



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$7

VOL. 27 | JULY | AUGUST 2020

Cats on the run
(post-lockdown road trip)

Mid winter lunch

Weekend away... back to the 70's

New JLR CEO announced



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From the Editor's Desk

As we continue the long process with returning our lives back to pre-Covid, there are things that will never be quite the same for a very long time. There are certainly many challenges to come and as we put this edition together, it highlights we are still fighting the battle. Considering the period of the lockdown and the sacrifices made by all, we find ourselves in an enviable position to bring back the postponed Events and continue to offer a wide variety of activities for our membership in the future.



In this issue we cover one of these postponed events - Weekend in Wairakei. Fully booked well before the lockdown, the popularity of these 'Weekend Away' events seem to grow each year. From all reports, this was once again a fantastic event. Stepping back in time to the seventies being the theme of the weekend away, proved to be a success as many patrons found themselves reminiscing about their youthful days. I highly recommend keeping an eye out for the next Weekend Away and be sure to book early.

Speaking of 'Keeping an eye out', hopefully you have seen the club's 'NEW' website. This was up and running at the end of July. At first glance, you may not have noticed much change at all. The front page appears to be similar, but we have cleaner structure and clearer headings. The most notable differences are in the 'Events' and 'Members Only' sections. When you click on each of the 'Events', there will be an opportunity to register for that event. This will generate a register list of those wishing to attend the event, send you a confirmation email and produce an invoice if payments/deposits are required. Please check out other up-coming events on the website. The 'Members Only' section is our secure password protected part of the website. I would encourage you all to visit this section so that your details can be as up to date as possible. Any changes to vehicles, additional purchases, e-mails and/or contact details, can all be changed securely and safely in the Members Only section. The website development has been a big job and has been managed expertly by Simon Crispe. I am sure you will agree, the website created is a more user friendly and streamlined site. A big thanks to Expert - Website Developers and Simon for the large number of hours put in to create this dynamic site.

Simon has been kept very busy as he and I continue with our quest to raid more garages to discover some wonderful machines hidden in them. Last month, we found ourselves outside an Industrial Unit in South Auckland which belonged to club member, Don Bowater. We thank Don for opening his garage and showing us his collection of Jaguars (and his recent foreign acquisition). Enjoy his background story and watch out for us knocking on your door.

With the borders still very much closed, I have heard of many club members experiencing and enjoying what this little country has to offer. Great road trips to those previously unexplored parts of this wonderful country we have. If you have such a story you wish to share, please use my new e-mail address 'editor.jagclubak@gmail.com' and share your experience with all of us.

I would like to thank the following contributors to this magazine: Dean Wright, Peter McElroy, Simon Crispe, Steve Heaney, Gene O'Neill and Jaguar PR. Another fine array of interesting articles to read so please enjoy.

Continuing to Support your Local.

Gerard Leeuw

Editor



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JAGUAR DRIVERS' CLUB



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REGISTERS

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



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A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

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

Cover image: The all new Project 8



president's report

As I am writing this, we find ourselves in our second week of Auckland's level 3 Lock-down. Who would have ever thought this would happen again? Just as the country was starting to recover and gain pace, we have been isolated from the rest and are unable to venture out of Auckland to see our beautiful country.

We are all hoping to get back to level 2 soon. If we all play our part, do the right thing, we can win the battle again. While none of us want to endure this terrible virus, we can ill afford to slow down our country's economy.

On a real positive note, our new club website is now up and running. <https://www.jaguardriversclub.co.nz/> If you have not seen it, please take some time to view it and log into the 'members only' area. Enter in your e-mail address and then click 'Forgot Password'. This will send you an e-mail with a temporary password. Use this to enter and then create a new personal password that you will remember. By doing this you will be able to update all your personal details, the details of your vehicle(s) and register for any of the club's upcoming events. This section will also give you access to the technical areas we are beginning to develop.

A huge 'thank you' goes to your Vice President, Simon Crispe, who took on the task to oversee the new system, including all negotiations with Expert, our software developer. Without Simon's hard work we would not have been able to have the system ready for the club's year end. Praise must also go to Dawn Judge, Gerard Leeuw, Steve Heaney, Sue Jenness and Pat Kerr. Without all their contributions and support, this would not have come to fruition.

In this magazine you will see details of our recent events. An evening was spent at Paint Protect Services, to see how this company can protect your pride and joy. My own vehicle was used on the night to show members Paint Protection Services skilled craft in action. Based on the workmanship on the nose of my XK, I can personally recommend Rob and his specialist team to look after your car.

Another wonderful event was the Wairakei Weekend Away, organised by Club Captain, Steve Heaney. This was the first break away for Christy and I since the first lockdown all those months ago. A fantastic relaxing weekend which we both thoroughly enjoyed. Joined by a large group of members filling twenty-seven rooms of the Wairakei Resort, just outside Taupo. What a night, as we celebrated our youth with all sixty people all dressed up for the 'Seventies' themed night. We did go a little crazy and relived our younger days in both costume and music. This event was so popular that we had over forty people stay for an additional night. I am looking forward to reading the report.

We still have many more exciting events planned till the end of this year, and hopefully, we can move out of the current Auckland Level Lock-down rules and enjoy a little more freedom once more. Check out all the up-coming events listed in this magazine and on the club website.

Keep safe during this time.

Christy and I look forward to seeing you soon.

Dean Wright

Club President



I see red, I see red, I see red!

(acknowledgment to Split Enz.)



There was certainly a Christmas spirit evident at the recent Mid-Winter Christmas lunch at the Riverhead Tavern. Most members attending searched the wardrobe for appropriate Christmas colours and turned up resplendent in Red and holly Green.

With the frustration of the last few months confining all to their homes, this event was an ideal way to “break the ice” and catch up with friends and share some interesting experiences. Officially, this was the first club event after the lockdown. The record attendance of around 85 was further proof we cat lovers were ready to party!

Our President, Dean Wright, welcomed everyone and additionally paid tribute to one of our past presidents, Noeline Edlestone, who sadly passed away during the lockdown period. I spoke to Noeline’s daughter Tracey at the time and passed on our sincerest condolences and expressed our disappoint-

ment that members could not attend a service. She was very appreciative of the club’s support over the years and said the Auckland Jaguar Driver’s Club was an important part of both her parent’s lives.

The Riverhead three course Christmas Lunch was the usual high standard and provided enough options for all tastes. Peter Daye assured everyone that the mulled wine he dispensed on arrival contained very little alcohol, but it certainly warmed the spirits on a cold winter afternoon. Once again, Allison and Paul Ingram volunteered to arrange the table settings with Paul providing the red Jaguar centre pieces, and Allison creating the amazing floral art pieces that adorned each table.

As most members know from past events, these fabulous centre pieces are a great fund-raising opportunity for the club to support our nominated charity... Camp Quality. The auction raised well over a thousand dollars which was helped along



with some unique Jaguar memorabilia donated by Patricia Kerr. Thank you to all those that put their hand up, and those that were caught scratching their nose and ended up with a lovely table decoration - it was much appreciated by Paula Daye, our club's Camp Quality coordinator.

As we all wended our way home, well nourished, I'm sure most thoughts were ahead to other exciting events that the committee have planned for the next six months. Thanks again to our club captain Steve Heaney and his assistant for this event, Peter Daye, for a most enjoyable occasion. This was the best club event to have to kick-off all the others planned for 2020.



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.

Alternative payment methods, please contact the secretary:

Send to :-
JDC(Auck) Inc.
PO Box 11043.
Ellerslie 1542.
Auckland



FATHER'S DAY "BLOKES & CARS/BIKES"

Coordinator: Richard Waugh
Community Event @ East City Wesleyan Church,
Botany from 9am to Midday. A display of classic cars
and bikes, engineering and hobbies.
There is also free continuous food available
and activities for children.

