

# *CatChat*

*The Wellington Jaguar Drivers Club Magazine*

**April 2024**



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





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**Stop Press:** Long time Club Committee members and Immediate Past President, **Warren** and **Bev Charlton** have advised of their retirement as active members of the Committee.



## *Editorial*

Last year the Government provided \$400 million in additional funds to the Transport Agency for road maintenance. This had been a long time coming and the state of many roads around the country suffered as a consequence so it is pleasing that the National coalition has given it priority as part of its Transport Policy going forward and provide a further \$3-\$4 billion. Having recently driven the Napier to Taupo highway on a wet day (*pictured below*) and from what is reported about the road networks in Northland and elsewhere around the country, this maintenance work is long overdue and is urgently needed, however it seems to be a case of 'rob Peter to pay Paul' as the levy on fuel and the cost of relicensing is to be increased to pay for it. If the maintenance had been carried out sooner and on a regular basis this cost to the taxpayer could have been largely negated.



This month marks the second anniversary on the opening of the Transmission Gully Motorway (SH1), which while still not complete, caters for around 85 percent of all vehicles travelling to and from Wellington. It, along with the Kapiti Expressway, shows that highways of this standard reduce travelling times, reduce accidents and also help to lower Co2 emissions by being largely asphalt paved, which reduces tyre friction and in turn reduces fuel burn. We need more highways of this standard and while maybe a pipe-dream in the immediate future it would be nice to think that one day we will be able to drive all the way to Auckland on asphalt or concrete like they do in North America and most of Europe.

The CatChat Feature this month highlights the significant milestones of the Jaguar marque between 2000 and 2025. I review the Jaguar e-Pace and take a trip down Memory Lane in what was Sir William Lyons most cherished Jaguar model - the XJ6. Club member, **Ben McFadgen** comments on autonomous cars, **Brett Newell** reviews another Wellington restaurant and some good wines, **Jan McGregor** tells us about her much loved XJS and I write about Bob Knight, Stirling Moss and review a film, while Alan Race from the OJDC continues his series on model Jaguar sports cars and saloons. Sadly we also pay tribute to **Murray Mason** who was a long standing committee member of the Club. The activities over the last three months are reported along with a résumé of the 15th National Jaguar Rally.

*Richard Silcock*

Editor



## *From the President*

**N**ow that we are in the middle of autumn and the Christmas/New Year madness seems like a long time ago, 2024 is well and truly moving on.

Our participation in the British and European Car Day at Trentham Memorial Park was very well attended with a good number of members, who we do not see all that often, bringing their cars to the show. This was most encouraging, as were the number of enquiries we had from potential new members.

Unfortunately the following two-day event on our calendar - the trip to Taupo and Tokoroa to see the NZ Jet Modellers Association annual flying display of model aircraft was not so well supported. However, for those who did venture north, it was most rewarding.

A good number of members and partners also attended the triennial National Jaguar Rally, which this year was held in Christchurch over Easter. It was preceded by a nine day tour of the upper South Island. This is one of the major events on the Clubs calendar and is always well supported. Our Club has a proud and distinguished association with this event, which dates back to the very early days when it first started. WJDC members have regularly featured among the prize winners in the various categories, especially in the *concours* and the gymkhana events. Our Club was instrumental in organising one of the first rallies and helping the Hutt Branch with their rally a few years later. This year **Graham Worthington** won a category with his 2002 XJ Sovereign, while some of our other entries scored highly.

Our programme for the rest of the year is coming together nicely, but there is certainly room for additional events to be included in the schedule. This is why the Club's Committee would love to hear from you, whether informally over drink at one of our social gatherings, or by email if you have some ideas for a future event.

Incidentally, please do not hesitate to voice your opinion if you think we can do something better. As a member, your feedback is important so that we can fix it or improve on it and please don't think that as a member your car has to be in a pristine and spotless condition in order to participate in our events. We would far rather see you in a dirty and well-used Jaguar, than not see you at all! Similarly, if your Jaguar is temporarily off the road for some TLC, please still come along, be it in your second car, or in a friend's car whatever the make.

