

# *CatChat*

*The Wellington Jaguar Drivers Club Magazine*

**December 2023**



1932 SS100 (Jaguar) sports car / 2022 Jaguar I-Pace all electric SUV





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## *Editorial*

**A**ccording to the International Energy Agency, if all the countries of the world achieve their electric vehicle targets by 2030/35 there will be a reduction of around 235 million tons of carbon dioxide (CO<sub>2</sub>) entering the atmosphere. That sounds fine until you realise that the countries of the world generate around 37 billion tonnes of CO<sub>2</sub> each year! Or, putting it another way, the savings gained through there being more electric vehicles and far less fossil fuelled cars represents only 0.1 percent of the CO<sub>2</sub> emissions world-wide and it is a lot less in our small country of just over 5.2 million people. Putting aside the increasing cost of petrol, the move to an all EV model is not a recipe for making a significant difference to cutting green-house gases – it would be far better to target industrial pollution where factories worldwide belch CO<sub>2</sub> into the atmosphere unabated.

Similarly, many foster the thought that if more people used public transport or cycling as their chosen means of transport, CO<sub>2</sub> emissions will marginally reduce. That may well be so, but such wishful thinking totally ignores the fact that public transport is essentially only in our main centres and does not have a very good track record of being very reliable.

The expense of building cycle-ways and cycle-lanes alongside new highways and city streets completely ignores the fact that less than six percent of the population use them and then mainly for recreational purposes. It would be far better if the multi-million dollar funds used for creating these shared cycle/pathways was used for improving our road surfaces and putting sustainable road maintenance programmes in place, something that has been lacking for the last 10+ years.

In this Christmas edition of Cat Chat: We go 'Back to the Future' and feature an article on the Jaguar C-X75 prototype and what EV Jaguars could look like in 2025. The Jaguar F-Pace is reviewed, the biography traces the successes of William Heynes (Jaguar's former Technical Director), the superlative Mk.10 is remembered, the series on 'Jaguar models-in-miniature' is continued, Rowan Atkinson provides a tongue-in-cheek comment on electric powered vehicles, a tool kit for an E-Type is found, the answers to the August quiz are provided, the Capitol Restaurant is appraised and I review a movie and take a look at the history of both the V8 and V12 motor.

I hope you enjoy the read. Let's hope our summer is a good one and you have an enjoyable and safe Christmas and New Year with family and friends. Go well.

*Richard Silcock*

*Editor*



## *From the President*

**W**ell, we now have a new government. After a lot of huffing and puffing as well as posturing by our new leaders an agreement has been reached and all we have to do now is wait to see how many of their promises will in fact be honoured. I am hopeful that this administration will do better than the previous government who promised much, but delivered very little.

I am pleased that we joined the Federation of Motoring Clubs (FoMC) earlier in the year and I have a reasonable expectation that our motoring interests will continue to be vigorously promoted in the corridors of the new government. Time will tell.

Those members who attended the Clubs Christmas lunch and prize giving will be aware there are to be some changes in the administration of the Club. **Noel Morgan**, our long serving disseminator of information and co-ordinator of the monthly E-Newsletter has relinquished the role and handed these duties over to fellow committee member, **Chantel Smith**. The Club is hugely indebted to Noel for his many years of service in this and other previous roles so many thanks Noel for your efforts on behalf of the Club.

In regards to the awards; I'll be getting the appropriate names engraved on the trophies as soon as possible and I will advise the recipients as soon as this has been completed. I'm sure that everyone is keen to have their award on display sooner rather than later.

I must apologise for my two recent no shows at Club events, but I can now assure members that my hip is mending nicely following the operation and I am now out of isolation having recovered from a dose of Covid. Many thanks to those who wished me well for a speedy recovery.

The program for next year is taking shape very nicely with several opportunities to get our 'cats' out on the road and to show them to both the wider public as well as other like-minded Jaguar aficionados. With this in mind I look forward to seeing many of you at the British and European Car Day in February, in Taupo and Tokoroa in early March and at the Jaguar National Rally in Christchurch over Easter.

In the meantime give the 'old girl' a stroke and a polish and listen to her purr!

My best wishes for Christmas and the New Year.

*Philip Varasour*

President JDC (Wgtn)





## Club Events

*There were two Club events over the last quarter of the year, with 'a Club run' to Palmerston North for lunch and the annual festive Christmas lunch and prize-giving, which was held at the Tirohana Estate Vineyard in the Wairarapa (Ed).*

### On Par at Palmerston North

*Some 40 members enjoyed a 'run' to Palmerston North via the Wairarapa in early October culminating in lunch at the local golf club. The following is a precis of the day, put together from notes and photographs supplied by the event organiser, Chantel Smith, and from comments made by other Jag Club members to the Editor over lunch (Ed).*

**A**fter gathering at the Te Marua Golf Course, north of Upper Hutt at 8.45am on Sunday 8 October, 18 'cats' ventured over the Rimutaka's to the wide expanses of the Wairarapa plain and headed north to the Pūkaha National Wildlife Sanctuary at Mt Bruce for morning tea/coffee and a catch-up chat with fellow members.



*A Jaguar 'pride' gathered at the Te Marua Golf Course (Chantel Smith).*

Organiser of the event, **Chantel Smith**, who, together with partner, **Paul Darney** led the pack over the Rimutaka Ranges in their black XJ said there was a bit of drizzly rain at the Rimutaka summit and at Mt Bruce, but with little other traffic they maintained a trail of 'cats' pretty much all the way.

During the 'stop-over' some Club members had a brief look around part of the 942 hectare sanctuary, which is home to a number of endangered native wildlife species including the rare white kiwi before regrouping and heading north on SH2 towards Palmerston North.



*A 'pride' of Jaguars in line astern at the Pūkaha National Wildlife Sanctuary (Chantel Smith).*

On the way some confusion arose at the SH2 turn-off at Pahiatua which caused a bit of mayhem with 'lost' Jaguars milling around the main street of the town centre. To quote **Bev Charlton**: "Jaguars were going in every direction."

Undoubtedly the town of Pahiatua has probably not seen so many Jaguars prowling the main street ever before. The cause of the mayhem evidently arose when **Hewitt Humphrey**, who had been leading the pack, pulled into a side street to make a phone call and a number of 'cats' followed.

*I am sure if the 'jungle drums' had been beating it would have made a good story for the local Bush Telegraph newspaper under the heading: Cats on the loose in Main Street! (Ed).*

With **Brett Newell** then taking the lead in his S-Type and steering the group back on course up-an-over the Pahiatua Track amidst a windfarm, good time was made by the 'cats' and all the participants arrived at the Manawatu Golf Course around 12.30pm and were joined by several additional WJDC members who live in the Manawatu and Horowhenua region. XK's outnumbered the rest of the pride of XJ's, F and S-Types, along with several XF's and an X-Type, a total of around 20-25 cars.

The Manawatu Golf Course, which was established in 1895, is the oldest golf course in the country that is still located on its original site. It has one of the largest country memberships in New Zealand and is an 18-hole international standard course. The Golf Club has hosted both professional and amateur golf tournaments including the 2017/18 NZPGA and five New Zealand Open Championships and is regarded as a course with several 'interesting doglegs' and sand obstacles making it challenging for both professional and amateur golfers.





*XK8's outnumbered the rest of the 'pride' of Jaguars parked up at the Manawatu Golf Course (Ed).*

The Hokowhitu Restaurant, which is located within the Clubhouse overlooking the well-manicured greens and fairway proved popular. The service and the five-item set menu was varied and provided a good selection of food and the bar had a range of tipples to suit.



*The view of the immaculate fairway from the restaurant (Ed).*

In the absence of Club President, **Phil Vavasour**, who was recuperating from a hip operation, the Immediate Past President, **Warren Charlton** welcomed everyone and in particular the four new Club members: **Brian** and **Debby Marriner**, and **Brian Attwell** and **Jane Martindale**.





*JDC members settle in for lunch at the Manawatu Golf Club Hokowhitu Restaurant (Chantel Smith).*

Warren said it was good to see such a good number of members take part in the days' event and reminded those present that future ideas for events are always welcome and should be sent to one of the Club's Committee members. He thanked Chantel and Paul for organising the days' event and wished everyone a safe return journey back to Wellington.

With lunch over, some members took their leave and headed south while others enjoyed the opportunity for some further chatting and networking over a wine or two and maybe contemplating a round of golf on the immaculate kept greens of the course.

Chantel said she was very pleased with the number of members who took part (+/-40) in the event and: "For making my first WJDC organised event a success". Thanks Chantel.



## Celebrating Christmas and Club Awards

*A king size marquee set the scene for the annual WJDC Christmas festivities and prize-giving this year. Held at the Tirohana Estate vineyard on the outskirts of Martinborough (the heart of the NZ appellation region for Pinot Noir), some 36+/- members celebrated the festive season in the manner long-held by the Club for combining an event with food and wine (Ed).*

Sunday November 26 was marked in my diary to celebrate the Christmas season with like-minded Jaguar enthusiasts at the Tirohana Estate vineyard on the outskirts of Martinborough. It was billed in the E.Newletter as the 'WJDC event of the year not to be missed.'

Held in a large marquee amidst the vine glad grounds of the estate, it was 'spritzers' all-round and convivial chatting with fellow Club members to ignite the Christmas spirit and kick the function off. Despite the weather forecast the weather was fine, warm and sunny and it wasn't long before jackets were discarded.



*The marquee amidst the vines and some fine BRG Jag's at Tirohana Estate (Ed).*

In welcoming members, **Brett Newell** (standing in for Club President **Phil Vavasour**, who along with **Robyn**, unfortunately had Covid and was self-isolating at home) said it was pleasing to see a good number of Club members attending the function.

After running through the 'housekeeping' details, Brett moved on to announcing the Club Awards for 2023:

The **Cook Trophy** was awarded to **Jonathan Paape** for carrying out a high speed road test in fellow member **Terry Dykes'** car and in so doing displayed a high level of driving skills. (Unfortunately Jonathan was unable to be present to accept the award).

The **Archer and Lupp Trophy** was awarded to **Jan McGregor** for her superbly presented XJS.