#20200906



FISH AND CHIP RUN

Coordinator: Steve Heaney
Take a relaxing drive and enjoy the lunch.
Further details to come. Keep an eye out for an e-mail.

#20200913



CLUB NIGHT & SPECIAL AGM

With guest speaker
Coordinator: Dean Wright
@ Remuera Club. Join with friends,
have a meal, and be entertained with the wonderful stories of Richard
Waugh. Further details are available on our website - EVENTS section.

#20200923



HERD OF COWS MORRINSVILLE

Coordinator: Dean Wright Rescheduled Event.
Free Event apart from petrol and lunch. A pleasant drive through the Waikato,
visit the 'Street Art of 60 Cows' for a treasure hunt with a planned lunch stop.
Meet: BP Autobahn at 9:30am.
Departure via the scenic route to Morrinsville will be at 10am.
Please bring a clipboard & pen.
Numbers are required for Lunch at 'Loxy & Co.'
Please confirm your attendance by visiting the events page on the website.

#20201018



BRICK BAY SCULPTURE TRAIL

Coordinator: Steve Heaney
Lunch at the café and a 2km walk featuring over 60 artworks, in a setting of native bush, ponds and open spaces.

Save the date... further details to come.

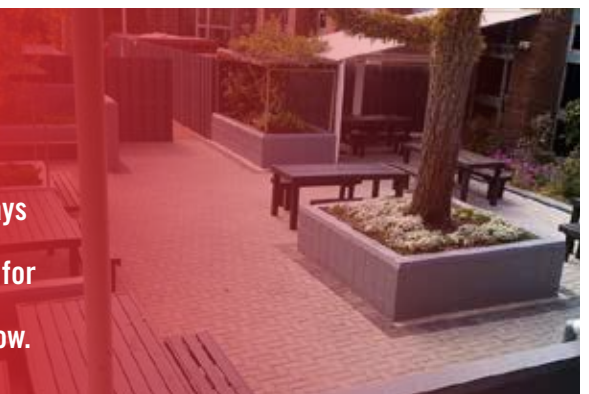


#20201115



AGM

@ 11:30am followed by lunch.
AGM papers to be sent to members 14 days prior to meeting.
We will need to know numbers attending for lunch to advise the caterer.
Save the date and booking details to follow.



#20201122



CLUB CHRISTMAS EVENING

@6:30pm - City of Sails Chorus. Entertaining you with Christmas Song & Carols. Back by popular demand. Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Save the date. Cost and booking details to follow.



#20201203



INVITATION 2021

JAGUAR NZ RALLY 2021

Hosted by the Taranaki Jaguar Drivers' Club.
Any expressions of interest please e-mail Peter Daye - peterjdaye@gmail.com
Registration and accommodation must be sorted as soon as possible as entries are now limited. We are now taking registrations on a waiting list. This means you still may be able to attend as there will be people who have registered who will not be able to attend in 2021.
We will contact you as vacancies occur.



#20210402



The morning dawned with great promise of a nice day to follow - rather like the promises of a politician seeking election but, as with such promises, it all changed in a very short space of time. We encountered heavy rain journeying down the southern motorway to the gathering point to begin our much-anticipated outing to Wairakei.

About 21 cars gathered at the Autobahn BP Service Centre meeting point. We found members huddling under umbrellas in a boisterous mood, looking forward to the weekend - almost reminiscent of the cold, damp but excited mood before a winter game of schoolboy rugby/schoolgirl netball.

But, right on 9am, organizer, Club Captain Steve, had us listening intently to our route instructions to get us to Matamata for a warming coffee stop. He even promised some improvement in the weather as we travelled south. The southern motorway was busier than I had anticipated for an early Saturday morning but once we crested the Bombay hills, it all changed. The rain stopped and the traffic thinned out! That Captain Steve certainly knew a thing or two!!

The gathering of Jaguars (or is it a pride of Jaguars) cruised down SH1 to the Ohinewai off ramp and through the beautifully green rolling north Waikato countryside. Not only was the scenery great, but the road across to Tahuna is a fabulous driving road with a combination of straights and flowing corners.

Given it was going to be a 70's theme for the evening, Liz had a selection of 70's music and Janis Joplin popped up with.... "we sang every song that driver knew" ... was that really 70's? Well, I did not know but the compiler of the compilation thought so, and I was in no position to argue. I thoroughly enjoyed the drive, the singing and the Thames Valley farmland.

We joined SH27 at the Tahuna roundabout and headed south to Matamata still singing. Enough oncoming drivers flashed their lights to indicate the cops were out and about, so I watched my speed carefully. Sure enough, the cops were staked out in a couple of spots before Matamata. What a waste of an opportunity to push our XK8 along but at least there were no unbudgeted expenses.

At Matamata, we re-grouped near the Hobbiton inspired Infor-

mation Centre and many crossed the road to the nearest cafe. I don't think the staff could believe their luck when unexpected guests descended on them, but they coped very well.

Back on the road, the "pride" headed for Tirau through beautiful lush green rolling countryside leaving the lower Hauraki Plains behind us. At Tirau the traffic thickened up again as we joined SH1. Through Putaruru and on to Tokoroa. At least SH1 has numerous passing lanes so we did not get held up on our journey south.

It was a lovely experience to have the rear vision mirror filled with the sleek black XKR and the graceful blue XF sedan ahead of us (who by the way, in keeping with the 70's theme, had a genuine "Chick" with him).

Just as we were about to emerge from the forests, we came to a crawl as a large group of men and machines worked to try to right a multi-deck car carrier and trailer that had gone off the road. A sobering thought that it can all go wrong in the blink of an eye.

A short distance from Wairakei, we arrived at Lava Glass, an artistic glass blowing workshop with an associated gallery and cafe. With a superb piece of organization by Captain Steve, we were split into two groups - one lunched and chatted while the second enjoyed a glass blowing demonstration. Amazing show - a range of furnaces with temperatures ranging up to 1200 Celcius - perfect on a wintry day! The glassblower spun, twirled, and shaped fine coloured glass baubles before our eyes. We learnt that the glowing, newly formed glass is to be cooled very slowly to stop it from cracking - depending on size, that can take from 24 hours to a month. From clear glass bullets, colours are added, infused, to give the stunning end products. Lava Glass is currently changing its energy source to become 'carbon neutral' - important for a business that never turns off its main furnace!!

Over lunch, Liz and I enjoyed the company of relatively new members Frances and Kevin from Pirongia - this set the tone for the weekend to follow - people mixed and mingled - new members and long-time members. After lunch we had a short journey to check-in to the Wairakei Resort Hotel. Amazingly, there has been a hotel on this site since 1886 in one form or



another, set within stunning maintained grounds.

Gathering for pre-dinner drinks quickly unveiled the huge effort everyone had made to get into the 70's theme. There were more flared trousers, paisley prints, short skirts, platform shoes, long hair (wigs) and bandannas than you could throw a wheel brace at!

Some had no need for costume shops and just dipped into their own wardrobe - like the red polka dot shirt which Paul Ingram wore on his first date with now wife Allison all those years ago. Or the leather jacket purchased by Ross Hindman in Oxford St, London in 1973 (just to prove its authenticity, the London underground tube map was still in the pocket!) How do they still fit into clothing from that long ago - I can't - all my old clothes have shrunk a huge amount.

So, suddenly I was in the company of stars like Avengers John Steed, and Emma Peel in knee high white boots, rockers Meatloaf, Ozzie Osborne and the black eyed Paul Stanley from Kiss, Austin Powers, and a real "Chick" dressed as Stevie Nicks of Fleetwood Mac, plus many, many more. After an enjoyable meal, the DJ rolled tunes of the 70's and we all hit the dance floor showing off our best moves from the time when many of us could *really* move. Many tunes brought back memories and questions like what car where you driving at the time.