Sadly earlier this year we lost one of our Committee members. **Murray Mason** was very active within the Club and organised a number of events, most notably the popular annual gymkhana. On behalf of the Club I extend our sincere sympathy to Jenny and the family.

Hoping to see you soon, but in the meantime drive safely and most importantly, enjoy owning and driving your Jaguar.

*Philip Varasom*

President WJDC





# Obituary

*It is with sadness that we record the untimely passing of Murray Mason (1953- 2024), a long-time committee member of the WJDC and a passionate Jaguar car owner and restorer who valiantly battled cancer and leukaemia (Ed).*



*Murray with his 1950's C-Type Jaguar (Jenny Mason).*

On February 22, long standing committee member and ardent supporter of the Wellington Jaguar Drivers Club, **Murray Mason** passed away after a long battle with prostate cancer and leukaemia.

As a young man Murray had a liking for motorbikes and owned several including a 650cc Norton Commando. An electrician by trade, he liked to build and restore bikes and cars in his spare time, starting first with a VW beach buggy before moving on to Jaguars, such was his love for the British marque. His first Jag, purchased some 30 odd years ago, was a 1964, MK.2 which he lovely restored followed by a 1962, Series 1 E-Type, which he restored over a period of five years to *concours* standard before moving on to a Land Rover and a C-Type.

Both Murray and his wife Jenny made a huge contribution to WJDC events, in particular the annual Gymkhana's, the Wairarapa Rally and organising the trip to Taupo in January 2022 to commemorate the 100<sup>th</sup> year of the Jaguar marque.

A memorial service to celebrate and remember Murray's life was held at Wellesley College in Days Bay, Wellington on March 12 and many WJDC members, tramping colleagues, family and friends attended what was a fitting tribute to Murray – a man who had a passion for all things Jaguar, a love for life and his wife and family, and for fixing things. He was known locally as 'Murray in a hurry,' always busy but always ready to help.

Murray is survived by his wife, Jenny, their three adult children and seven grandchildren.

*Murray and Jenny Mason at the WJDC 2021 Christmas lunch where he was awarded the Clubs Annual Award for Meritorious Service (Ed).*



## Club Events

### Car day draws big crowd

*Despite a cold and blustery start to the day, around 30 Club members attended the British and European Car Day held at Trentham Memorial Park on Sunday 11 February. Phil Vavasour, Bev Charlton and Don Ryder provided some notes and photographs of the event for CatChat (Ed).*

It was cold, wet and windy for this year's British and European Car Day and the first Jaguar Drivers Car Club event for the year, however some sustenance, a few glasses of wine and fellow Club member comradery warmed the occasion and **Bev Charlton** says it was a fun day despite the weather.



"It started out with light showers and freezing temperatures, then it became sunny and very windy, but we warmed up with a coffee and by sheltering in the Clubs gazebo which **Phil Vavasour** and **Wayne Harrison** had erected," said Bev.

"Despite the weather there was a huge turnout of people and around 500-600 British and European cars of all marques, shapes and sizes were on display. Around 30 Jag Club members attended the event along with their cars, so Jaguars were well represented.

"The oldest Jaguar on show was a 1930's MK.1V. **Phil Vavasour's** former car; a 1973, 4.2 litre XJ6, which now has a new owner also drew a lot of attention along with **Janet Paape's** pristine white 2015, F-Type.

"Our Jaguar's drew a lot of attention and we interested several other Jaguar owners to join our Club by providing them with application forms," said Bev.

Other marques on display around the park included Rolls Royce, Bentley, Jensen, MG, Austin, Morris, Ford, Triumph, Audi, Mercedes, Ferrari, VW, Porsche, Fiat and Lamborghini.

Gathered in the gazebo or on the lee side of it and out of the wind, Club members enjoyed their picnic lunch and some bubbles amidst much banter and convivial conversation, interrupted only by the gazebo almost blowing down when a sudden strong gust of wind hit. **Phil Vavasour** and **Noel Morgan** saved the day by holding on to and further tethering of the supporting ropes.

"With the wind increasing it was decided to pack it in after lunch. Getting the gazebo safely dismantled in the blustery conditions proved to be quite a performance with the aluminium frame requiring six men to collapse it and save it from bending out of shape."