The **Wellington JDC Annual Award** was awarded to **Noel Morgan** for the many years he has co-ordinated the Clubs E. Newsletter, served on the Committee and assisted the Club Secretary in maintaining the register of Club members.

The [Wellington JDC Points Award](#) was awarded to **Hewitt** and **Jo Humphrey** for their regular attendance at Club touring events over many years.

The [Gold Award](#) went to **Bev Charlton** for organising this year's Christmas function.



Above left to right: Jan McGregor receiving the Archer and Lupp Trophy; Noel Morgan receiving the JDC Annual Award silver tray, and below: Hewitt and Jo Humphrey receiving the JDC Points Award from Brett Newell (Ed).



The [Annual Bung, Travelling Bung and lollipop awards](#) were announced by our Club Sheriff, **Dennis Rowe** and are handed out for misdemeanours over the last 12 months. This year's recipients were:

**Wayne Harrison**, (Annual Bung Award) for his adherence to 'bling' and adding some colour to the Clubs Feilding weekend away event. *(Unfortunately Wayne was unable to attend the awards function).*

**Hewitt Humphrey**, (Travelling Bung) for causing mayhem at Pahiatua while on route to Palmerston North for the Clubs touring event.



Lollipops were presented to:

- **Jonathan Paape** for overheating on the Rimutaka's and failing to reach Martinborough for the prize giving. (*Unfortunately due to a car issue, Jonathan was unable to be present to accept the award, Ed*).
- **Warren and Bev Charlton**, for touring the outback of Australia by train (*they haven't actually done so yet, Ed*).
- **Peter and Penny Willis** for stopping to pick up hitch-hikers when on their way to Palmerston North for the mid-year Club touring event.

With the formalities over, a three course lunch was served, the local estate wine was consumed and some serious intermingling and chatting with fellow Club members ensued.



L>R: Bev Charlton, Chantel Smith, Dennis Rowe, and Madelaine Black (Ed).



L>R: Tony Labone, Peter and Penny Willis (Ed).



*L>R: Warren Charlton, David Black (at back), Paul Buckrell and Don Ryder (Ed).*



*L>R: Bev Woolcott, Madelaine Black (at back), Bev Charlton and Rezea Morgan (Ed).*



*L>R: David Black, Ben McFadgen and Brett Newell (Ed).*





*Lunch was served in the marquee at round tables of eight to 10 (Ed).*



*Some of the Jag's lined up in front of the vineyard tasting room and restaurant building (Chantel Smith).*

It was a fitting finale to end the year for the Club, with perhaps the only disappointment being no Christmas decorations or crackers. The function wound down around 3.30pm as members headed back to Wellington, other parts of the Wairarapa, the Kapiti Coast and Horowhenua amidst the sound of low flying aircraft from the Wings over the Wairarapa Airshow buzzing overhead.

Fortunately **Jonathan** and **Janet Paape** were 'rescued' from the slopes of the Rimutaka's after a two hour wait and were transported back to Wellington with the F-Type 'grounded' for repairs to the cooling system.



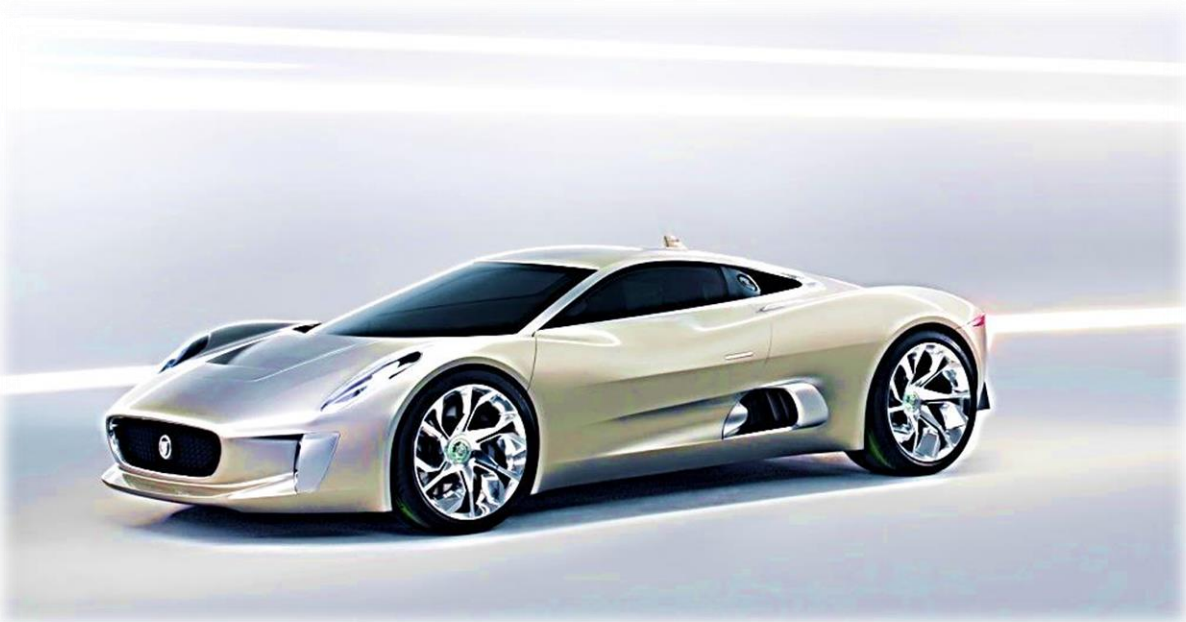
## *CatChat Feature*

*CatChat looks back to 2010-13 and the high performance Jaguar C-X75 concept car and poses the question: Has this car provided the technology test-bed for the all-electric Jaguar GT sports car due to debut in 2025? Then Autocar and Autoweek magazines look into their respective crystal balls and ‘reimagine’ what the new Jaguars may look like when they debut in 2025 (Ed).*

### **Back to the Future**

It was in June 2011 that the high performance Jaguar C-X75 prototype received top honours at the North American Concept Car of the Year Awards in Detroit and named the Concept Car of the Year.

The C-X75 received the highest overall score in the segment to earn the coveted award, making it the third time Jaguar has won the award, which recognises vehicles that are most likely to shape the future of the automobile industry.



*The Jaguar C-X75 prototype (Internet).*

One of the judges said the C-X75 was one of the most visually arresting cars ever, calling it “aggressive elegance with a turbine based hybrid powertrain that looks ahead to what could be - a practical alternative to conventional power sources.”

Jaguars Design Director at the time, Ian Callum, says he and Jaguar were extremely proud to have been named the designer and manufacturer of the car.

“We are at our best when we are breaking the mould and making our cars stand out for all the right reasons,” he said. “The C-X75 was an exciting project for us and represents a clear



statement of Jaguar's intent to continue creating bold, innovative and beautiful performance cars."

The Concept Car of the Year Award added to the C-X75's list of accolades, which included being named Auto Week's Best Car in Show at the 2010 Paris Auto Show and winning the Louis Vuitton Classic Car Concept Award in the same year.

Jaguar announced tentative plans to launch the C-X75 as an exclusive hybrid supercar, which would have made it Jaguar's most advanced car to date with a performance on a par with the fastest production cars on the market at the time featuring cutting edge technology combined with an economical running cost.

In 2013 and following further test evaluations, Jaguar released a documentary on the cars further development, revealing the challenges their engineers had overcome in producing a car with a top speed of 354 km/h while only producing 89g of CO2 per kilometre.

In a comparatively short period of time, Jaguar along with development partner Williams Advanced Engineering had created an AWD, plug-in hybrid electric vehicle (PHEV) version with a carbon composite chassis however JLR management decided that due to the negative global economic climate at the time the car would not go into production. Several cars were however produced to celebrate Jaguar's 80<sup>th</sup> birthday and were also used in the 2015 James Bond movie, *Spectre*.

Jaguar said the car showcased their world leading expertise in design and lightweight car construction and that it would provide an ideal 'test-bed' for future high performance and low emissions powertrains and would be used for future development and next generation car engineering.

### ***Technical specifications of the C-X75:***

- Motor: 4 cylinder F1 inspired 1.6 litre, dual-boosted with turbo and supercharger.
- Electric motor: High density PHEV delivering 300kW on a full charge.
- Power output: 850bhp and 1000Nm of torque.
- Seven speed auto transmission with gearshifts of under 200 milliseconds.
- 0-100 km/h in less than 5 seconds.
- Maximum speed: 354 km/h.
- A deployable rear aerofoil and special underfloor aerodynamics create more than 200kg of downforce at 200 km/h and above to enhance stability.

## ***Accelerating to 2025***

According to *Autocar* magazine one of the new Jaguar models come 2025 will be their Bentley-sized SUV flagship, while the other two vehicles will comprise an imposing replacement to the XJ saloon series and a replacement for the XK8R and F-Type.

“The saloon will be substantially larger and much more luxurious,” says *Autocar*. “All three cars will sit on the long wheel base JEA electric vehicle platform being developed exclusively for the new era Jaguar models.

“Priced from between £100,000 and £125,000 in the UK, all three will come equipped with AWD, four wheel steering and an ultra-fast charging capacity that will provide an 80 percent top-up time of just 13 minutes.

“Early details suggest each car will produce no less than 450bhp, reach 0-100km/h in 3 to 3.8 seconds, top out at 250km/h and offer a range of up to 764 kilometres.”



*Autocar's artist impression of what the new Jaguar saloon may look like (AutoCar).*

*Autocar* say the new saloon and its range of stable mates will be unrelated to every car Jaguar has produced in the past and bear little resemblance to other artist's impressions that have been circulating since the brand's reimagine plans were made public.

The details obtained by *Autocar* indicate the 'leaping cat' on the bonnet will no longer feature and will instead have the Jaguar name emblazoned in a new font across the front, similar to how the Range Rover brand is identified.

*Autocar* understands that all current Jaguar models in production will: “Come off sale by 2025 because they will look nothing like their replacements.”

Gerry McGovern, Jaguars Chief Creative Designer, has evidently told *Autocar*: “We don't want older looking cars and newer looking cars in showrooms – the silhouette of each new Jaguar will be a radical departure from that of even its most closely related predecessor. For example, while the electric saloon is thought of as the spiritual successor to the XJ, it won't ape the swooping box shape shared by that car's five generations of development.”