While everyone was a winner on the night, it would have been remiss of me not to recognise the effort many had gone to. Our DJ of the night was tasked with deciding the winning outfits. Winners included Anthony Flannery for Pirates of the Caribbean, Marianne Crispe for her vibrant outfit of the era especially her purple afro wig, Kevin Christie for his Meatloaf lookalike, Christie Wright for her amazing yellow and gold jumpsuit. But the grand winner was our president, Dean for his Paul Stanley - Kiss creation which was well deserved. I understand Dean has been a fan of Kiss and Paul Stanley since they burst onto the music scene and it showed! It's great to have a president who leads from the front - and on the dance floor, as he did in this case. The music and dancing continued into the night - a fabulous evening.

The next morning dawned reasonably clear and very crisp. Good winter motoring weather as we said our goodbyes - several stayed on for another day and some made it part of a wider trip while others returned north. I am sure everyone who headed south will join me in saying a huge, huge thank you to Captain Steve and his very able assistant, Lady Lana, plus all those who helped with making it such an enjoyable and memorable weekend together!

ROAD TRIP

XK Cats on the run!



After months of social distancing, level 4 lockdown and an eventual win (temporarily?) over the Covid 19 disaster our XK's were suffering from a distinct lack of use. The summer had passed, the autumn had gone too and we were right into winter. However a group of 8 Auckland based XK's hit the road and headed for the Kaiaua coast on the Firth of Thames on 12 July.

Every iteration of XK's were represented with 120's, 140's and 150's and FHC, DHC and OTS and we even had a D type. The 50 mile journey took us over the Hunua ranges along winding bush clad roads and rolling farmland. A beautiful drive on a crisp winter morning. The only unexpected excitement was when our graceful pride of Jaguars encountered a massive heard of Mustangs - there must have been about 70 of them - old, new, LHD, RHD, coupé and convertible. We waited to let them pass, but along the way someone must have spooked the horses, because as we approached our destination there were Mustangs on every road and heading in every direction - a case of bad trip notes?

Our first destination was the Miranda Shorebird Centre which is near the nesting and feeding grounds of the flocks of knot and godwit. These migratory birds are amazing as they fly non-stop from Alaska to New Zealand every year. This is a journey of 11,500 km. Then in our autumn they reverse the trip flying back to Alaska with a stopover in China. Their navigation skills are enviable.

Lunch at the famous fish and chip shop did not disappoint, and we also met up with XK Club member and past representative, West Marshall.

The return journey was along the western coast of the Firth of Thames and we stopped to visit the wreck of the WW2 minesweeper HMS Hinau.

A great day was had by all and it was agreed that more regular, relatively simple one day outings like this one are preferred.





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Auto Trader readers vote Jaguar the car brand with the best tech

Credit: Jaguar Media Centre



Jaguar UK is delighted to announce the latest addition to its list of awards with the 2020 title of 'Car Brand with the Best Tech' as voted for by UK owners. Unlike other car awards which rely on editorial judging panels, the Auto Trader New Car Awards are decided by real car owners. This year, over 181,000 people took part in the judging, making it the largest Awards to date for Auto Trader. The winners represent the consumer champions of the new car market, based on the honest opinions of those who have bought, driven and lived with their new vehicles.

Auto Trader interviewed 181,000 car owners across numerous different channels garnering broad representation of the UK population between August 2019 - March 2020. A significant proportion of respondents were not members of a research panel and all of whom were asked about their demographic and driving habits to categorise everyone into award categories.

Consumers were asked to rate their cars across 16 different criteria, from reliability and performance to appearance and running costs. They were also asked about their overall satisfaction with their car and how likely they would be to recommend it to others. Car owners were invited to vote in 19 lifestyle-based categories spanning everything from Best Car for New Drivers to Best Car for Long Distances.

Today, in an online version of its annual New Car Awards ceremony, the verdict of the 182,000 voters was revealed with Jaguar scooping the accolade for the best technology.

Jaguar owners are a happy bunch when it comes to their car's features, which is why the Coventry Cat has won Auto Trader's Car Brand with the Best Tech Award. Drivers remarked on a "top-class interior" and talked of "superb driver aids", including smartphone connection and the ability to start the car remotely on a cold day.

Erin Baker
EDITORIAL DIRECTOR OF AUTO TRADER

Jaguar vehicles are brimming with smart and convenient features to complement modern life. Features most popular with drivers are the 10-inch Touchscreen for swipe and pinch-to-zoom control of maps, media and settings, intelligent voice recognition, heads-up display and interactive driver display - all of which give Jaguar drivers the control they need over their environment without compromising the reward of driving. And for all occupants, wireless device charging, smartphone connection and state-of-the-art Meridian™ audio system options deliver entertainment, convenience and connection.

New technology for 2021 revealed last month for Jaguar's all-electric I-PACE SUV includes the introduction of 'Pivi Pro' an infotainment system developed to be as intuitive as a smartphone. An all new navigation provides real-time traffic updates and live access to charging points making EV ownership even more viable.

Pivi Pro also features Smart Settings which automatically identify individual drivers using their key and phone. The system selects preferred seat and mirror positions and plays preferred media at the start of each journey - tailored to each driver. Smart Settings can also learn and automate these preferences based on your habits and past routines.

We are delighted to be recognised for the incredible technology available in Jaguar vehicles, particularly the all-electric I-PACE which is the exemplar of our cutting-edge innovation. This award demonstrates the relevance and desirability of Jaguar vehicles, as voted for by the people who own and love them.

Rawdon Glover
MANAGING DIRECTOR, JAGUAR LAND ROVER UK

MAINLAND MOTORING - make your own plans!



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Attention: Jaguar Owners

When your Jaguar needs attention and you want to give it the best care available, come and see a team that shares your passion.

Well known for our MG work, we also bring the same degree of interest, and high standards of workmanship & care to other British cars.

Recently we welcomed Ian Munford to our team. Ian's 27 years of Jaguar experience is just what your car needs!



See us at 1 Stock St, New Lynn for Servicing, tune-ups, repairs, WoF
Our commitment to you:

- Your Jaguar running sweetly and reliably
- The job done properly without dodgy shortcuts
- A team that's easy to do business with: friendly, personal service with pick-up, drop-off, & courtesy cars all available
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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.

Credit: Jaguar PR - Panasonic Jaguar Racing

Digital vision tech signals on-track success



Panasonic Jaguar Racing is applying digital vision technology developed using insights derived from the brand's Traffic Sign Recognition systems to boost racing success with the Jaguar I-TYPE 4

In road car applications, such as the Jaguar I-PACE all-electric performance SUV, the Traffic Sign Recognition system (TSR) uses an advanced stereo camera and image processing software to detect and read road signs, informing drivers of speed limits, temporary speed limits, and no-overtaking restrictions.

This information is also used by the Adaptive Speed Limiter system, helping drivers stay within the permissible speed by automatically slowing the vehicle down, if necessary, when entering areas with a lower limit.

Engineers at Panasonic Jaguar Racing are applying similar principles for a very different purpose: to monitor the battery status of the I-TYPE and competitors' race cars - automatically and in real time - and use this data to determine the optimum energy strategies for drivers Mitch Evans and James Calado.

“Racing usually improves the breed, but here’s an example of a road car technology being used to aid success on the track. Traffic Sign Recognition helps customers stay within the speed limit but we’ve taken learnings from that system to help us understand when to push and when we can afford to ease off – optimising energy management throughout a race.”

James Barclay - Team Director, Panasonic Jaguar Racing

Adopting digital vision systems with image recognition as the enabler for the new energy strategy modelling process delivered a step-change in speed, accuracy and flexibility compared to the tools used previously, and is future-proofed to make even more detailed analyses possible in seasons to come.

The technology transfer is one example of advances in Jaguar's road cars being used to support success on the track. This advantage is complemented by the on-going application of knowledge gained from the extremes of racing to improve vehicles such as the all-electric I-PACE.