The British and European Car Day is held each year and attracts a good crowd of people, not only those with an interest in cars, but also like-minded people to meet and enjoy a day out.



*Pictured from L>R clockwise from top left: Robyn Vavasour and Janet Paape keeping warm and out of the wind; Phil Vavasour and Noel Morgan tie down the gazebo; Phil Vavasour with his previously owned XJ6 and the new owner; Wayne Harrison with his 'treasures' - Kaya the dog and his maroon XK8 (Bev Charlton).*

The event was originally started 32 years ago by the Wolseley Car Club. It was first held at the Southwards Car Museum before moving to QE2 Park and then to the present venue at Trentham. Proceeds from the \$10 entry fee go to the Wellington Free Ambulance.

Thanks go to **Phil Vavasour** for co-ordinating the Clubs participation in the event.



*Club members Jaguar's lined up beside the WJDC gazebo (Bev Charlton).*

## *Tokoroa - Low flying*

*Paul Buckrell, who recently joined the WJDC Committee, is a member of the NZ Jet Modellers Association and not only did he invite our members to attend their annual flying display, he also organised the accommodation, eating venues and other details for the trip. The following article was written by Phil Vavasour with additional technical detail provided by Paul Buckrell (Ed).*

**F**ive Jaguars left Wellington on Friday 8 March and rendezvoused at The Church Café in Sanson at 12noon for lunch before proceeding in convoy to Taupo via Taihape, Waouru, Ohakune, National Park and Turangi. The weather was perfect, the drive interesting and without incident, and most of the road works were avoided.

After settling in at the Acapulco Quality Inn in Taupo, **Paul Buckrell** and Katherine, a family friend of the Buckrell's, joined us for a Thai-themed dinner at the Central Wok Restaurant

where Katherine had chosen an interesting and enjoyable set menu using her local knowledge of good Thai restaurants and her eating experiences when living in Thailand.

After a leisurely 10am start on Saturday, we departed the motor inn and headed to the Tokoroa airfield where the various NZ Jet Modellers clubs hold their flying displays.

*Paul Buckrell with his Xcalibur Sport jet aircraft model, which, powered by a 130N turbine, can reach speeds of 200 Km/h (Bev Charlton)*



The various clubs from around the country have their own hangar and enjoy the exclusive use of the paved runway and airspace for the two day event, with a Subway franchise providing sustenance and coffee.

Flying had just started when we arrived and as we had been allocated a front row position in which to erect our Club gazebo, our view of proceedings was excellent. While not all the models on display flew, with some restricted to taxing activities only, the variety of model aircraft that took to the air was most impressive. These models bear no resemblance to the balsa wood, paper and control-line models that I tinkered with in my youth. Our 1.5cc single-cylinder diesel and glow-plug motors were puny by comparison to the gas turbine and 5-cylinder radial models on display. These models cost thousands of dollars, take hundreds of hours to assemble and require great skill and the upmost concentration to fly.



And fly they most certainly did and we were treated to some exciting demonstrations of skilful, aerobatic, remote-controlled flying. There seemed to be virtually nothing by way of aerobatic manoeuvres that were not attempted and accomplished with what appeared to be consummate ease. We were also fortunate to see a magnificent scale model of a Russian Kamov KA-52 turbine-powered helicopter with twin, contra-rotating rotors valued at over \$50,000 and a replica of a WW2 Russian fighter aircraft featuring a 5-cylinder radial engine.



*Clockwise from top left: Paul Buckrell explains some of the finer points about his 1:7 scale F-22 Raptor model to John Rowe; the Russian Kamov KA-52 helicopter; a US Navy Panther made from ply, balsa wood and fibre-glass preparing for take-off; close-up detail of a 1:4 scale BAE Hawk cockpit .(Bev Charlton and Phil Vavasour).*



*Paul Buckrell's F-22 Raptor model aircraft coming in to land with its wheels, flaps and ailerons extended.*

Paul's model 1:7 scale F-22 Raptor model is fully composite and took 18 months to construct. It is controlled via an 18 channel transmitter to operate the amount of engine thrust, elevators, rudders, ailerons, flaps, brakes, nose-wheel steering, undercarriage, bomb and missile doors, navigation, landing lights and canopy opening and closing.