*Autocar* in their article go on to say that new Jaguar will adopt a radically minimalist new look with no obvious inspiration from any past or present models. The new saloon will be 5575mm long and low-slung with sharp corners. The front will feature ultra slim LED



headlights arranged in a distinctive new pattern around a non-functional, oblong, large grille. The bonnet will evidently be expansive and longer than an XJ bonnet.

Other features for all three models will include a 'floating' roof line which will be achieved through ultra-slime black 'A' and 'B' pillars. The tail lights are said to be horizontal and ultra-thin and will be 'invisible' when the motor is turned off, similar to the latest Range Rover.



*An artist's impression of what the rear light styling of the new EV Jaguars could look like (Autoweek).*

The new Jaguars will adhere to Tesla's North American Charging Standard (NACS) for the charging ports.

Mark Camilleri, Director of EV Services at JLR says that as Tesla has created a charging network across the globe it makes sense to adopt that system for our range of new cars. Tesla will also provide adapters for owners of the current I-Pace range of EV's, despite that model being discontinued in 2025.

None of three new cars will have a rear window with instead the rear visibility provided by a digital screen at the base of the windscreen. Smaller screens at the base of the 'A' pillars will replace the conventional rear-view side mirrors.

This minimalist design theme will be reflected in the interiors, which will feature advanced instrumentation technology, spaciousness and new materials for the headlining and seats. The digital instrumentation will wrap-around the dashboard with part of it serving as the main infotainment interface. The centre console will house a smaller touchscreen to control in-cabin temperature and audio.



*Could the rear seat configuration, colourway and control screen look like this in the saloon model? (Autocar).*

Rear passengers will also get USB charging ports, infotainment screens on the back of the front seats (like airline seats) and three individual reclining seats with more legroom compared to present day cars.

It is not known whether the sport GT model will lose some of the interior space of the saloon as the designers seek to produce a sleeker silhouette and focus on performance, but Autocar believes the Jaguar SUV will offer spaciousness on par with the Bentley SUV.

JLR aim to sell 4,000 cars globally each month following the launch date with the cars designed to appeal to wealthy buyers in emerging markets such as China and India, along with Jaguars more traditional markets of the UK, North America, Australasia and Europe.

It is understood the GT sports car model will debut late next year and go on sale in 2025 with the other two models the following year.

Autoweek say the three model line-up should suit Jaguar which has been struggling over recent years with sales not achieving targets.

“Jaguar has committed to becoming an EV only brand by 2025, far ahead of some other marques that have since announced similar plans,” says Autoweek. “The big question is whether the new Jaguar electric models will be able to boost sales beyond I-Pace levels in the near future (*total sales of the I-Pace to year-end 2022 was 34,632, Ed*) while competing with the German automakers as it has traditionally done in the past.”



*An artist's concept illustration of the potential 2025 Jaguar GT Sport EV (Carscoops).*





# Biography

*William Heynes, CBE was an automotive engineer, who in 1935 and at the invitation of Sir William Lyons joined SS Cars Ltd (it became Jaguar in 1945) to work on the development of the Standard 6-cylinder motor used in the SS-100 sports car. In the course of his career he rose to become Technical Director/Chief Engineer at Jaguar and was responsible for the development of the XK motor and disc brake system and its use in all Jaguar cars, along with numerous other technical developments (Ed).*

**W**illiam Heynes was born in 1903 and was educated at Warwick High School, Warwickshire. On leaving school he joined the Humber Motor Company in Coventry as an apprentice engineering draughtsman. He was appointed head of the technical design department in 1930 and oversaw the introduction of a number of Humber car models including the Humber Snipe.

Following the Rootes Group takeover of Humber in 1935 he joined SS Cars at the invitation of Sir William Lyons and worked on the development of the Standard 6-cylinder motor with the aim of increasing the power output for its use in the SS-100 sports car.

Following the end of WW2, Heynes was appointed to the Jaguar Board of Directors and promoted to Technical Director/Chief Engineer of Jaguar Cars Ltd. It was during this time that he persuaded Lyons that they should design and manufacture their own motors and in particular the motor that he had been working on part-time during the war years, the famous XK.



Following the motors further development and refinement it debuted to power the Jaguar XK120 sports car (*pictured below –Internet*)) at the London Motor Show in 1948. Such was



its success that it remained the mainstay power plant for Jaguars for 35 years. It was produced in a number of configurations ranging from 2.4, 2.8, 3.4, 3.8 and 4.2 litres. Heynes then went on to design and develop the revolutionary disc brake system in collaboration with Dunlop and it was first fitted to the Le Mans winning Jaguar C-Type driven by Stirling Moss in 1952 and later fitted to all Jaguar cars.

Together with Walter Hassan (another Jaguar engineer), he developed the torsion-bar front suspension for the Jaguar MK.V and the XK140 in 1948 and later for the E-Type and Mk.V11 saloon.

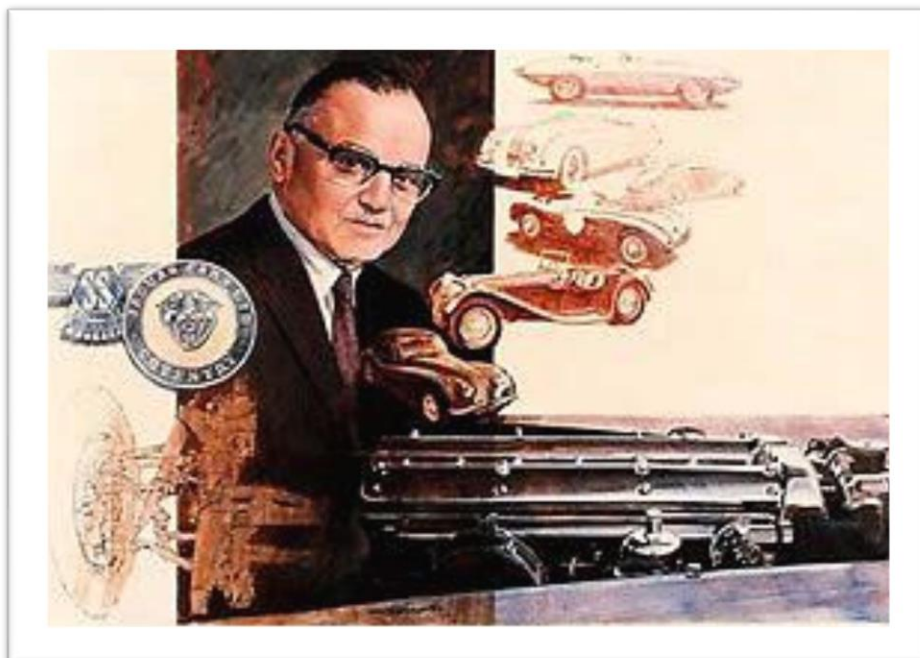
The Jaguar MK.1 saloon featuring a monocoque body followed, such was the creative and forward thinking of Heynes and his team of engineers, who then went on to design of the world-leading independent rear suspension, the use of which covered a 30 year period. It was first used in the 1961 E-Type followed by the Mk.10, Mk.2, XJ6, XJ12 and XJS.

In 1964 the first Jaguar evolutionary V12 motor was produced and continued to be developed in line with emission regulations for the Series-3 E-Type, the V12/XJS and the XJ12 saloons.

Together with Lyons he helped design and engineer the XJ6 saloon that debuted in 1968 - a car that was voted 'Best Car of the Year' at the time.

During his time at Jaguar and later in his retirement years, Heynes supported private racing drivers, especially those competing in the experimental section. This included Briggs Cunningham, who drove a prototype E2A (*the forerunner of the E-Type*) and the Lister Jaguar drivers competing in the 1958/59 Le Mans series.

He was honoured with a CBE for services to the UK motor industry and retired in 1969 as Vice Chairman of Jaguar. He devoted his time to farming at his country estate and continued to retain a close professional relationship with those he had worked with and with the new up-and-coming technical managers at Jaguar. He died in 1989.



*A poster signifying just some of William Heynes most successful automotive developments (Jaguar Heritage Trust).*





# Car Review

*The Jaguar F-Pace was the first SUV produced by Jaguar when it went on sale in 2016/17. It is available in petrol, diesel and hybrid variants and sales have been reasonably successful (Ed).*



*The Jaguar F-Pace (Jaguar UK).*

**T**he Jaguar F-Pace is a practical SUV with lots of space for both passengers and cargo. It comes with a selection of powertrains – from 2 litre diesels, to 2 and 3 litre V6 petrol and latterly the SVR 5 litre supercharged V8.

The vehicle, which first came to the market in 2016/17 is available in nine configurations and is available in both rear wheel drive or AWD from the 'base' model up to the 'S' and Portfolio variants, though the later has not been imported into New Zealand by the local dealerships.

The 'base' spec'd, 2 litre, turbo-charged petrol version comes with a 10 inch touchscreen which includes NZ navigation, Apple Car Play and Android as options. There are a number of driver assist features such as emergency braking, lane assist and front and rear parking sensors. Sports leather seats, illuminated door sills and other refinements are also available.

It is the reviewers opinion that the 'S' model is the one to buy and comes with a supercharged 3 litre V6 petrol motor, adjustable suspension, 20 inch wheels, 18-way adjustable seats, cruise control, a powered rear tailgate, blind spot monitoring along with the same features found in the 'base' model.

The 180hp 2 litre diesel provides good torque and returns better fuel economy figures when compared to the petrol V6 model's, however this model has evidently suffered from excessive shaking on start-up and vibration at high revs. It is also slow off the mark and does not provide the sporty feel of the 3 litre V6 variant. By comparison to the supercharged (S) V6, which can do 0 - 160km/h in 5.1 seconds, the diesel takes a full 9.3 seconds and the V8 model takes 4.3 seconds.

The 2 litre, four-cylinder petrol 'base' model is available with a 247hp motor, but is not as refined as the V6 supercharged motor which provides 375hp.

The F-Pace can tow up to 2.4 tonnes with any of the available powertrain configurations.