One of the most significant benefits to date - underpinned by invaluable learning gained from the I-PACE eTROPHY race series and Formula E - was a software update to the

I-PACE introduced in December 2019 which gave customers worldwide up to 20km more real-world range from a full charge. This was delivered through further optimisation of battery management, thermal systems, regenerative braking and all-wheel drive torque distribution.

The on-going collaborative partnership between engineers in Jaguar Racing and those working on core Jaguar vehicle programmes ensures that knowledge, processes and technologies continue to pass from road to track and vice-versa. This is helping to deliver greater performance and efficiency in further development of the I-TYPE and Jaguar's future electrified vehicles including the next-generation all-electric XJ.

OWNER PROFILE **Garage raid!**



Saturday 25 July was dry despite the recent spell of much needed rain in Auckland as Gerard and I headed over to a smart industrial unit in East Tamaki. This particular man-cave belongs to Don Bower, Jaguar aficionado and Early XK registrar for the Club, with a slight and possibly temporary Ferrari itch that he has recently scratched, but more about that later.

I asked Don what kindled his interest initially and like many of us, it was the sight of an XK120 OTS thundering up the street in Palmerston North, when Don was just 7 years old. The desire, (Don referred to it as 'lust') for one of these marvelous machines was born; so too his interest in buying, fettling, and enjoying fine motor cars. The list that he and Lynley have owned is impressive indeed and I felt a spreadsheet moment coming on, while Gerard and I enjoyed our tour of his current collection.

The first car Don acquired was at the tender age of 14. It was a 1936 Wolseley

Hornet with its powerful overhead shaft engine, that he bought in millions of bits! Don managed to reassemble it and get it going with only a little help on the ignition timing and sold it on for handy profit before he had even got his drivers license. Then followed more excellent pre-war machines, including a Standard 8 and the fast 1938 Flying 12. These made way for a 1952 Singer, Don's first drop head roadster and a 1958 100E Anglia, all of which he owned before leaving school!

By 1968 at the age of 18, Don could afford a new Vauxhall Viva and at the same time he acquired a rather special 1928 Model A Phaeton. However, by 1970 Don's eye for an investment was developing and soon he was the proud owner of a block of flats, having secured the consent of the Courts (still being a minor under the age of 21).

A 1968 MGB, then a series of minis followed in the early 70's. His first mini, an early 850 with string pull door latches and floor starter, would do 80mph without a

problem, but suffered from valve-bounce at just 2mph faster! Don and his mates, all with minis, would head out to Himatangi Beach where they raced their little cars up and down the hard sand. There may have been a few rather dodgy footpath races as well. The minis were a go-anywhere-car and often they would drive their tiny steeds up streams, creating the effect of an artesian bore as the water rocketed into the cockpit from around the gearstick.

By 1971 Don was nearing his last year of accountancy night school and secured a study award that included being paid to finish his degree full time in Wellington. That was a "vintage year" Don recalls!

I have to say this story is definitely not just about Don. It is as much about the interest in cars that Don and Lynley share and even earlier than that, because they have known each other for just about their whole lives - they were neighbours!

By 1972 Lynley had finished school and was starting her kindergarten teacher



training in Wellington too. So it made good sense for Lynley to catch a ride home with the guy who lived next door to her parent's home in Palmy, especially as Don now had rather a cool early series Triumph 2000 for the regular weekend commute.

One thing lead to another and by 1973, they were married and living in Wellington; the cool Triumph being sold for the deposit on their first home. A few years rolled by and Lynley was a head teacher and Don had moved to the Ford Motor Company in Seaview as a Financial Analyst. Those early fascinations with cars continued into Don's day to day career. It wasn't long before Don was investing in more interesting machinery. Despite his new employer, a 3 litre GTR Torana (yes... with the coolest houndstooth upholstery) was Don's new ride to work and for weekend trialling fun in the Blossom Festival with the Hutt Valley Motoring Club. For fairly obvious reasons the Torana had to go and was replaced by a very quick and

of course brand new Mk1 3 litre Capri, that was followed by a succession of new Fords including Cortinas, and Falcons.

By 1976, Don and Lynley were on the move, transferring to Melbourne and Don's new role at the Ford Asia Pacific head office and Lynley to a kindergarten teaching job nearby. Don's main involvement was with Ford Philippines where Ford had a vehicle assembly plant and a body stamping plant. He regularly used to visit the plant from Melbourne. Security was a bit hairy up there in those days and Don recalls arriving in Manila on one occasion, being welcomed with a machine gun pointed at him as he got off the plane! Ford's new panel stamping plant had 5 press lines but was dreadfully underutilised. Don's challenge was to turn this modern facility into a profitable parts plant for Ford. By the end of two years, under Don's strategic planning, the plant was running at full capacity.

His pressure at work in Melbourne, was

balanced by his continued enjoyment of a variety of Ford products, including a potent 351ci Falcon XB GT fastback hard top, then a new Fairlane Marquis with ultimate luxury including 6-way adjustable leather seats. Both these big V8's would wheel-spin as quick as wink and were potentially pretty dangerous too.

More importantly, 1977 saw the birth of Don and Lynley's first daughter Dena, in Melbourne before their return to Wellington later that year. From 1978 to 1980 Don did more on-the-job-training with Ford. He recalls that this set him up for his future career with combine financial, manufacturing and general management skills. Next was a move as the Corporate Planning Manager for Steel & Tube Holdings with a focus on strategic corporate planning. Then in 1981 Don, Lynley and Dena moved to Auckland where Don was General Manager of several of the Steel and Tube Manufacturing Division companies (making bundy tube, electric motors, wire products and chain), and Lynley set

(continued on page 21)

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Garage raid *(continued)*

OWNER PROFILE



up her own kindergarten business in Howick. Their second daughter Bree arrived shortly afterwards.

Don then spent a couple of years in the flexible packaging industry and in 1988 purchased Heirloom International Ltd together with a business partner. Heirloom manufactures and distributes bathroom products including bathroom accessories, towel warmers, vitreous chinaware, grab rails and the like. For the next 15 years there have been a raft of Mercedes Benz saloons and SL's for Don and SLK's for Lynley.

Don and his business partner still own Heirloom although it is successfully managed by a CEO for some years now, allowing Don time to really explore his schoolboy lust for a classic Jaguar!

It was that 7 years ago when Don found an immaculate 1958 XK150 OTS with a 3.8 S specification engine belonging to John McKitterick, who had fully restored the car in the mid 1990's. This is the now infamous car that lost a front wheel at speed a year or so back. This mishap resulted in Don and Lynley receiving the Club's highly

coveted "Piston Broke" trophy, to commemorate not only their narrow escape, but the cars virtually unscathed survival of a very near miss!

Sitting alongside the XK150 is an utterly immaculate original RHD 1992 XJS they bought a couple of years ago with only 17,000 kms on the clock. It's now turned over just 21,700kms since new. The car is showroom fresh, totally original in every respect and must be one of the most pristine survivors of the model in NZ. Certainly, a contender for the Ellerslie Intermarque Survivor class.

The latest Jaguar in the Bowater collection is wonderful unrestored and immaculate 1973 Series 3 V12 E Type OTS in white with completely original black interior. The car is another wonderful survivor originally delivered new to Florida, repatriated to the Jaguar factory in 1991 for a factory conversion to Right Hand Drive on route to Hong Kong, where it spent the next 6 years before being exported to NZ in 1997. Don bought the car from Tom Heus the 3rd NZ owner of the car. Don's plans for the car include minor touch ups to the

paint and detailing of the engine bay and interior, but mostly to enjoy using the car!