Paul says it is a very complex model to fly with the flight performance enhanced by a three-axis electronic gyro with automatic gain control computed by an accelerometer, compass and barometer.

As a safety precaution the model has dual backup receivers and batteries. The 260N turbine motor exhausts through a bifurcated pipe to achieve a maximum airspeed of 226 km/ph. With a full tank (8.2 litres) of Jet-A1 fuel it can fly for up to 10 minutes.

As the flying wound down for the day the gazebo was folded away and Club members made their way back to the motor inn for a brief *siesta* and a freshen-up before gathering for a glass of wine and some nibbles in my unit. Then it was a brief walk to the Lake View Restaurant, where we again enjoyed a delicious dinner organised by Paul and Katherine.



*Some members of the NZ Jet Modellers Association with their model jet aircraft at the Tokoroa airstrip.*

A huge thankyou is extended to Paul for inviting us to the event and to both he and Katherine for organising our accommodation and dining venues while in Taupo. It was a most enjoyable couple of days, with good weather and some exhilarating flying displays.





# *Jaguar National Rally*

*The 15th NZ Jaguar National Rally was held in Christchurch over Easter, attracting Jaguar club members from all over the country. Seventeen Wellington Jaguar Drivers Club members and their partners attended the event and from notes provided by Phil Vavasour of the pre-rally tour and my own on the National Rally, below is a résumé of the event (Ed).*

There was certainly an aeronautical theme at this year's Jaguar National Rally with aircraft of all shapes and sizes on display at the Royal New Zealand Airforce Museum at Wigram in Christchurch where the rally was centred over Easter.



*The main aircraft display hall at the RNZAF Aviation Museum, Wigram (RNZAF)*

Around 320 Jaguar Car Club members and their respective partners from around the country along with a wide range of Jaguars cars attended the three day event, 17 of whom, along with their partners were from our Wellington Club.

A preliminary pre-rally, orchestrated by **John** and **Jean Kersel**, saw a good proportion of the Wellington contingent take the Interislander Ferry from Wellington to Picton on 21 March from where they set off on a nine day 'top-of-the-south' excursion with overnight stops in Blenheim, Nelson, Murchison, Greymouth, Blackball, Hanmer Springs and Kaikoura before reaching Christchurch. Several others chose to fly south while some took ferry sailings over the following week and then driving south.

**Phil Vavasour** reports on the pre-rally tour, saying that the highlights of the trip for him included a visit to the Omaka Heritage Aviation Museum in Blenheim and the Nelson Classic Car Museum.

"Many of the WW1 aircraft at the Omaka Heritage Aviation Museum were from Sir Peter Jackson's own collection and included realistic dioramas and three dimensional Weta Workshop displays along with other memorabilia. The WW2 aircraft on display were mainly those that took part in the Pacific theatre of the war against the Japanese, but there was a section on the war in Europe with a very graphic film on the Battle of Stalingrad where the



German Army surrounded the city but was repelled by the Russians in a bitter struggle in atrocious freezing weather and with a horrendous loss of life – all of which I found very sobering!

“The other highlight was the Nelson Classic Car Museum, which is located near Nelson Airport and the Antarctica Centre. While not among the largest car collections in the country, it is certainly one of the best. The curators of the collection have done a magnificent job and the attention to detail with the restorations is exemplary. The ongoing maintenance and cleanliness of the vehicles on display is first class, with each car wiped down and polished every third or fourth day.

“Our group was particularly interested in the ‘Cat Cage’ which is an entirely separate display devoted exclusively to the Jaguar marque and it celebrates the time when XJ6’s were assembled in the nearby former NZ Motor Corporation assembly plant under licence to Jaguar Cars in the UK. Again, all the cars were beautifully presented with some good examples from across the spectrum of the most significant 1930’s – 1980’s Jaguar models, including several XK120’s, E-Type’s, MK.2’s, XJ6’s, XJ8’s and a 1930’s SS Jaguar.