Evidently, the Jaguar factory at Solihull, where the cars are assembled, intentionally tune the suspension of the F-Pace on the firm side to create a sporty feel and although the ride is not harsh, when fitted with larger wheels (up to 22 inch) there can be some undue suspension movement over bumps and pot holes. The steering provides a positive feel and the car corners well.

In keeping with Jaguar's move to a more minimalist interior aesthetic, the F-Pace has simple detailing, easy to reach controls and good visibility all round. All the seats are set high and the driving position is well located in front of the adjustable steering wheel with a good view of the instrumentation. Legroom and headroom are excellent as is the heater/climate control's, however the large rotary gear selector swamps the central console at the expense of cup holders. The touchscreen infotainment system is laid out well and is easily accessible



to both front seat occupants and comes with Bluetooth, an 11 speaker sound system, in-dash navigation and USB ports. It is however a bit clunky to operate and evidently there have been instances of malfunctions.

The 33.5 cubic-metre rear-cargo space is excellent and can be doubled by dropping the rear seats, which split in three segments in a 40/20/40 configuration to nearly flat.

Designed by Ian Callum, the 2017 F-Pace was named winner at the World

Car of the Year Awards and Best Car Design at the New York International Auto Show.

To sum up: The Jaguar F-Pace has a roomy interior, is sporty with impressive acceleration for an SUV especially the S supercharged V6 and V8. It provides a firm ride, but has a problematic infotainment system and a lack of 'cubby' storage space. It does however combine the practicality of a SUV wagon, is well styled and exhibits the nimbleness of a sports saloon.

With the debut in 2025 of the all-electric range of Jaguars, the F-Type is to be discontinued.





## *Down Memory Lane*

*The Jaguar Mk.10 was Jaguar's top of the range saloon during the 1960's and featured unprecedented interior luxury, integrated bodywork and independent rear suspension, all of which was relatively unheard of in the UK for a large saloon car (Ed).*

**T**he Jaguar Mk.10 (later renamed the 420G) was Jaguar's top of the range saloon model from 1961 until 1970 and was primarily aimed at the wealthy American market.

It was introduced in the same year as the iconic E-Type, with both models impressing motoring journalists and the buying public with the technical specification and innovations. Unlike its saloon predecessors, the Mk.10 featured integrated bodywork as well as independent rear suspension – both being features that were unheard of in the UK at the time particularly for a large saloon car.

Combined with the 3.8 litre, triple carburettor motor (up until 1964, when it was replaced with the 4.2 litre), as fitted in the E-Type, it enabled the Mk.10 to reach 193 km/h and display excellent handling when cornering.



*The Jaguar MK.10 at the property of Sir William Lyons (Jaguar Heritage Trust).*

Sleek in design and shape it was designed by William Lyons and William Haynes. The ride, it was said, surpassed that of the Rolls Royce Silver Cloud!

Featuring a forward-leaning vertical vane chrome grill encased in a chrome surround and with four round headlights set into capped extensions of the fluted bonnet, the car set a style that reappeared on many Jaguars over successive years, including the successive XJ models and X-Types – a style that remained for almost half a century.

In addition to the independent rear suspension, the front suspension used double wishbones with coiled springs and telescopic dampers.

The alternative 4.2 litre motor was introduced at the London Motor Show in 1964 as an alternative option to the 3.8 litre motor. Triple SU carburettors were fitted. Coinciding with this was the newly developed all synchromesh, three speed Borg Warner automatic gear box coupled with a limited-slip differential.

Braking was supplied by power assisted four wheel disc brakes with the rear brakes being mounted inboard alongside the differential.

The interior was luxury personified and featured beautiful, individually selected polished wood features which included the dashboard, escutcheons, window trim, drop-down fold-out tables on the back of the front seats and a pull-out 'picnic table' that was stowed when not in use beneath the dashboard. The seats were clad in soft red leather and as an optional extra air conditioning and sound proof windows were available.

The 420G model of the Mk.10 debuted at the 1966 London Motor Show, however the differences were mainly cosmetic with a vertical central chrome bar dividing the grille in two and a chrome strip along the wing and door panels. Inside the dashboard featured leather padded edges for safety and air conditioning became standard.

A limousine variant for the American market, the Vanden Plas was also developed on an extended wheelbase and it had a sliding glass partition between the front and rear seating and a larger and higher boot. It was higher and longer than the Mk.10/420G and the rear seating could accommodate six adults. This variant was produced in limited numbers and production ceased in 1992.

Despite acclaim from the motoring press on both sides of the Atlantic the Mk.10/420G never reached its sales targets and was replaced by the XJ6 in the late 1960's. Jaguar never built another car of this size with exception of the long wheel based version of the XJ8 (X350).

As well as being the longest Jaguar ever built, the Mk.10/420G was also the widest production car ever built by Jaguar, prompting Lyons to say when asked by a journalist if he thought the car was just too big: "Probably yes, but it was built for a particular market!"



*Dashboard and interior of the MK.10, with left hand drive for the American market (Internet).*





## *Jaguar Cars in 1:43 scale*

*In addition to his collection of model Jaguar racing cars, Alan Race, the former President of the Otago JDC had a collection of model Jaguar saloons and sports cars and he has kindly allowed CatChat to reproduce his articles which first appeared in the OJDC newsletters. In this article Alan writes about the SS90, SS100, Mk.1V-V11 model cars. (Article edited and abridged, all images supplied by the author. Ed)*

**T**he birth of the first Swallow sports car commenced with the SS90. It was produced in limited numbers between 1935 and 1936, however the car did not possess the sporting edge William Lyons was looking for and SS.90 production gave way to the improved and redeveloped SS.100 (*pictured below*).



This new version soon established SS as a performance sports car manufacturer of note and established SS and later Jaguar at the forefront of rallying events. It was initially powered by the 2.5 litre pushrod motor introduced in the SS saloon. This provided spirited motoring for the sports car enthusiast, but it was not until 1938 when the 3.5 litre model was introduced that the SS.100 was transformed into a true 100mph (160 km/h) machine: the magic mark of a real sports car. Along with the SS drop-head coupe, manufacture of the SS.100 remained in traditional coach-built methods of steel on an ash frame although the saloon was redesigned and built as an all-steel construction in 1938.

Model makers seem to have focused solely on the SS.100 rather than the original SS.90 and there have been several versions of the car offered in model form. The Solido die-cast model (*shown right*) represents the car very well. The bright paintwork of cream and red typically represents the SS marque. The wire wheels are not very well detailed but are the correct wheel size for the SS.100.





The first racing success came when an SS.100, BWK-77/24 (*pictured left*), driven by Tommy and Bill Wisdom won the 1936 Alpine Rally and the Glacier Cup. The success achieved by the car created much surprise especially for a marque unheard of at the time by continental drivers.

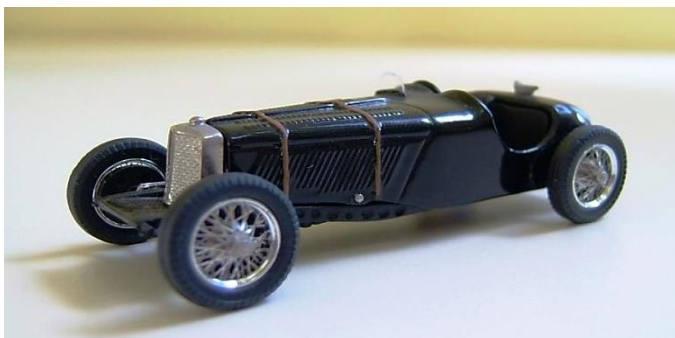
The excellent power-to-weight ratio and good road holding were features that ensured the car was competitive in rallies

and on the circuit especially when the 3.5 litre motor was introduced in 1938. Even in original 2.5 litre form, an SS.100, BWK-77/24 was timed at Brooklands at an average speed of 168 km/h, a speed which was well above the standard car's maximum.

This all metal model from Milestone Miniatures is of the 1936 Glacier Cup winner (model number CF1). The model is unusual with the hood in the closed position but it replicates the actual car very well with excellent detail including etched wire wheels. The overall scale and proportions are also very good.



Another car, TBWK77 (chassis number 8) was retained by SS Cars and in 1937 it was stripped down and fitted with the new 3.5 litre engine. In this form it was perfect for use at hill climbs and was timed again at Brooklands, this time achieving 190 km/h. This car is very significant as it fostered the 'official' interest in competition rallying by William Lyons and the car later become known as 'old number 8' as it existed in later life.



Milestone Miniatures produced a metal hand-built model of this version of the car (model number JW9). This model (*pictured left*) features the same scale and detail as the earlier version and is well proportioned with extremely good detail.



A coupe 'concept' car was produced by the company in 1938. Intended for mass production the closed version of the SS.100 was disadvantaged by the limited amount of interior space. Lyons styled the roof section with curves that reflected the right balance complementing the new wing design, but in so doing created the Achilles heel for the coupe, its small cabin.



Whereas, the open sports car was typical of the era and was only limited by the amount of interior space when the collapsible hood was up, the coupe owner had to live with difficult entry/exit and limited internal space all the time. The open sports car driver could put up with the inconvenience when the hood was raised as more time was spent driving the car with the hood down. To give the coupe more cabin space with better entry required a new design altogether so the only coupe produced remained nothing more than a concept prototype. This unique one-off car survives to this day and has been fully restored.

It is interesting to note that the roof line of the XK120 fixed-head coupe that would follow 14 years later appears to take styling cues from the SS.100 coupe.

Pictured left is the Milestone Miniatures model (GC34) of the SS.100 coupe, which is a very good example of this very rare car and is well detailed and true to the actual car in both scale and proportion.



In addition to the sports car, SS Cars introduced the SS Jaguar saloon. This new car was powered by a new 2.5 litre engine with a Weslake designed head featuring overhead valves. The new saloon was considerably more powerful than previous SS cars and the beautiful design now offered performance to match. This car was to elevate SS into the luxury saloon car segment from which Jaguar was to become a market leader.