Gerard and I had to bite our tongues hard though for the last of the occupants in Don's "cave", which Don freely admits was a "Covid" inspired "itch" he just had to scratch in case the bug got him before he could own a Ferrari!! Yes there is a foreign Italian body in the Bowater camp, but as per the usual standard of Bowater cars, we feasted our eyes on a superb 1987 328 GTB, with its 270bhp east-west mounted 3.2V8, resplendent in Rosso, with tan interior.

Today the Bowater's everyday cars are a Nissan Leaf for round town, a Volvo XC60 for ferrying grandchildren and Don's Bentley Continental GT.

We thank you Don for sharing your marvellous collection with us and telling your fascinating story.

As a final note, it has to be said, Lynley has a very practical view of all Don's "mistresses" in the man cave, because she knows exactly what the mistresses look like and where they live, and that's fine!

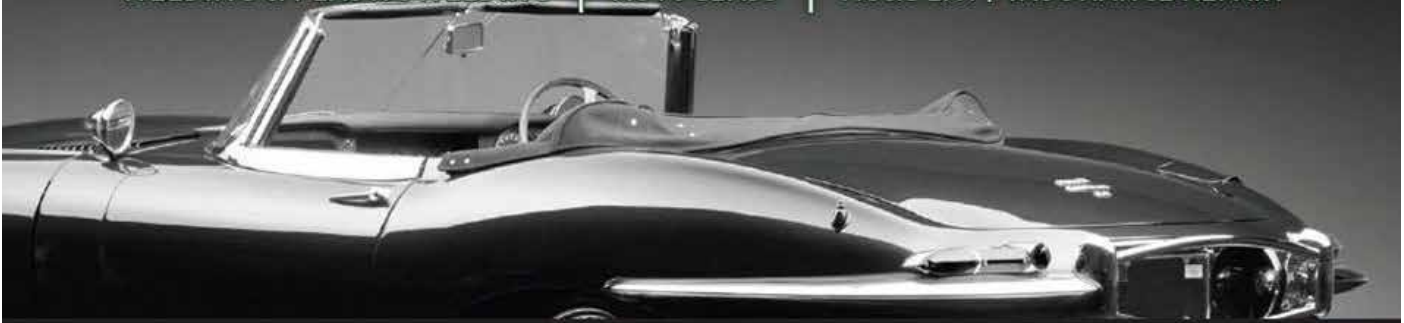


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Thierry
Bolloré
announced
as new
Chief Executive
Officer of JLR

Credit: Jaguar Media Centre

Mr Chandrasekaran, Chairman of Tata Sons, Tata Motors and Jaguar Land Rover would like to announce that Mr Thierry Bolloré has been appointed to the role of Chief Executive Officer of Jaguar Land Rover, effective 10 September 2020.

Mr Chandrasekaran said: "I am delighted to welcome Thierry to Jaguar Land Rover. An established global business leader with a proven track record of implementing complex transformations, Thierry will bring a wealth of experience to one of the most revered positions in the industry."

Mr Bolloré has extensive expertise in the automotive business, most recently as CEO of Groupe Renault and previously in senior positions at global automotive supplier Faurecia.

Commenting on his appointment, Mr Bolloré said: "Jaguar Land Rover is known around the world for its peerless brand

heritage, exquisite design and deep engineering integrity. It will be my privilege to lead this fantastic company through what continues to be the most testing time of our generation.

"Renowned for their passion and spirit, the people of Jaguar Land Rover are the driving force behind its success. I couldn't be more excited to join the team continuing to shape the future of this iconic company."

Mr Bolloré succeeds Prof Sir Ralf Speth, who will take up the previously announced position of Non-Executive Vice Chairman of Jaguar Land Rover plc.

Mr Chandrasekaran added: "I want to thank Ralf for a decade of outstanding vision and leadership for Jaguar Land Rover and welcome him to his new Non-Executive position in addition to his existing role on the board of Tata Sons."

Wrap a cat



Over thirty members came along on a cold winters evening to Paint Protection Services located at 19 Gundry Street, Grey Lynn. The company specialises in vehicle detailing and the application premium paint protection products. The range of services they offer are, Vehicle Wraps (many colour choices), Ceramic Coatings, Paint Protection Film, Window Tinting, Headlight Protection and Restoration.

Owner Rob Dillion along with Bernard Leung, showed their speciality with two vehicles on display completely wrapped in a 3M product of clear gloss protection film.

Paint Protection Film (PPF) is a long-lasting, virtually invisible layer that is stretched and moulded to any of your car's surfaces. It seals in the existing paintwork and enhances it with an additional level of gloss whilst adding a self-healing clear coat that is both, scratch resistant and extremely durable. Paint Protection Film is 100% removable from factory paintwork, and if it is damaged, the film can be easily replaced.

Rob welcomed us and explained his very close association with Final Touch - the paint repair specialists. Once a car has had the paint finish restored, stone chips repaired, it was well worth the investment to protect the paint from further damage. At this point, Bernard stepped in and explained the whole process from start to finish. We were shown the operation of the laser cutting machine where templates were cut out of a continuous sheet of film. The company has a database of measurements of many makes and models enabling them to precision laser cut the Paint Protection Film to fit your vehicle perfectly.

Paint Protection Film is commonly applied to the most vulnerable areas of your car such as the bonnet, front bumper, mir-



rors, headlights, door handle cups and side skirts. If you have purchased a new vehicle, you may wish to consider a full wrap to protect your investment.

The film is invisible to the naked eye, protects your car from everyday wear and tear, adds gloss and shine while remaining easy to clean and is virtually maintenance free. All that is required is to wash the car with natural products and dry it. This will maintain the life of the products well beyond their warranties. The products, 3M and Premium shield, come with a 7-year Manufacturer's Warranty while STEK is offered with a 10-year Manufacturer's Warranty. The Paint protection film is very durable giving the vehicle an exceptional finish with no peeling or sticky edges, and certainly, no fading or yellow tones over time.

On display, was a brand-new Ferrari 488 Pista which was ru-



moured to be worth a handsome \$890,000. At a cost of under \$8000, this vehicle was completely wrapped in a Protection Film. Even at a very close inspection, it was incredibly hard to see it was wrapped at all. A testament to their workmanship and attention to detail.

On the night I supplied my own 2006 Black XK convertible to Bernard and his team to work on. Bernard talked about the process, the room temperature, and the light required to complete a perfect job. The front nosecone of my vehicle was the target to be wrapped in the clear film along with the headlights. The whole process took a team of three just over an hour to complete. They cleaned, dried, sprayed, lubricated, peeled, placed, squeezed, pulled & stretched, scrapped, sprayed some more, cut, heated, rubbed - and then it looked as if the film

just vanished. As some people may say, the end result was just purrfect.

Other members on the night mentioned they have had their vehicles worked on by the Protect Team and were very happy with the results achieved. Many vehicle dealerships use these services, including Archibald & Shorter.

I would personally recommend Rob and his team to any member who wants to protect the paintwork on their special cat. I would like to thank Rob, Bernard, and the team at PPS for taking the time to demonstrate their skills and products.

<https://paintprotectionservices.co.nz/> - Check out the website.

NEW ON THE BLOCK

I-Pace... now smarter!

The world's first premium all-electric performance SUV now offers a new fast, intuitive infotainment system and quicker charging capability, making owning and driving an electric vehicle easier than ever.

Since its debut the I-PACE has won more than 80 global awards, including 2019 World Car of the Year, World Car Design of the Year and World Green Car, reinforcing its status as the Jaguar which tore up the rule book to become the first and best electric car of its kind.

With two Jaguar-designed electric motors at each axle, producing exceptional combined performance of 400PS and 696Nm, aluminium construction and a low centre of gravity, the I-PACE offers an unrivalled balance of all-wheel drive performance, refinement, luxury and agility – together with outstanding real-world range and day-to-day usability.