*The ‘Jaguar Cat Cage’ at the Nelson Classic Car Museum and below; a line-up of savoured wines and our Jaguars at Lawson Dry Hills Vineyard (Phil Vavasour).*

“Along the way, and throughout the tour we enjoyed plenty of stops to sample, taste, partake of and take in the scenery, with a stop at the Lawson Dry Hills winery in Blenheim where we tasted six different varietals (*pictured below*) from different grape growing areas including Marlborough’s Wairau and the Awatere Valleys.



“Travelling on, at Havelock we savoured fresh mussels at The Mussel Pot Café for lunch, before taking the very scenic inland route via Moutere, Motueka and the Nelson Lakes to Murchison for an overnight stop. The following day in Reefton we toured a local gin distillery and tasted their award winning gin. In Greymouth, in typical Westcoast wet weather, we dined at the Speights Ale House and sampled a number of their excellent ale’s.

“Another interesting interlude on ‘the Coast’ was the visit to the International Panel and Lumber (IPL) factory, where high quality plywood is manufactured.

“Our overnight stay at the nearby Blackball ‘Hilton’ pub was a hilarious step back in time, as the old pub has not changed much since it was first built in the late 1880’s to accommodate gold and coal miners and travellers. Locked in a time warp ever since, the old pub is full of character and although lacking in modern amenities, our stay made for lots of fun and many laughs – think Faulty Towers with a NZ country pub twist!



*Pre-dinner drinks outside the Blackball Hilton (Brett Newell)*

“The next day we drove up and over the Lewis Pass to Hanmer where many enjoyed a welcome dip in the hot pools before dinner and an early morning-walk the next day through the forest where the autumn colour was just starting to show.

“Taking the inland route we headed to Kaikoura the following day, stopping along the way to view the Rodin five-kilometre car racing circuit before heading to the Pier Hotel for dinner and an overnight stay. Our last stop before heading to Christchurch was Harmon’s Classic Cars, which featured American cars from the 50’s and 60’s with large sweeping fins, abundant amounts of chrome, large grills and soft suspension – interesting but not for a true Jaguar enthusiast!

“It was a great nine days. We covered just over 1050 kilometres, the weather was largely kind, the tour was interesting and we all had a most enjoyable time with our fellow Jaguar drivers, so our thanks go to **John** and **Jean Kersel** for organising it.”

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Registration and pre-dinner cocktails heralded the beginning of the National Rally on Easter Good Friday and this was followed by a gala welcoming dinner with each group from the various Jaguar clubs around the country dressed for the occasion in the colours of their province.

The Wellington group who were dressed in black and yellow displayed yellow and black rosettes, synonymous with the colours of the Hurricanes Rugby team.





*The WJDC contingent, pictured outside the entrance to the RNZAF Aviation Museum at Wigram, Christchurch.*

On welcoming the delegates, some of whom had travelled from Western Australia for the event, John Murphy (Christchurch JDC and MC) said it had been a marathon organising the event and thanked all those who had volunteered their time and energy to make it a success, saying it had been 36 years since the Christchurch Club had held the third Jaguar National Rally back in 1988.

Various presentations followed including a welcome from the Director of the Museum, Wing Commander (Retired) Brett Marshall; President of the Christchurch JDC, David Small; and the Chair off the Rally Organising Committee, Craig Murphy.



A dinner followed with various assorted finger food entrees, culminating in a main of succulent slow-cooked beef cheek with potato mash, pickled mustard cucumber, fried organic barley and wild radish.

On Saturday around 155 cars lined up for the concours judging with this taking the best part of the day. A wide range of Jaguars were displayed, with perhaps the older cars showing the finest TLC by their owners.

The afternoon was devoted to three breakout sessions which included a power- point presentation by John Miller and Brian Devlin on the 'Tracking of the Cats' and the assembly of XJ6's at the former Nelson NZ Motor Corporation plant between 1971 and 1978. The Viking Cruises representative, Andrew Fibbens talked about European river cruises and the planned special cruise for NZ Jaguar Club members next year. Rounding off the afternoon was a presentation on the restoration of leather car seats by Simon Allan of Dyetech. A dinner-dance function was held in the evening, which from all accounts was thoroughly enjoyed by those who attended.

A relaxed Sunday followed with a number of local and further afield tours organised, including a visit to car restorers Auto Restorations and the Auto Haven private car collection. Others went on tours of the central city, Sumner and the Port Hills or out to Akaroa before returning to the venue for another delightful dinner and the bestowing of the concours awards, with nine awards being presented.