The first SS Jaguar saloons were coach-built and were comprised of alloy panels fitted to an ash frame, however the cost of manufacturing cars by this method prevented any large-scale mass production, so a shift to an all steel body was introduced in 1938. This change resulted in minor alterations to the bodywork - the most obvious being an extended interior with redesigned front doors and larger rear doors to allow improved access, the repositioning of the door handles in line with the chrome strip below the door windows and

a redesigned windscreen. The early cars can be distinguished by the side mounted spare wheel fitted to the left front mudguard and the introduction of the 'leaper' mascot.



Oxford Models made a die-cast model (model number JSS001) which is an excellent version of the original coach-built 2.5 litre saloon with very fine detail and proportions. Complete with horn, fog lamps and externally mounted spare wheel on the front bumper the model is a very realistic creation although the wire wheels and chassis detail are not up to the standard of the rest of the model.



From 1938 the SS Jaguar was made entirely of steel and this allowed for a greater volume of cars to be built. Whilst appearing almost the same as the earlier coach-built version, the new all-steel 2.5 litre saloons were larger than the model it replaced. The range was later extended to include the more powerful 3.5 litre version as well.

The SS name was discontinued in 1945/6, and the Jaguar brand name (instead of model name) was adopted to disassociate any perceived connection of the company with the brutal and evil reputation of Hitler's SS force during World War 2. The cars were simply sold as the Jaguar 2.5 and 3.5 litre saloons but were later referred to as the Mk.1V and were in effect a continuation of the pre-war range, manufacture of which had been halted during the hostilities.





A 1945 Jaguar Mk.1V, 3.5 litre saloon.

The Jaguar Model Club have produced this superb model (JCM10), of an Mk.1V, 3.5 litre saloon (*pictured below*), to create a unique model celebrating the 10th anniversary of the club. This hand-built model is finished in brown and cream and is superbly detailed and is a



perfectly scaled recreation of this great classic car. The overall shape is excellent and shows the deficiencies in the model of the earlier SS Jaguar saloon. The large Lucas headlamps are well detailed and replicate the actual car accurately. The painted and etched wire wheels add to the overall realism of the model which was only produced in limited numbers.

Illustria Models have also produced a limited number of these cars in different colour schemes with detailed chassis and running gear.

The Mk.IV drop-head coupe, which continued in the post-war era was a carryover of the pre-war SS Jaguar drop-head coupe and was built in traditional coach-built methods unlike the saloon which from 1938 was an all-steel construction. The expensive build structure limited production in both the



pre-war SS series and the post-war Jaguar Mk.IV to less than 1200 coupes being built in either 2.5 or 3.5 litre form. Regarded by many as the most classic Jaguar of all time, the Mk.IV drop-head coupe has a wonderful sweeping body line. The two doors were longer than the front doors of the standard saloon to allow easier entry for the rear passengers. The canvas, mohair lined collapsible roof, which followed the contours of the saloon roof line when up folded neatly down and above the boot lid behind the rear seat. The complex nature of the folding roof necessitated substantial metal framing and roof irons which when locked into place stretched the fabric to form the contoured roof. In so doing however, considerable blind spots were created and the rear seat was very claustrophobic when the roof was in the raised position. The roof section could also be positioned with the rear section closed but the section above the driver rolled back and open.

Miniature models of the 3.5 litre drop-head coupe are exceptionally rare and the Mini Marque 43 model (MM3) (*shown on the previous page*) is very rare but is probably the most accurate and detailed version. The attention to detail is exceptionally high with excellent interior detailing and painted etched wire wheels. The model has a detailed chassis and running gear.

The Mk.V Jaguar was an update, although it was considered by some as a stop gap between the Mk.IV and the even more modern Mk.V1 and Mk.V11 that was released in 1950.

The Mk.V was in fact a more modern car than its Mk.IV predecessor and was the first production Jaguar introduced with independent suspension. The Mk.V had the same push-rod motor in either 2.5 litre or 3.5 litre configurations and the classic side window-line that became synonymous



with Jaguar's for over two decades was introduced in 1949. At least one MK.V was produced with the new XK engine fitted, which necessitated modifications to the body line and involved lengthening the bonnet. This was used by Jaguar Cars for many years and is presumed to have been a test bed prior to the Mk.V11's introduction.

Western produced an accurate rendition of the Mk.V saloon (WMS41) in metal and it is available either as a built up model or as a kit. I built the model pictured here in 1988 and hand painted it in a period colour scheme of black and ivory. The detail is very good and the scale and proportions are well





executed. The Mk.V featured disc wheels, which are accurately detailed by Western.

The Mk.V drop-head coupe was the last coach-built Jaguar produced in the saloon range. No other open-top version of any Jaguar saloon has been made since the Mk.V was discontinued other than those created by specialist body builders as it was considered that open cars should be reserved for the just sports cars.



Besides, the very high cost of creating the open tourer, which necessitated hand-built methods was no longer economic as the market for such cars had largely diminished. The flowing lines of the Mk.V drop-head accentuate the more modern styling that Jaguar was introducing at that time and this was continued with the new Mk.VII which was nearly signed-off as a completed design at the time of the Mk.V's introduction.

Now regarded as one of the most desirable classic Jaguars, the Mk.V in open form is very rare and is highly sought after, fetching premium prices at auction.

Models of the open Mk.V are rare with only Western producing a model (WMS41X *shown right*). Available in both kit and built-up form, this example is a factory hand-built version which is superbly scaled and proportioned. The overall detail is excellent including the interior and the overall effect of the model appears very realistic.



This model was one of the very first items in my model collection.



# My Jag

*Jag Club member, Janet Paape loves her Jaguar F-Type and shares with CatChat readers some of the reasons why, as well as a few of the things she doesn't like about it (Ed).*

**What model/year is the Jaguar?**

2015, F-Type.

**How long have you owned the car?**

Seven years.

**Why did you purchase this particular model Jaguar?**

For its looks – it's simply the best looking front-engine sports car on the market.

**How many kilometres has it done?**

60,000 klms.

**How would you describe the car's performance?**

Adequate.

**What do you like most about your car?**

The look and the exhaust note – it roars under acceleration and pops and crackles on deceleration.

**Are there any things you don't like about the car?**

The eco engine-stop when the car is not moving. I switch it off.

The pop-up rear spoiler wing makes me look like a speedster.

**Who does your mechanical work?**

Scotty at Forza-Corsa. He's just wonderful.

**Have you carried out any restorative work?**

No, but I've had a Swarovski crystal steering wheel fitted, it's just very me.





## Comment

*Rowan Atkinson needs no introduction as he is well known as an actor, comedian and writer. He is perhaps best known for the 'Mr Bean' and 'Johnny English' films and his role in the TV series 'Blackadder'. He is also a lover of cars and is a Jaguar aficionado. He currently drives a Jaguar I-Pace EV, having sold his McLaren, but in the following article says: "I feel a little duped" when it comes to EV's*

*(Article reproduced courtesy of Autocar and is abridged, Ed).*

Sadly keeping your petrol driven car may be better than buying an EV at the moment as there are some sound environmental reasons not to jump into an EV just yet.

Electric motoring is, in theory, a subject about which I should know something about as my university degree was in electrical and electronic engineering and computer systems. Combine this with a lifelong passion for cars and you will perhaps understand why I was drawn into an early adoption of electric vehicles. I bought my first EV eight years ago and notwithstanding our poor electric charging infrastructure (*in the UK*) I have enjoyed driving it. EV's may be a bit soulless, but they are quiet, fast and cheap to run.



But increasingly I feel a little duped! When you begin to drill down and look at the facts EV motoring doesn't seem to be quite the environmental panacea it is claimed to be.

As you may know the government has proposed banning the sale of new petrol and diesel vehicles from 2030 (*in the UK*). The problem with that initiative is that it seems to be based on conclusions drawn from only one part of a conventional cars operation – its exhaust. EV's have no emissions, which is welcome, particularly with respect to air quality. But if you look at the bigger picture, such as the vehicles manufacture, there is a different picture. Volvo, for example, has released figures claiming that greenhouse gas emissions during the production of an EV are 70 percent more than when producing a petrol driven vehicle.

The problem lies with the lithium-ion batteries that are currently fitted to EV's: They are heavy, contain many rare mined metals, and require huge amounts of energy to make them and only last for about 10 years. And then there is the problem of disposing of them safely. It seems therefore somewhat perverse that such an energy source is being utilised as the world grapples with climate change.

Unsurprisingly a lot of effort is now going into finding an alternative (*fuel*), with new, so-called solid state batteries being developed that should charge more quickly and be about a third of the weight and cost of lithium ones, but these are still a few years away from being tested and made commercially available, by which time many more millions of EV's will have been made and sold.

An alternative under consideration is hydrogen, though there is no 'green' way of manufacturing it as yet. It can be used in several ways – it can 'power' a hydrogen fuel cell (*battery*) and Toyota is working on this, or, in the case of large trucks where a large fuel tank is not an issue, it can be fuelled at a filling station like petrol is and this is being looked at by truck and heavy machinery assemblers along with modifications to the motor.

Let's consider for a moment the life cycle of a conventional car and society's relationship with them along with the marketing 'culture' that has been the template for the car industry for decades. In the UK on average we keep our cars for around three years before selling them. This is a profligate use of the world's natural resources when you consider what condition a three-year-old car would be in. Modern day cars should on average last for at least 30 years if looked after and maintained.

We also need to acknowledge there are approximately 1.5 billion cars in the world today and in terms of their manufacture they have paid their environmental dues within the first three or four years. An environmentalist once said to me, if you need to buy a car, buy a used one and use it as little as possible!

Another thing we need to do is speed-up the development and distribution of synthetic fuels. It is used in motor racing so why not in 'everyday' cars? It's a product based on two simple notions: one, the environmental problem with a petrol driven engine is the petrol, not the engine, and two, there's nothing in a barrel of oil that can't be replicated by some other synthetic means. Porsche is developing a fuel using wind power to power a process to make a fuel whose main ingredients are water and CO<sub>2</sub> and is able to be used in combustion engines with only minor adjustment. The emission from such a fuel is virtually CO<sub>2</sub> neutral.

For these reasons I believe we should think twice before jumping into EV's. There are a wide range of options to consider as outlined above before we do. Friends with an environmental conscience often ask me whether they should buy an EV and I tend to reply by saying: If your car is an old diesel and you do a lot of city centre motoring they should consider a change, but otherwise hold-off for now. EV's will be a real environmental benefit one day, but that day has yet to dawn.