I-PACE: at a glance

The Jaguar I-PACE now delivers even more technology to make living the electric life simpler and more rewarding than ever. This is the first Jaguar to feature the new Pivi Pro infotainment system. As intuitive to use as a smartphone, Pivi Pro is fast and responsive with enhanced EV navigation that can show you if nearby charging stations are available or in use, what they cost, and how long it will take to charge (market-dependent).

I-PACE now comes with an 11kW on-board charger as standard, enabling customers with access to three-phase electricity supplies to enjoy significantly faster charging: when connected to an 11kW wall box 53km/33 miles* of range (WLTP) per hour can be achieved, while

a full charge from empty now takes only 8.6 hours – ideal for overnight charging at home. Customers in single-phase markets using 7kW wallboxes also benefit from competitive charging capability – up to 35km/22 miles of charge per hour, with a full charge taking 12.75 hours. When charging 'on the go', a 50kW charger will add up to 63km/39 miles in 15 minutes, whilst a 100kW charger will add up to 127km/78 miles over the same period.

With a focus on air quality, occupant well-being is prioritised, with cabin air ionisation now featuring PM2.5 filtration to capture ultrafine airborne particles and allergens. The I-PACE can even filter its cabin air before a journey begins.

The exterior design is enhanced with a new Atlas Grey grille tip finish and customers benefit from an enhanced paint palette, new range of wheels, and a luxurious new Bright Pack option, available on all models in the I-PACE range.

I-PACE: in detail Smarter, faster and better connected:

The new Pivi Pro infotainment system is a highlight of the I-PACE's spacious, luxurious interior. The 12.3-inch high-definition virtual instrument cluster, 10-inch and 5-inch upper and lower touchscreens** and multi-function, haptic rotary control-

lers are matched to crisp, clean, contemporary graphics for an engaging, intuitive user experience.

Inspired by smartphones, Pivi Pro is easy to use, while its powerful processor and 'fast start-up' ensures the system is ready to go by the time you're in the driving seat. Supported by a built-in back-up battery, navigation initialisation takes just a few seconds.

The new and intuitive flat menu structure makes navigating the system easy with the features and functions you use regularly accessible via the home screen with just a click. The redesigned navigation system reduces the number of steps required to set a destination by half and customers are now able to pan and zoom in and out of the map with a pinch of the fingers, just as with a smartphone.

The 12.3-inch HD instrument cluster now features completely revised graphics to give an even clearer indication of battery state of charge, while changes to the predictive range calculation algorithm will deliver a more accurate and consistent estimate of vehicle range, while being more reflective of an individual's driving style.



Credit: Jaguar Media Centre

I-PACE is now available with an optional wireless device charging pad beneath the 'floating' centre console. Wireless charging also includes signal boosting, ensuring the phone's signal remains stronger for longer. A Smartphone Pack with Apple CarPlay® is standard, as is Bluetooth technology which can pair two phones simultaneously ensuring you'll always be connected. The Smartphone Pack also includes Android Auto™ and Baidu CarLife, depending on market applicability, as standard.

Customers need no longer be concerned about data usage or buying a SIM, as the I-PACE comes with a dual modem embedded SIM (eSIM) and complimentary 4G data plan which enables unlimited music streaming via Spotify, Deezer or Tunin and map, weather, calendar and traffic updates simultaneously***.

The new Pivi Pro infotainment system will help to get you where you want to go in less time and with less effort. The navigation uses self-learning algorithms to optimise routing, voice guidance even knows to remain quiet when you're travelling through areas you know, and maps will always be up to date thanks to software-over-the-air (SOTA) functionality.

Simplifying the process still further is Pivi Pro's ability to automatically add charging stations to your route, if needed. The system will select the optimum chargers to minimise total journey time. On long drives, Pivi Pro can also show you the predicted charge level on arrival at each waypoint.

Driver assistance & wellbeing:

The I-PACE has been designed to keep you and your family safe, and was awarded the maximum five-star EuroNCAP rating.

State-of-the-art digital technology further assists drivers and road users. Visibility is significantly enhanced with a new 3D Surround Camera that provides a 360-degree digital plan view of the surrounding area and potential hazards, visible through the central touchscreen.

Inside the cabin, the ClearSight rear view mirror improves vision and convenience by ensuring the driver always has an unobstructed view of the road behind, even with three people in the rear seat or with the 656-litre luggage compartment loaded up to the roof.

ClearSight uses a wide-angle, rear-facing camera linked to a high-resolution screen within the frameless glass mirror. A small toggle switch on the mirror allows the driver to switch seamlessly between the view from the standard mirror and the camera feed.

Neatly integrated within the roof-mounted antenna module, the high-definition camera works in all conditions, including low ambient light, while a protective lip and hydrophobic

coating help to repel water and ensure the camera lens remains as clean as possible.

All occupants benefit from the enhanced climate control system, which delivers smart, energy-efficient heating or cooling of up to four zones independently. Cabin air ionisation designed to remove allergens, also features a filtration system which captures ultrafine particles - including PM2.5 particulates - to improve occupant health and wellbeing. One important benefit to the new filtration system is that, when charging, customers can use the I-PACE's pre-conditioning system (which optimises battery temperature) to also purge the cabin of allergens and ultrafine particles before beginning a journey.



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2020 Jaguar iPace: In-depth road test with Ginny Buckley

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Iron-on club badge

highest quality, embroidered cloth badge, with metallic thread. Can be either stitched or ironed on.

\$15



To celebrate the Club's 50th anniversary a limited number of mugs have been commissioned and are now available for purchase.

\$12.00 ea. 6 for \$60.00+p&p



Please contact the coordinators to arrange purchase and delivery...

Robin O'Connor
09 262 1994

LETTER TO THE EDITOR

What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor,

I was hoping one of the club members can help me with the following; NZ SS/Jaguar History Sought

For an historical project accurate information on the early sales of SS and Jaguar cars in New Zealand is sought. Wanting to borrow a copy of John Clucas and Terry McGrath's 'The Forerunners of Jaguar in Australia, New Zealand and South East Asia' (2004) for the purposes of historical research. Also wishing to source issues of the 'Jaguar Heritage' magazines (published on behalf of the Jaguar Daimler Heritage Trust).

Please contact: Richard Waugh Ph 022 5339400 or email rjw@ecw.org.nz

Dear Editor

John Endean wrote to you per his letter published in the May/June magazine, about an XK140 owned by a friend of his back in the 1970s.

I have been in touch with the fellow concerned and was able to tell him that the XK140 in question is the FHC chassis 804364, now in Perth, Western Australia. Peter Grennan of Auckland brought it to Australia in 1983, where he then lived in Sydney. The car was then sold in 1985 to Stuart Vigilante in Perth and later passed to Charles Somerset of Dalkeith in Perth. So far as we know, he still has it.

The enquirer also asked about a Mk IV Jaguar that his father had had - and that also, by coincidence, also ended up in Perth. Terry McGrath there was able to provide information about that car. Amazingly, this was made into a chop top by the father - surely a rare fate for a Mk IV. I attach a photo of the chopped Mk IV standing with a standard car. At least the chop can be seen not to have been too radical!

Incidentally, I have written all the histories of all of the XK140s in New Zealand for our next book which will be 'The Jaguar XK140 in the Southern Hemisphere' - which will have a big New Zealand section as did our earlier book 'The Jaguar XK120 in the Southern Hemisphere', still at www.jtpublications.com.au. I have in the past spoken to dozens of NZ XK140 owners, but it is not too late for me to add to those car histories, should any member wish to contact me with more information and photos.

I can be contacted at: Elmgreen@ihug.com.au
or: + 61 417 4466 15.

Regards, John Elmgreen

Jaguar XK Motoring Historian, Sydney, Australia

Credit: Jaguar Media Centre

JLR expands electrified

Jaguar Land Rover is expanding its electrified vehicle line-up with the introduction of its latest plug-in hybrid system, which debuts in the company's two best-selling vehicles. It is the next step in delivering Jaguar Land Rover's Destination Zero mission to shape future mobility: zero accidents, zero emissions and zero congestion.

