03 379 6760

We have also registered with KiwiRail New Zealand and are negotiating a discounted Ferry crossing within the Inter-Islander Ferries. We will advise this as it is sorted and put in place.

We look forward to receiving your Rally registration for our National Rally and encourage you to do this to secure your place and be certain of attendance.

Any questions or queries then please contact by email for the best response.

Regards

Craig Murphy & Ken Winsloe

Chair & Organisers for the National Rally 2024

Jaguar Drivers' Club Inc

PO Box 1293

Christchurch 8140

(03) 348 5775 or 027 225 2003

Email: info@jaguardrivers.co.nz

Website: www.jaguardrivers.co.nz

don't miss an issue...
join the club!

The official magazine of NZ's most exclusive club. For a one-off joining fee of just \$50 and an annual fee of \$100 your magazine will be delivered as a hard or digital copy every two months!
 go to... www.jaguardriversclub.co.nz or email us... jagclubak@gmail.com



Welcome! new members

- Nigel & Liz Woodd
2022 F-Pace, Portofino Blue
- Isaac Broome
1982 XJ6 Series 3 Daimler Silver
- Paul & Carol Haines
2013 XK (X150) White
- Jeff & Rosemary Cook
2007 XK8R 4.4L Black
- Levi Rusden
2010 XKR X150 White

A reminder to all members to wear their name badge at club events.
Thank you to all members who have paid their subs.

What's on your mind?

email: Editor.jagclubak@gmail.com

Letter to the Editor

Editor -

On behalf of the AJDC members who were lucky enough to have attended the aptly named "Horsepower Tour" of the Elite Waikato Stud. I wish to thank Simon and Marianne for arranging a most memorable club event that was held at the Elite Waikato Stud. I feel certain that all of us lucky entrants felt like we had struck the Double on the day and unanimously agree that we experienced the warmest of kiwi country hospitality generously shared amongst great company. So, here's a "Tally ho" to Simon and Marianne.

"It's not what you know but who you know."

Larry Raynor Olive

advertise in here...

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



CLASSIFIEDS

Jaguar XF 2016 Auto

Aluminium, Burgundy red with Bone leather upholstery. Low kilometers (57,800) and a very economical 2 litre turbo charged diesel engine with DEF system (diesel exhaust fluid AD Blue). Rear seats fold down; tow bar, cruise control, heated front seats, electric front seats, parking sensors front and rear, excellent reversing camera and owner's handbook. Service history available.

One owner. UK import in 2020. Asking price \$29,850 ono Peter & Paula Daye. Mobile 0272087973



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



It is free for club members to advertise classifieds in this magazine (\$10 to include a photo)
Please e-mail the text/photo to jagclubak@gmail.com
Non members may also advertise @ \$50 per issue (\$80 to include a photo)

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.

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



Jaguar Parts Wanted

- 1957 XK150 Fixed HC - front and rear windcreens, telescopic boot stay, 'J' branded headlamps, fitted suitcases, window wiper mechanism mounted near top centre of dash.
- 1966 MK 2 - front windscreen, radio of the era, tools for tool box
- 1971 E Type S3, Fixed HC - front windscreen, battery post cover (Pos)
- Book - Jaguar XK150 explored

If you can help, please call Murray Walker on 0274956788 or email muzpwalker@gmail.com

More photographs & details on JDC website

Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine Jaguar and Daimler original factory 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.

Mark Shorter 021 613616
David Shorter 021 610910
Email david@shortercars.co.nz

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



XJ8 2003

This smart aluminium bodied XJ8 is powered by the smooth 3.5 litre 6-speed 224kw V8. Grey, with cream leather upholstery. This vehicle is New Zealand new. Travelled a mere 150,000 kms. Roof lining has been professionally repaired. Fully serviced including an auto transmission oil change. This is a lot of car for the money.

Asking price \$10,900

Contact details. Logan Leeuw
Mobile: 02108415751



CLASSIFIEDS

More photographs & details
on JDC website

Chrome Jaguar hub caps

Set of 4 Jaguar chrome hub caps. all show shallow signs of corrosion however are dent free. Internal diameter is 260mm. The Jaguar label is detachable. Would look great once dechromed

malcolme@xtra.co.nz, ph 021784812

\$60 per set of four.



Workshop manual for Mk 7/ XK120

This is in good condition although shows some sign it has been used in a workshop environment. \$40 plus postage

malcolme@xtra.co.nz

021784812



2013 Jaguar XK 5.0L V 8 coupe

Two NZ owners. Absolutely stunning coupe in Black Amethyst with off black leather and dark Piano Wood inlays.

For More Details Please Phone

Cheryl Crook 0211540009



2006 XJ6

At only 75800 KM this car is in excellent condition.

2960 cc petrol. Finished in iridescent Green with Beige upholstery. The paint work is in excellent original condition with only minor blemishes. Head lining replaced, and it has near new tyres. Comes with a quality lined car cover and a set of rubber floor mats.

Alloy body. Reluctant sale due to another project.

Contact Hamish Russell

027 4931 896

For Sale, Sills for a Mk2 Rob Andrew

Pair of brand new door sills for Mk2 Jaguar. Ex UK including freight and GST cost NZ\$700, sell for NZ\$475 ONO.

Rob Andrew

at arjay2@xtra.co.nz or 0212417591



Free Magazines

I have some mags to give away that collectors may find valuable:

All are in pretty good condition and one dates to 1990.

- Jaguar Greatest Hits - Classic and Sports car
- Kiwi Cats Jags in NZ - NZ Classic Car
- NZ Classic featuring an E Type - July 2022
- NZ Classic Driver featuring Spitfires - August 2022
- Jaguar Magazine (Australia) - 4 issues
- Jaguar World (UK) December 2021
- Thoroughbred and Classic Car (UK) January 2020
- Practical Classics (UK) June 2000!
- Classic and Sportscar (UK) Jaguars included. October 1990!

Phone Alan: 021 909 952

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.

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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CLASSIC COVER

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Ellerslie Racecourse

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judged Concours d'Elegance
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in the country
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