*A scene from a 'Mr Bean' movie (Internet).*





## *The tale of a missing tool kit*

*With the Jaguar National Rally concours event coming up in March next year, Auckland Jaguar Drivers Club member, Warwick Jenness wrote the following and kindly allowed it to be reproduced in CatChat (Ed).*

It was a dark and damp mid-winter Friday evening in Soho. Two figures approached each other from the shadows outside the Coach and Horses pub on Great Marlborough Street and following the exchange of a few quietly spoken words of identification and greeting an envelope containing a sum of money was handed over in exchange for a heavy black leather roll that had been securely fastened with a leather strap and buckle. The transaction completed, the two departed their separate ways, disappearing into the dark and foggy London night.

What had prompted this seemingly nefarious meeting on a dark evening in Soho? It was orchestrated by a need that arose during a concours display one sunny spring afternoon in Auckland when the concours judge from the 'House of Shorter' opened the boot of our 1965 E-Type and made the hard hitting comment: "Hmm - nicely presented, but where is the tool kit?"



*Warwick and Sue Jenness' 1965 Series-1, 4.2 litre E-Type (Warwick Jenness).*

In 2015 our much-loved E-Type had won a concours bronze and so it was with much expectation that the following year, after much cleaning and polishing, we would convert

the bronze to gold certification. But it was not to be due to there not being a tool kit and a silver award was our only recompense.

Could we have won gold with a genuine E-Type tool kit on display we wondered? The judge's words niggled at me for months, culminating in a world on-line search that ended successfully and conveniently in London with the discovery and purchase of the Holy Grail outside the pub in Soho.

A month later the valuable leather roll was personally brought to New Zealand by our London based son who was visiting us for the Christmas break. I eagerly awaited his visit and an opportunity to get my first look at a genuine, rare, and the much sort-after Jaguar E-Type tool kit.



*The much sought after original E-Type tool kit (Warwick Jenness).*

However almost three years rolled by before we had an opportunity to enter another concours and it was with a renewed level of confidence that I lined our E-Type up alongside another club member and erstwhile former concours judge, turned competitor.

Intent on making a good impression I proudly opened the boot of our car to show the 'tool kit,' but horror, he ignored my prized acquisition and instead ran his finger around the boot seal rubber groove and then waving his dusty digit in front of me, claimed that the car was not really cleaned sufficiently to compete in a concours!

And he was right. Judging was completed and we were recorded as last but one. While I had spent a good day and half cleaning and polishing prior to the event, it now dawned on me that in the preceding three years my eyesight had dimmed, preventing me from seeing all the dusty bits that the eagle-eyed judges had picked up in their scoring. Sadly the game was over and my aspirations for gold dashed.

Perhaps an age handicap could be introduced for ageing concours competitors whose eyesight is no longer crystal sharp and who still wish to enter and show their cars - and tool kits!





## *Wine & Food*

*Club Committee member and our in-club sommelier and connoisseur of fine food, Brett Newell reports on some delightful food and memorable wines enjoyed at the Capitol Restaurant in Wellington (Ed).*

It was an absolute delight to return to the Capitol Restaurant in the Embassy Theatre Building on Kent Terrace.

I have long held Kate and Tom Hutchison in the highest regard and on a recent visit they were in excellent form, providing the same exceptionally high standard of hospitality and cuisine we have experienced previously over the last twenty-one years they have been owned the restaurant.



It reminded me of when a group from the Jag Club accompanied Erica and myself on a wine trip to Melbourne in 2019 and we spent a few days down on the Mornington Peninsula and visited several vineyards before having lunch at Foxey's Hangout where I learnt that the owner had once worked with Tom at the Grand Hyatt Hotel in Melbourne, describing him as the finest chef he had ever worked with.

Our aperitif on this occasion was a 2019 Marlborough, Saint Clair Camp Block Pinot Blanc which was crisp, dry and a great way to start a fine dinner. This type of wine is a bit unusual as it is only produced by some 14 wineries in New Zealand and is mostly produced in Northern Italy (Pinot Bianco) and in Germany's Alsace region (Weissburgunder).

At the time of our visit to the Capitol, asparagus was in season so our entrée was new season asparagus that had been blanched for just 45 seconds and then lightly grilled. It was presented atop a bed of creamy chopped egg mayonnaise with a squeeze of lemon juice and a covering of grated Grana Padano (a milder, more buttery and softer cheese than Parmesan, with a subtle saltiness). Added to this were deep-fried popped capers. It was simply superb.



Our entrée wine was a 2022 Whitehaven 'Greg' Sauvignon Blanc, named in honour of the late Greg White, one of this country's wine producers of note. It was a 'classic' Marlborough Sauvignon Blanc, for which the region is famous.

Our main dish was grain-fed 'wagyu' beef from Gore in Southland. It had been 'quick-flashed' on a hot plate and served with a salsa verde, potato gratin and a rocket salad – all of which complimented the exquisite tender beef.



*The main dish was wagyu beef served with salsa verde, potato gratin and a rocket salad (Capitol).*

To match this main dish was a 2021 Chateau Pegau Cuvee Setier, Cotes-du-Rhone from the southern Rhone Valley. A mix of Grenache 60%, Syrah 20% and Mourvèdre 20% grapes made for an easy-drinking full-bodied wine with 'approachable' tannins and a lengthy finish. *(The Rhone Valley was one of the areas the Jag Club visited during our 2015 French Wine trip).*

The desert consisted of individual small pavlovas with a mascarpone topping on a base of orange-baked blackcurrants, which provided many aromatic flavours including those of cherries, red berries, cola and caramel. It was a fine finale – it was exquisite in fact!





## *CatChat Film Review*

*The British and Irish Film Festival, held in Wellington during the latter part of October featured a number of good movies. Here I review 'The Lesson' - starring Academy Awards nominees, Richard E Grant, Julie Delpy and Daryl McCormack. It was directed by Alice Troughton and is a psychological thriller written by Alex MacKeith (Ed).*

**T**his film premiered at the Tribeca Film Festival earlier this year, receiving a rating of 7/10. I gave it 6/10 but thought it a film worth seeing, though there were times when the continuity of scenes was confusing including the opening prologue.

The screen play is however clever and as the story unfolds it keeps one guessing. The film is set at a gracious English country estate, where the cinematography and imagery is well suited to the underlying story, which has a psychological dark side.

The story is about an aspiring and ambitious young writer, Liam, played by Daryl McCormack and his first attempt at writing a novel amidst a somewhat turbulent household where he is living as the live-in tutor to the son of an English upper class wealthy family and to coach him in what is required to be admitted to Oxford University.

Liam is summoned to the house for an interview with the boy's mother, played by Julie Delpy, for the teaching position. The father, played by Richard Grant is a renowned and aloof author who has little time for the family, particularly his son and initially for Liam. Amidst this 'cool' relationship Liam carries on living at the palatial mansion, making notes about his observations of the family with the aim of using these for inclusion in his future novel.



The family are each, it seems, not without some scandalous behaviour and hide some dark secrets involving a suicidal drowning in the estate's lake and some extra martial affairs.

The fathers' arrogance dominates the household. He is overly critical of his son's and of Liam's attempts at writing and tries to assert power over his wife, who has a brief liaison with Liam when her husband is away at a writer's

conference in London with a white Mk.2 making a cameo appearance on his return.

Suspense and intrigue are played out as the story unfolds and as time elapses Liam observes more secrets about the family and compiles his dossier of events for his novel.

As the lines between master author and budding protégés blur; English upper class, ambition, sex, betrayal and suicide become a dangerous combination in this psychological thriller - an exquisite noir!



# *A Racing Hero*

*Mike Hawthorn was a British racing legend. The winner of numerous F1, F2 and sports car events in the UK and Europe during the 1950's he drove a number of marques, including Jaguar and was the proud owner of a modified 3.4 litre Mk.1 Jaguar. He was killed at age 29 in an unfortunate motoring accident on the A3 motorway near Guildford in Surrey in 1959.*

Known as the 'Farnham Flyer' or the 'Golden Boy', John Michael Hawthorn was an impressive racing car driver. He was born in 1929 in Mexborough, Yorkshire and grew up amidst a family of racing enthusiasts. His passion for driving was 'fuelled' by his father, who owned an automotive garage near the Brooklands racing circuit at Farnham, Surrey

After leaving college he attended Chelsea Technical College before becoming an apprentice at a nearby car manufacturing plant. He owned and raced a motorcycle before acquiring a 1934 Riley Ulster Imp car in which he also successfully raced, winning his first race in 1950.

His professional racing career started in 1952 at a race meeting being held at the Goodwood circuit, where he was pitted against international racing legend Juan Manuel Fangio. Driving a Cooper-Bristol single seat F1 car he won the race after starting in pole position.

Hawthorn was known as being flamboyant and would race in overalls and a bow-tie. In



France he was nicknamed 'Le Papillon' (the butterfly) due to his bow-tie and his reputation for loving beer, wine and women just as much as he loved racing. As his career developed he became slightly arrogant, putting himself above others and criticising other drivers. His boyish good looks and devil-may-care attitude however made him a hero in the eyes of: "Those bright young things' seeking adventure!"

Such was his driving capability, he was invited to drive for Ferrari in 1953 and won the French Grande Prix at Reims just ahead of Fangio who was driving a Maserati.

A crash the following year, during a non-championship race in Sicily, saw him get badly burnt when the car he was driving caught fire. After recovering he went on to win the Spanish Grande Prix six months later and moved from Ferrari to Vanwall and BRM for the following two racing seasons.



In 1955 he entered the Le Mans 24-hour endurance race co-driving a Jaguar D-Type (pictured left in an artist's impression) and won, averaging a speed of 172km/h. There was some controversy over him possibly causing a crash when he overtook the Mercedes team car, which spun out of control and killed 80 spectators including the driver.

Returning to the Ferrari racing team in 1957 he teamed up with co-driver Peter Collins with whom he became a very close friend. They both loved the fast-paced life style and partied as hard as they raced. Regrettably Collins was later killed during the 1958 German Grande Prix at Nurburgring, leaving Hawthorn very distraught and unable to continue racing until the following year.