The 1.5-litre three-cylinder plug-in hybrid seamlessly combines a conventional petrol engine, the smallest in the Ingenium range, with an electric motor to provide sustainable, efficient all-electric performance for shorter trips plus traditional power or combined petrol and electric drive for optimum efficiency on longer journeys. The new technology is being introduced in the latest generation Range Rover Evoque and comprehensively updated Land Rover Discovery Sport, making them among the most cost-efficient compact premium SUVs available.

Designed, engineered and manufactured in-house, the modular, scaleable and flexible architecture of our Ingenium family has allowed us to create a pioneering, three-cylinder plug-in hybrid system, giving our customers more choice than ever before. The 200PS engine, combined with an 80kW electric motor on the rear axle, gives fantastic all-wheel drive capability and the perfect blend of performance, depending on your driving style. Efficient electrification, downsizing and lightweighting also enables incredibly low CO2 of just 32g/km on the Evoque and 36g/km on the Discovery Sport. Additionally, both vehicles have an impressive all-electric, zero tailpipe emission range of 66km and 62km, respectively. Thanks to the dedication and hard work of our Jaguar Land Rover family, our latest plug-in hybrid offers the same awesome capability and composure with all-electric driving and stunning efficiency, both on- and off-road.

Nick Rogers JLR Executive Director of Product Engineering



Jaguar Land Rover's latest plug-in hybrid system offers customers a cost-effective choice of modes to best suit their needs. Electric-only mode delivers quiet, zero-tailpipe emissions driving on shorter journeys, with a range of up to 41 miles (66km), depending on model. Hybrid mode automatically combines petrol and electric driving for optimum efficiency on longer journeys. In this mode the car adapts to the driving conditions and judges the remaining charge in the battery to maintain the charge or fuel economy. As a third option for longer distances, the vehicle can be powered solely by the 1.5

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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line-up with three-cylinder plug-in hybrid

Ingenium petrol engine, maintaining the battery charge.

Battery charging is made as easy as possible, whether the vehicle is on the move or plugged in. While being driven, energy generated by the engine during acceleration, or by braking in electric or hybrid mode, is harvested and used to charge the battery. When plug-in charging is required, the 15kWh battery can be powered up from zero to 80 per cent in as little as 30 minutes using a public rapid charger. It takes between 1 hour and 24 minutes and 6 hours 42 minutes at home, depending on whether the car is plugged into a dedicated 7kW wall box or typical domestic electricity supply.

Jaguar Land Rover has filed over 40 patent applications for the latest class-leading technologies that debut in the three-cylinder plug-in hybrid system. A number of these relate to the high voltage belt-integrated starter generator (BiSG), for example, which is a key enabler for the hybrid system on this car.

The company's new 200PS 1.5-litre three-cylinder Ingenium petrol engine is at the heart of its latest plug-in hybrid system. Designed, engineered and manufactured in-house, the lightweight aluminium engine is 37kg lighter than even the four-cylinder version. It delivers strong performance and customary Jaguar Land Rover refinement with impressive fuel economy of up to 201.8 miles per gallon (1.4 litres / 100km), depending on model, thanks to its hybrid electric technology. CO2 emissions are as low as 32g/km on the WLTP combined test cycle.

Both the Range Rover Evoque and the Land Rover Discovery Sport are built on Land Rover's Premium Transverse Architecture, which was designed from the outset for both plug-in and mild-hybrid technologies. The hardware has been packaged beneath the cabin floor without compromising cabin and luggage space, or all-terrain capabilities.



Cost of ownership

Strong residual values and less frequent trips to the petrol pumps mean the whole-life cost of the Plug-in Hybrid Electric Vehicle will be highly competitive.

As businesses around the world aim to drive down their fleet average emissions,

reducing their carbon footprint and running costs, the compact premium SUV PHEVs will appeal to both companies and employees.

Company car drivers in the UK will also experience significant savings. With CO2 emissions of 32g/km and a zero-emissions range of up to 66km (41 miles), Range Rover Evoque PHEVs registered after 6 April 2020 qualify for a new, lower Benefit-in-Kind (BIK) rate of just six per cent in 2020/21, rising to eight per cent in 2022/23a. With CO2 emissions of 36g/km, and a zero-emissions range of 38 miles, Discovery Sport PHEVs registered after 6 April 2020 qualify for a 10 per cent BIK rate in 2020/21, rising to 12 per cent in 2022/23a.



The 'Ingenium' engine

Ingenium, the family of premium diesel and petrol engines designed, engineered and manufactured by Jaguar Land Rover, delivers class-leading levels of torque, horsepower and refinement while reducing emissions and fuel consumption.

With three, four and six-cylinder variants, the all-aluminium Ingenium engines are built to maximise performance and environmental sustainability at the same time as driving down running costs for car owners.

The modular design enables both petrol and diesel engines to share many common internal components and calibration strategies. The configurable and flexible common architecture also enables maximum manufacturing efficiency, more variants, higher quality and greater speed to market. This reduces complexity, raises quality, simplifies manufacturing, and allows Jaguar Land Rover to react more quickly to changes in global demand.

A host of advanced technologies enables Ingenium engines to deliver a blend of high performance and low fuel consumption. Neatly integrated into the cylinder head of our petrol engines is an electro-hydraulic valvetrain featuring patented control algorithms developed by Jaguar Land Rover. This enables fully variable control of intake valve lift for optimum power, torque and efficiency throughout the engine's operating range.

Jaguar Land Rover's journey to destination zero

Jaguar Land Rover has a growing portfolio of electrified products across its model range, embracing fully electric, plug-in hybrid and mild-hybrid vehicles.

In addition to the Discovery Sport and Range Rover Evoque, mild-hybrid and plug-in hybrid options are also offered on the flagship Range Rover and Range Rover Sport vehicles. Similarly, the recently revealed New Defender features mild-hybrid from launch and plug-in hybrid will be introduced later this year.

Jaguar Land Rover was the first company to launch a premium all-electric performance SUV, the multiple award-winning Jaguar I-PACE, and has confirmed plans to transform its Castle Bromwich facility to manufacture a range of new electrified vehicles, starting with the new luxury Jaguar XJ.

Last year, the company also announced that it will build electric drive units at its Wolverhampton (UK) Engine Manufacturing Centre, offering full flexibility between new petrol and diesel engines and electric units as drivers transition from conventional to electrified vehicles. This is complemented by investment in the UK's most innovative and technically-advanced battery assembly centre at nearby Hams Hall. Together, these facilities will power the next generation of Jaguar and Land Rover models.

In parallel, Jaguar Land Rover continues to refine and improve the latest diesel and petrol engines, which are an integral part of the journey to electrification and are required alongside electric technology, both for consumer choice and as part of hybrid systems.

By growing its portfolio of electrified products, the company is driving towards Destination Zero; its ambition to make societies safer and healthier, and the environment cleaner - a responsible future for its workers, customers and communities. Through relentless innovation, Jaguar Land Rover is adapting product and services to meet the needs of a rapidly changing world.



Jaguar C Type. - P.O.A.

Reluctantly for sale is my new build C Type, certified late 2019 with just 1350 miles on the clock. Built as closely as possible to the original 1951 cars and is a blast to drive. Fitted with a 3.8 XK motor with 4 speed compact overdrive Jaguar gearbox and limited slip diff. Leather upholstery and Mohair tonneau cover. This car is in immaculate condition.

Contact Hamish Russell

Phone 0274 931896
Hamruss9@gmail.com



Jaguar SS100 1948 - P.O.A.

This is a well known club car and is a high quality REPLICa of this great classic, with sensible modern upgrades. The car is in excellent condition and I would love to see it stay in a club-members hands.