WJDC member **Graham Worthington** (pictured left) won the Best Saloon Post 1968 category for his 2002, XJ Sovereign. The Best Car in Show, People's Choice, Best Saloon prior to 1968 and Outstanding Restoration Awards all went to Ian and Gay Bingham from Nelson for their immaculate 1947 Jaguar MK.4. It was also announced during the evening that the next Jaguar National Rally will be held in the Bay of Plenty in 2027.

*The Concours event saw around 155 Jaguars line up for the judging. Pictured below is a representative selection of the cars on show, clockwise from top left: 1956 XK140 (Best Sports Car prior to 1961); 1958 XK150 interior; the toolbox of a 1947 MK.4 (Best in Show winner); 1990 XJS cabriolet; 2013 V8 RS F-Type; 1968 4.2 litre MK.2; 1937 SS Jaguar; and a line-up of E-Types (Ed).*



# *CatChat Feature*

## *Jaguar's 2000-2025*

*This feature from JLR traces the significant events and Jaguar models produced during the first quarter of this century. The original article has been edited and abridged and photographs added (Ed).*

Launched at the Geneva Motor Show in 2001, the X-Type Jaguar was billed as “the most significant new model in Jaguar’s history.” It was significant because Jaguar was now competing for the first time in all key segments of the global premium car market. The X-Type was Jaguar’s answer to the BMW 3 Series and features a V6 motor, AWD and three motor options ranging from 2.1, 2.5 and 3 litres.



*A 2009, Jaguar X-Type (Ed).*

In the same year the Jaguar F1 Racing Team had some rewards for its efforts by clinching a podium finish in GP racing when Eddie Irvine brought his Jaguar R1 home in third place at the Monaco GP and at the Frankfurt Motor Show Jaguar presented Ian Callum’s first concept car, the R1 Coupé.

In 2002 the Jaguar R2 was introduced, marking an evolutionary step in motor design that offered better performance. However the car presented problematic handling issues but following further work on the geometry of the car, Irvine managed to bring the car home in third position at the Italian GP.

Niki Lauda was appointed manager of the Jaguar F1 Team in 2003 with a mandate to improve on the previous season’s results and Eddie Irvine managed to achieve third place again in Monaco.

In the same year the XJ X350 was launched, replacing the X300 series. This model represented an industrial and engineering break-through with the introduction of an all - aluminium body. It heralded the most radical Jaguar saloon of modern times. While maintaining the traditional styling of the XJ, the X350 was completely re-engineered; the weight was reduced by 40 percent and body stiffness was increased by 60 percent, all of



which produced a dramatic improvement in the cars economy, ride and handling. The new 3 litre V6 motor effectively replaced the 3.2 litre V8 and revived the XJ6 lineage and a new V8 SE 3.5 litre motor was added to the XJ V8 family of cars which included the supercharged 4.2 litre XJR V8.



*A 2003 Jaguar XJR (Internet).*

2003 also saw the X-Type become the first Jaguar to be fitted with a diesel motor and these were installed in both the car and the newly released estate station wagon. Sales peaked at 50,000 units and the X-Type became Jaguar's best-selling car for virtually its entire near 10 year production run.

Later that same year, Ian Callum produced his second concept car using aluminium technology and like the X350 it showcased another new diesel motor, the V6 2.7 litre.

In 2004 the diesel V6 was also fitted as an option to the S-Type, which had debuted in 1998, and also the long wheel-based Daimler X350 as an option in the XJ range of cars.

The same year marked the end of F1 racing for Jaguar, with Ford, the marques owner at the time, saying there was little return in terms of value compared to the enormous amount of money invested. As a result the racing franchise was sold to the Red Bull Racing Team.

2005 marked the closure of Jaguars Brown's Lane assembly plant, the 'spiritual home' of Jaguar for 55 years.\*

The last Jaguar to roll off the assembly line (an XJ) in August, marked the end of where some of the most famous Jaguar models had been produced including the XK120-150's, the C-Type and D-Type, the MK.2 (production line pictured), the





E-Type, the early XJ's and the XJS. Production was moved to Castle Bromwich, Birmingham and Halewood, Liverpool and Jaguar's head office moved to new premises at Whitley.