1959 saw him narrowly beat Stirling Moss by one point for the racing season and become the first British World Champion.

The following year controversy erupted when he pushed his car over the finish line at the Portuguese Grande Prix to attain second place. Under F1 motor-racing rules this was not allowed, however and following an inquest, his second placing was granted and he won the European Driver's Championship.

He retired from F1 racing in the same year due to his health and resettled in Farnham to run his father's garage. He was a fan of Jaguars and in addition to his Mk.1, which William Lyons gave him, he owned several Xk120's. The Mk.1 3.4 litre saloon was finished in British Racing Green with a suede green interior. There is no record in Jaguar's record books of the car being modified and it is understood this was done at his father's garage.

It was while driving the Mk.1 on a wet and slippery road near Guildford at excessive speed while overtaking another car on a long right-hand bend in the road, that the car skidded, hit an on-coming truck and spun-off, hitting a tree side-on, killing him instantly.

There was considerable conjecture over what caused the crash, including a tyre blowout, a mechanical defect, excessive speed, driver fatigue or a blackout (he suffered from acute kidney infection problems, with one kidney surgically removed and was 'secretly' known to have blackouts). Another possible cause was that the power generated by the modified motor was far too excessive and was too much for the car and the tyres to absorb.

During his racing career he won, or was placed second in 25 events. Fellow racing drivers and team managers believe Hawthorn could have gone on to win more championships if his flamboyant lifestyle, ill health and bad-luck had not intervened and they remember him as the young driver in the bow-tie with enormous driving talent and capability.



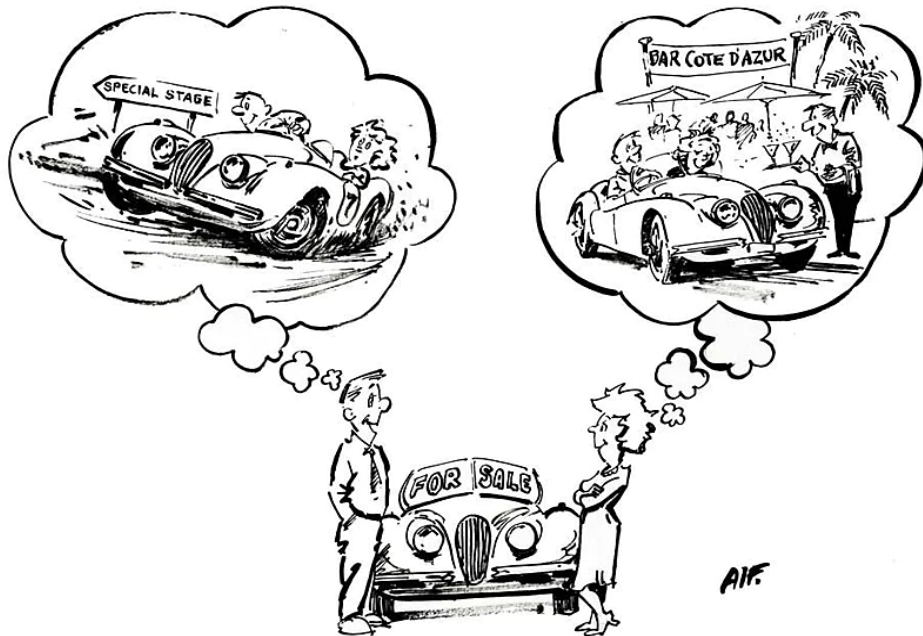


# Joker's Corner

Cartoons by Alan Fearnley featuring the Jaguar XK120.



I SHOULD TELL YOU ... RUDOLPH IS A KEEN ASTON MARTIN MAN



"NOW THE KIDS HAVE LEFT, IT WOULD BE AN INTEREST FOR US BOTH TO SHARE"



# *The CatChat Quiz*

## *Answers to the August CatChat Quiz (Ed).*

1. The Jaguar 'leaper' bonnet emblem was once an iconic part of the marque. Who was the original designer and why was it discontinued as a standard fitting?  
[Gordon Crosby. It was discontinued for safety reasons.](#)
2. In what year did the Swallow Sidecar Company (SS Cars) first start using the Austin 7 chassis' as the basis for producing cars bodies?  
[1927.](#)
3. What were emu feathers used for before a Jaguar was spray painted?  
[To eliminate electrostatic magnetism, that attracts dust etc.](#)
4. Actor and racing car driver Steve McQueen bought a rare Jaguar, one of only 16 ever built. What model Jaguar was it?  
[A Jaguar XKSS version of the D-Type.](#)
5. JLR is owned by the Tata Group of India. Where is JLR's main headquarters?  
[Whitley, UK.](#)
6. Why does JLR prefer to use leather derived from Scottish Angus bulls?  
[Because the leather is tough, supple and has no stretch marks.](#)
7. Between 1992 and 1994 Jaguar produced the fastest production car in the world. What model was it?  
[The Jaguar XJ220.](#)
8. Why was the name of the company changed from SS Cars to Jaguar in 1945?  
[It was changed due to the possible association with the Nazi SS Secret Police.](#)
9. In what years did Ford own Jaguar before the company was sold to the Tata Automotive Group?  
[1990 – 2008.](#)
10. How many times has Jaguar won the famous 24 hour Le Mans endurance race?  
[Jaguar cars have won Le Mans seven times, five for the Jaguar Racing team.](#)
11. What is Jaguar calling their strategic decision to move to all-electric cars by 2025?  
[Jaguars Reimagined.](#)

12. What model Jaguar was produced between 1975 and 1996 making it the longest production run of any Jaguar model to date?

[The Jaguar XJS was produced for 21 years.](#)

13. What do you associate the letters G, P, S with in terms of Jaguars long time marketing slogan?

[Grace, Pace and Space \(or Style\).](#)

14. In what year did the first all-electric Jaguar I-Pace debut?

[2018.](#)

15. Apart from building a clay model, what do Jaguar designers use to get a sense of proportion and test the aerodynamics of a cars shape?

[Virtual reality 3D projection.](#)

16. What did the designers of the S-Type have in mind when designing the oval vertical grill of this saloon car?

[To replicate the grill design of the XK120-40 and the Mk.1 and Mk.2.](#)

17. Name the current Chief Creative/Design Director for JLR?

[Gerry McGovern.](#)

18. What model Jaguar is this?

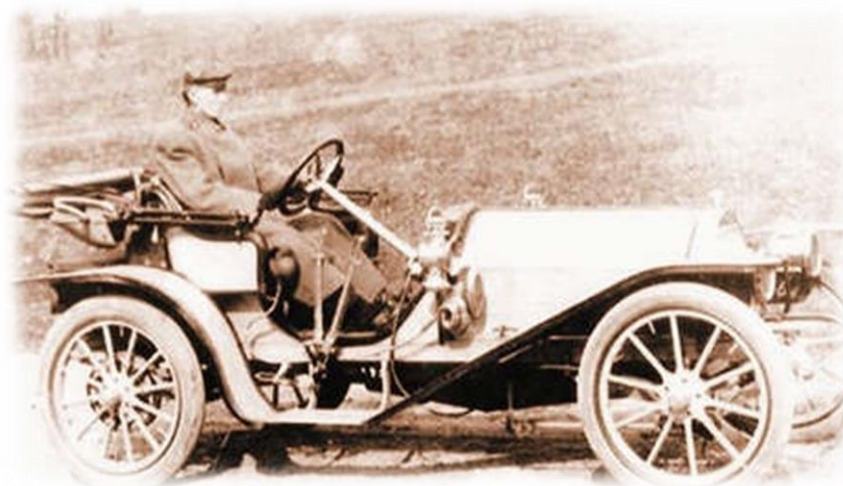
[It is a 1946, Jaguar 3.5 litre drop-head coupe pictured at the British and European Car Show in February this year \(Ed\).](#)





## *News-in-Brief & General Interest*

The first V12 motor was the 157hp, 18.3 litre Dorwald developed back in 1904 by the Putney Motor Works and used for powerboat racing. Several years later George Schebler of Indianapolis, USA built a roadster (*pictured below –Internet*) and it was the first car to not only use a V12 motor but was also the first with cylinder deactivation. Only one car was ever built.



The Packard twin-six was the first production car to utilise the V12 in 1915 and several other American manufactures followed suit, however the economic recession of the 1920's put an end to the use of the V12 and manufacturers moved to straight-sixes and straight-eights for their high-end luxury cars.

European car manufactures took much longer to become interested in the V12 with the Daimler double-six being the first on the market in 1927 with its 7.1 litre sleeve-valve motor designed by Laurence Pomeroy. The Audi 670 followed in 1930, along with the Rolls Royce Phantom in 1936, the Bentley Lagonda 4.5 litre in 1939 and Ferrari in 1947 with the Colombo 125-S.

Jaguar began thinking about the V12 in the early 1960's and built a number of prototypes but did not put a V12 powered car into production until 1971 when it introduced a 5.3 litre unit for the E-Type, followed by the XJ12 in 1972 and XJS in 1975.

A 1951 Jaguar Daimler DB18 Special drop-head convertible had sat in an old barn for decades before it's owner decided to part with it and donate it to the Crawford Auto Museum in Ohio, USA. Although owned in America the car was right hand drive and had 'suicide' style rear hinged doors. The two tone silver/blue paintwork and blue leather seats were covered in dust and the boot lid showed signs of rust. The whitewall tyres were

however in good shape and just needed to be pumped up before the car was rolled out of the barn and on to a transporter.



Careful restoration was carried out over several months on the motor, body work and interior including the original walnut dashboard and leather seats. The carpet was removed and given a thorough clean to remove the dust, mildew and rodent droppings. The restored car now resides at the museum. Over 600 DB18's were produced between 1948 and 1953.

The NZ Federation of Motoring Clubs (NZFOMC), of which the WJDC is a member, announced the preliminary results of the NZ Historic and Classic Vehicle Survey in September. The statistics from the survey indicates there are 279,200 historic and classic vehicles in the country worth in the vicinity of \$11.4 billion with an average value per car of around \$43,600.