Contact Hamish Russell

Phone 0274 931896
Hamruss9@gmail.com



1966 Jaguar Mark 2 2.4 Litre

I have owned the Mark 2 since 1983 purchasing off an 80 year old lady. It now has 112,000 miles. Has always been garaged/warranted and now it is time to pass it to someone who can continue to enjoy it. Mostly original but I do have an option for electronic ignition.

Price negotiable, open to offers.

Contact - Colin Harvey
021597432



Rare Jaguar XJ 220 - P.O.A.

A rare opportunity to purchase this one special Jaguar XJ 220 of the 274 ever built. This unique vehicle is the Turbocharged V6 version, built in 1994. Right-hand drive and one of 69 hand-built cars in that year. Imported from the UK to New Zealand in 2005 with 174 miles on the clock. Despite having two previous overseas owners, it was first registered in New Zealand. Currently, this car has driven a total of 1200 miles.

Contact Rod Sullivan
e-mail; rod@sullivan.kiwi.nz
Phone; 021 945156



A few Jaguars for sale.

Anyone who is after a restoration project then these may suit.

I have 2 MK5's, 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



Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine Jaguar and Daimler original factory brochures. Grab a piece of history and find one that corresponds to your collectible car. Mark Shorter who has the largest private collection in Australasia and is offering the Auckland Jaguar Drivers Club members an opportunity to purchase these brochures. Brochures range from 1949-2015 and are in as new condition unless stated. Also available are some Jaguar and Daimler books, calendars, handbooks, some signed by Lofty England and Paul Skilleter. Calendars ideal for framing the 12 photographs of rare Jaguar models.

Please Contact
Mark Shorter 021 613616

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

For Sale -

High Ratio Steering Box. It is new, but old stock. It will suit many models including Mark 2's and XK sports. Asking price \$750 ONO.

Contact: Robin Bell
(06) 8776294 or rbellinhb@gmail.com

Jaguars 2003 XJ8 and 2005 XJ6

Reluctantly, I must let one of my X350 XJ's go due to a competing Land Rover addition and a lack of garage space. I cannot decide which one to part with, so I intend to keep whichever does not sell.

1. Slate Grey XJ8 4.2 2003, 144,000km, bought on a whim last year, new 19" alloys, personalised plate neg.

2. Black XJ6 3.0. 2005, 117,000km, owned 5+ years.

Both are in sound overall condition with usual quirks and foibles.

Please call for full details. Priced to sell: \$6000 firm for either car in current condition.

Contact Andrew - mob 022 1989 007 or landline; 09 437 6650.



1999 Jaguar S type, Sage Green Runs beautifully and has 228,000kms on the clock. Equipped with climate control, electric seat controls, electric mirrors, traction stability control, sports mode, rear seat arm rest, and has a cassette player, along with a CD stacker. Excellent tyres with a registration expiring on 22/12/20.

Price: \$6000.

Any questions or further details, please feel free to e-mail me.

Steve Johnson
e-mail: stephenjohnson80@gmail.com



2002 Jaguar S type Red in colour. 3 litre NZ New. 6 Speed Auto, NZ New, 2 Keys, Current Rego & Wof, XF 18" Alloy Wheels & Pirelli Tyres, 5 Star Safety, Clean & Tidy throughout. Will accept \$5000 (offer for club members ONLY)

Please contact; Jeremy at Jaguar Workshop.

Email: info@jaguarworkshop.co.nz

Phone: 09 236 3715



I-Pace electric taxis on world's first wireless high-powered charging rank

At Jaguar Land Rover we are driven by a desire to deliver class-leading vehicles, providing experiences people love, for life. With that in mind, Jaguar Land Rover has agreed to support the City of Oslo with the world's first high-powered wireless taxis.

In a programme known as 'ElectriCity', the global vehicle manufacturer will join Nordic taxi operator Cabonline (NorgesTaxi AS), the region's largest charge point operator Fortum Recharge, US technology developer Momentum Dynamics and the City of Oslo to build wireless, high-powered charging infrastructure for taxis in the Norwegian capital.

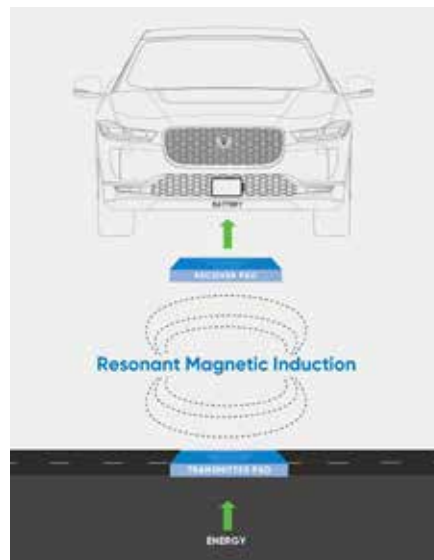
The project will be the first wireless high-powered charging system for electric taxis in the world and by providing a charging infrastructure model that can be implemented almost anywhere, it will help the rapid adoption of electric vehicles globally.

Fortum Recharge, who will be supporting the installation and electrification of the project, identified the need for a more efficient charging experience for taxi drivers in Oslo and enlisted the support of Momentum Dynamics in integrating the wireless charging infrastructure.

Jaguar Land Rover will provide 25 Jaguar I-PACE models to Cabonline, the largest taxi network in the Nordics. The brand's performance SUV has been designed to enable Momentum Dynamic's wireless charging technology, making it the ideal vehicle to drive the initiative. A team of engineers and technicians from both Momentum Dynamics and Jaguar Land Rover were engaged to help in testing the solution, and Cabonline signed up to operate the fleet as part of Oslo's ElectriCity programme.

For usage efficiency, Taxi drivers need a charging system that does not take them off route during their working

hours. Multiple charging plates rated at 50-75 kilowatts each, are installed in the ground in series at pick-up-drop-off points. This allows each equipped taxi to charge while queuing for the next fare. The system, which uses no cables and situated below ground, requires no physical connection between charger and vehicle, engages automatically and provides on average 6-8 minutes of energy per each charge up to 50kW.



The taxi then receives multiple charges throughout the day on its return to the rank, maintaining a high battery state of charge and the ability to remain in 24/7 service without driving range restrictions.

The Oslo ElectriCity partnership is part of Jaguar Land Rover's ambition to make societies healthier and safer, whilst reducing emissions. Delivered through relentless innovation to adapt its products and services to the rapidly changing world, the company's focus is on achieving Destination Zero, a future

of zero emissions, zero accidents and zero congestion.

Prof Sir Ralf Speth, Jaguar Land Rover Chief Executive, said: "We're extremely proud of our track record in electrification and we're committed to making electric vehicles easier to own and use. The taxi industry is the ideal test bed for wireless charging, and indeed for high-mileage electric mobility across the board."

The inherently safe, energy efficient and high-powered wireless charging platform will prove critical for electric fleets, as the infrastructure is more effective than refuelling a conventional vehicle.

We're delighted to be part of ElectriCity and to continue to lead the field in electric vehicle technology. This is a great step forward to reaching our Destination Zero mission."

Oslo will be the world's first metropolitan area to install wireless, induction-based high-powered charging stations for electric taxis, in a bid to make its cab system emission free as early as 2024. Norway wants to go even further however and is mandating that all new cars sold in the country by 2025 are zero emission.

Arild Hermstad, the City of Oslo's Vice Mayor for Environment and Transport, said: "We're delighted to welcome private enterprises to help us to turn our vision into reality."

"As part of our commitment to reducing emissions by 95 per cent before 2030, we have put many exciting measures in place, but transport continues to be a key challenge. By improving infrastructure and providing better charging to the taxi industry, we are confident that by 2024 all taxis in Oslo will be zero emission. To reach our goal, the public sector, politicians and private enterprises must come together, as we do in this project."

Credit: Jaguar Media Centre



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