The XK8 sports tourer was released in 2006 echoing some parts of the 1960's E-Type in the grill and rear light cluster. It also utilised an aluminium body structure and was acclaimed as the best sports touring car of the 21<sup>st</sup> century by motoring journalists.

In 2008 the Jaguar XF infused the refinement of a saloon with that of a sports car. Its design, by Ian Callum broke the Jaguar mould. The MK.2 had created a benchmark for sporting saloons back in 1959 and the XF and later the XE continued that trait with a low roof line, a slightly higher belt line and a new larger grill. The XF replaced the S-Type and the XE the X-Type and further led Jaguar saloons into the 21<sup>st</sup> century.



*A 2019 Jaguar XF (internet).*

There was an updated version of the XF in 2015 with a slightly longer and sleeker look and it came with either a 3 litre V6 or a 4.2 litre V8 power plant along with state-of-the-art technology and performance for the saloon segment of the market.

In 2010, the XJ's broke from the usual XJ shape and like the XF have an enlarged grill, a bigger 'power bulge' on the bonnet and a sloping sporty rear end. It projected the same striking sense of drama from the Jaguars of the 60's, but with cutting edge technology and unparalleled luxury.

Now in its tenth model iteration the XJ will cease production this year.

The release of the F-Type in 2013 (*pictured*) heralded a new level in sports cars and gave the illusion that Jaguar was turning back to its



roots and providing a supreme sports car with power coupled with design evolution. Again designed by Callum, the F-Type was initially launched as a convertible, but like the E-Type, a coupè was produced in the following year.

At the 2015 North American International Auto Show in Detroit the first Jaguar SUV was announced, the Jaguar F-Pace. It is based on the C-X17 concept car and is powered by either a 2 or 3 litre turbo-diesel or a 2 or 3 litre turbo petrol motor and is offered in either AWD or RWD. Again designed by Ian Callum, the vehicle is assembled at Jaguars Solihull plant. Hot on its heels, in 2017, the subcompact E-Pace SUV was revealed. It is front wheel drive and is available with either a 1.5 litre or 2 litre petrol motor, or a 2 litre diesel and more recently with a 48V hybrid electric powered motor.

The all-electric i.Pace SUV was presented at the 2016 Los Angeles Motor Show with sales starting in 2018. The Callum designed car is assembled under contract to Jaguar by Magna Steyr in Austria and has seen several upgrades since it debuted. The electric drive technology was derived from Jaguars Formula-E racing programme with power coming from rechargeable twin 90 kW.h lithium-ion batteries.



*The Jaguar i-Pace (left) and a Jaguar Formula-E race car (Internet).*

The Jaguar Racing Team was re-established in 2016 in partnership with Tata Consultancy Services, a division of Jaguar's new owners, the Tata Group who took ownership of Jaguar in 2008 from Ford. The Team has achieved considerable success on the track having won a number of events (*refer News-in-Brief*).

With the advent of the new range of all-electric Jaguar vehicles in 2025, all current Jaguar models, including the i-Pace will be discontinued. The new stable of three Jaguar models will mark a turning point of the marque with a complete new look, power supply and design philosophy.

*\*The wood veneering section along with some offices remained at Browns Lane until 2007. The buildings were demolished and the site was cleared in 2012. It is now a housing estate called 'Swallows Nest' named after the original name of Jaguar.*



# Biography

*Bob Knight was the Managing Director of Jaguar during the turbulent years when the marque was a part of the British Leyland Group. He fought to maintain Jaguar's independence during this time and to retain the core group of engineers and designers who had made Jaguar such a successful car company (Ed).*

An automotive engineer at heart, Bob Knight had made his mark at Jaguar in the early 1950's, when the company was developing the first monocoque prototype car under the direction of Jaguars Chief Engineer, William (Bill) Heynes, (refer *CatChat*, December 2023). It was this experience of designing and refining the body shell and suspension componentry that provided Knight with an unsurpassed knowledge of car development including that of the Jaguar D-Type.