Interestingly, of those who replied to the survey, 71 percent consider historic and classic cars as an important part of this county's heritage. From the survey it is estimated there are around 200,000 owners of these vehicles, which equates to around 3.6 percent of the total New Zealand population.

Owners spend on average \$9,300 per year on their vehicles, which includes registration, insurance, fuel, other consumables, maintenance and servicing, restoration costs and the costs associated with attending classic/historic/vintage car events.

It should be noted that in arriving at these figures, the NZFOMC lump historic cars, trucks, hot rods, motorcycles, tractors, steam engines and historic agricultural equipment all altogether for the purpose of the stats, with no individual separation between them.

On the near eve of JLR Jaguar ditching all fossil fuelled cars and moving to all-electric, it is timely to look back at some of the great motors developed by Jaguar over the years, such as the celebrated XK motor and more recently the V8 on which this article is about.

The development of Jaguar's first V8 (AJ-V8) dates back to the 1980's in prototype form, predating both Ford and Tata's ownership of Jaguar. It became the first V8 motor Jaguar installed in their cars and it replaced both the six and 12 cylinder motors.

The development of the Jaguar V8 saw the engineering team create an all-alloy unit with a five bearing crankshaft, hollow one-piece cast camshafts and twin-cam cylinder heads, with the latter engineered by Cosworth.

One of the first Jaguar models to utilise the V8 was the 1996 Jaguar XK8 and later, in supercharged configuration, in the XKR with the motor fitted with an Eaton blower which developed an extra 100bhp.

In 1997 a downsized version of the motor (3.2 litre) was developed for the XJ8 – making it the first Jaguar saloon to house the V8. Later in the life-cycle Jaguar introduced the 4.2 litre and 4.2 supercharged version for the XJR.

With the debut of the Jaguar S-Type in 1999, this car was offered with either a 4 litre V8 petrol or diesel motor in addition to the standard 3 litre V6. In 2002 the S-Type R, 4.2 litre supercharged version was produced, delivering a whopping 400bhp, making it one of the fastest production saloon cars on the market at the time.

Come 2003 and the move to all aluminium bodywork and adaptive air suspension, the XJ8 350 debuted fitted with either a 3.5 litre or a 4.2 litre motor, either naturally aspirated or supercharged. The XK8 was upgraded in 2006



with either the 4.2 litre unit or the 5 litre supercharged motor, along with a one-off XKR-S GT. In 2009 the Jaguar XF replaced the S-Type, coming with either a 3 litre V6, a 4.2 litre V8, or the 5 litre V8 supercharged variant.

A new version of the XJ saloon debuted shortly afterwards and features the third generation of Jaguar's V8 motors and is available with either the 4.2, or 5 litre supercharged variants.

2013 saw the introduction of the F-Type, which also features an all-aluminium construction and is fitted with the supercharged V8. In 2018 a supercharged V8 for the new XE and F-Pace were made available in some markets. At 592bhp it is the most powerful version of the AJ-Jaguar V8 variants and it will probably be the last.





By all accounts the 2023 *Concours du Elegance*, which was held in the grounds of Hampton Court Palace (UK) in September, was a great success with all 42 cars put up for auction. From a Rolls Royce Silver Cloud, a Reutter bodied Porsche, a Mercedes 300SL gull-wing and a very rare 1937 Jaguar SS.100, 2.5 litre sports car there was plenty of variety on-show.

The Jaguar SS.100 had originally been sold to a friend of William Lyons (*founder of SS/Jaguar*) who drove the car in the 1937 Monte Carlo Rally. It went on to appear at numerous other rallies in the UK and Europe. More recently the car was owned by the Jaguar Daimler

Heritage Trust and has been displayed at various motor museums around the country. It is understood the car sold for £320,000. Another Jaguar, a 1955 XK140 sold for £90,000 having recently undergone a meticulous refurbishment after being in storage since 2014. Also up for sale was a 1961 Series 1, 3.8 litre E-Type roadster (*the year the first E-Types were assembled*) which had a price tag of plus £1.4 million, and a 1993 V12, XJ220 with only 732 kilometres on the clock sold for £525,000.

Another E-Type, which had sat for several decades in a barn in Worcestershire, UK was meticulously restored to its former glory and then sold at a private auction in September this year for just over £1 million. The car, a 1961, 3.8 litre fixed-head coupe is one of only four cars assembled with an outside bonnet lock and is the only E-Type with this feature still intact.

Evidently the buyer of the car became aware of the cars existence in the late 1990's when he went to look at another later model E-Type owned by the previous owner. He made a deal with the owner and agreed to pay for the full restoration of both cars in exchange for him buying the 1961 car for only £1.

The restoration of both cars took just over two years and cost in excess of £225,000. The seller, who has one of the largest Jaguar collections in the world, says he will be using the



*The restored, 1961, 3.8 litre, fixed-head coupe E-Type (Owner).*

proceeds from the sale to set up a charitable trust to foster educational projects for young people in Northern Wales.

A documentary has been made of the Jaguar F-Type's design evolution and development, known at the time as the CX-16 prototype. The car was designed by Ian Callum. His son, Fraser Callum, who has a background in film production and software development, made a video of its progress through design, clay modelling and the building of the prototype and it can be viewed at: <https://vimeo.com/127075014>.

The documentary provides an insight into the work and time involved in the development of the car – in this case the car that was to become the successful F-Type.

The builder of a Jaguar C-Type replica and a lifelong Jaguar enthusiast won an extensive copyright dispute with JLR following a Court of Appeal judgement in Sweden earlier this year. In the judgement handed down by the Court it was stated that JLR had never raised any objections to replica manufacturing of their historic cars in the past and as such could not claim for a breach of copyright and that it had in fact previously supported the independent, world-wide replication of their early cars.

The builder of the replica, Karl Magnusson, said he was encouraged by JLR when he first told them of the project when he approached them for some technical advice on the C-Type.

“Suddenly and without any warning their (JLR) attitude changed and they sued me for £1 million in damages and instructed that the car be destroyed,” said Magnusson.

Following the District Court in Stockholm ruling in favour of JLR, the Swedish Court of Appeal said that in its judgement JLR had no right to claim a copyright infringement of the already built car and that Jaguar had, by its previous attitude towards replica's, consented to the build.

However the Court went on to say that JLR would be within its rights to withdraw any future consents for individuals wishing to build replicas of its classic cars.

*This could be taken as a prejudicial warning, not only for replica Jaguar enthusiasts but for all replica car builders and owners of other marques (Ed).*

In their last quarterly report, JLR say they have delivered a strong result, had increased production and attained revenue, profit, cash flow and wholesale growth as chip (*electronic*) supply had continued to improve.

JLR CEO, Adrian Mardell says that for the fiscal year ahead, and while mindful of the headwinds that remain, their target is to increase EBIT margins to over six percent and deliver significantly positive cash flow to reduce net debt, while increasing investment to £3 billion.

“With the collective strengths of our people we will continue to deliver our ‘reimagine’ strategy as the demand for our exceptional modern luxury vehicles remains strong. With a pipeline of ultra-desirable electric models on the horizon, I remain excited and confident for our future,” said Mardell.

Revenue for the period was £7.1 billion, up 28 percent on the previous quarter and 49 percent in the quarter prior to that, with strong sales and an increase in production of the Range Rover models. Profit before Tax for the quarter was £368 million, with a positive EBIT margin of 6.5 percent. Profit after Tax was £259 million, up from a loss of £95 million for the previous period.

“The higher profitability reflects increased wholesale volumes and favourable mix. Pricing, and foreign exchange revaluation was offset partially by higher inflation and supplier constraints during the year,” said Mardell. “As a result of the strong cash flow, Net Debt reduced to £3 billion with cash of £3.8 billion even after repaying £0.9 billion of debt. Total liquidity was at £5.3 billion including the £1.52 billion undrawn revolving credit facility.”

JLR have reported vehicle sales of 94,649 units, up 19 percent compared to the prior quarter, with volumes higher in all markets: UK +24%, Europe +22%, China +17%, North America +2% and other overseas markets +62%.



HRH the Princess Royal visited the Halewood Jaguar manufacturing plant in September to mark 60 years since the first vehicle was produced at the facility in 1963.



Princess Anne was given an insight into the electrification plans at Halewood as JLR moves to assemble all-electric vehicles. The Princess also presented a Land Rover, which was assembled at Halewood, to a local charity in recognition of their community work to assist disabled people.

New Zealander's, Mitch Evans and Nick Cassidy have been signed and will join the Jaguar TCS Racing team for the coming racing season. In announcing the partnership, Jaguar's E-Racing Principal, James Barclay, said it would provide one of the most successful winning driver/team pairings since the inception of the all-electric World Championship.

*The panthera onca*, or jaguar, is one of four big cats in the panthera family, along with the lion, tiger and leopard. The jaguar is the third largest in size when fully grown and second only in strength. Jaguars can be found in the jungles of Mexico, Central America, Argentina and as far south as Paraguay, with those found in Central America and Argentina darker in colour and smaller by comparison to those found in Mexico and Paraguay due to fewer large herbivorous making up their prey. A fully grown jaguar can grow to 1.83 metres in length and 76 centimetres in height and weigh up to 151 kilograms. The coat of a jaguar is generally a tawny pale yellow with a white underbelly overlaid by black markings which provide camouflage in the jungle habitat. The black markings can vary in size and shape between individual animals depending on their habitat and are smaller on the head. Albino jaguars (with no black markings) are rare but have been seen in the wild.



# FAST MASTERS: FIVE SEMINAL JAGUARS



**1959-1967**

**Mk2**

The "Inspector Morse" Jaguar gained a reputation as a capable getaway car.



**1961-1968**

**E-Type Series 1**

The archetypal Sixties car, the original version remains the most sought-after.



**1992-1994**

**XJ220**

The world's fastest production car, but only 281 of the intended 350 were built.



**2013-PRESENT**

**F-Type**

Wild, noisy - and the last in a long line of petrol-powered coupés/roadsters.



**2018-PRESENT**

**I-Pace**

This pioneering electric vehicle (EV) won the Car of the Year Award for 2019.

*A 2020 Jaguar poster commemorating some iconic Jaguar cars.*