In 1957 he was put in charge of the engineering work for the Jaguar E1A, a small prototype that was to have independent rear suspension – a first for Jaguar. The initial version of independent rear suspension had the wheel hubs carried by twin swinging links, while the differential was mounted directly to a steel reinforced section. This proved to be both noisy and created vibrations so Knight's solution was to isolate the rear suspension by designing a crossbeam sub-frame to hold the suspension, the differential and inboard rear disc brakes.



The sub-frame was fixed to the main body of the car by four rubber mountings, two on each side.

This solution was used in the first E-Type, which debuted at the Geneva Motor Show in March 1961 and was presented to the motoring media by Sir William Lyons, Jaguar's founder and Managing Director. Such was the success of this independent rear suspension it was adapted and also used in the MK.10 sedan.

Following Bill Heynes retirement, Knight was appointed Chief Engineer in 1969 and together with Lyons they developed the hugely successful Jaguar XJ6 sedan, with Knights team of automotive engineers responsible for the new XJ40 motor, mechanicals and suspension, which made the car one of the best riding and best handling luxury cars of the era.

It was during the 1970's and Jaguar's amalgamation with British Leyland (BL) and their policy to centralise Jaguar, Rover and Triumph as one entity in one large vehicle assembly plant that Jaguar faced its darkest hour. Bob Knight, who had taken over from Lyons as Managing Director following the latter's retirement saw it as a threat to the individuality of the Jaguar brand. Despite upsetting the BL Board, who were obsessed with what they saw as financial security at a time when the British automotive industry was facing issues from the Unions and high inflation, Knight fought to retain the Jaguar name and retain the core group of engineers and designers who had made Jaguar such a successful car company with a heritage honed on the race track during the 1950's





*An artists' montage depicting Bob Knight and the Series-1 XJ6 (Jaguar Heritage Museum).*

Due to Knight's tenacity, Jaguar was the only BL company to retain its own management and engineering teams through this period, however BL appointed John Egan to manage Jaguar and despite Knight being offered a position on the Board, he decided to retire.

Some say Bill Knight was not managing director skilled, his skill lay in automotive engineering, however he should not be overlooked for the part he played in the continuation of the Jaguar brand and his fight to retain it as a separate identity within the BL fold of companies.

He was, as reported in the Coventry Evening Telegraph at the time of his retirement: "Loyal and dedicated to the marque, a man of outstanding integrity and drive, who kept Jaguar's name alive." There were others in the industry who said he was more concerned with producing new models and reaching new standards of engineering excellence than he was with managing the business!

Despite his retirement from Jaguar, Bob Knight continued working for a number of companies including Dunlop and Rolls Royce and during this time he developed a new front suspension concept for front wheel drive cars. He also provided engineering consultancy advice to Jaguar when Jaguar was purchased by Ford in 1999 at the bequest of Nick Scheele, the then Chairman of Jaguar Cars.

Bob Knight never married, though it was rumoured he had two close female friends. He lived in the family house following the death of his parents and travelled quite extensively, spending a considerable amount of time in Melbourne, Australia.

He died in August 2000, aged 81. In the archives of Jaguar's history he is remembered as the man who singlehandedly saved the company at the time of BL ownership and was responsible for many automotive engineering achievements, not the least being independent suspension.

*Information for this article was derived from the Australian Motor Heritage Foundation (Ed).*



# Car Review

*The Ian Callum designed Jaguar E-Pace is a five-door subcompact SUV that was unveiled in July 2015 and is assembled both in Austria and China. In this review by Driver magazine they look at the 2022, AWD, 2 litre diesel model (Ed).*

The Ian Callum designed Jaguar E-Pace was the second SUV to be developed by Jaguar after the F-Pace and it was first released to the market in July 2017. There was an upgrade in 2021, however following the move by Jaguar to shift to an all new electric model line-up next year, production of the E-Pace will cease.

The subcompact Jaguar E-Pace is assembled by Graz Magna Steyr in Austria under contract to Jaguar for the UK and European market and by Jaguar Land Rover (JLR) in China in a joint venture with Chery for the Asian, North American and Pacific markets. It comes in either a front-wheel drive or AWD configuration and is available with either a 2-litre petrol or a 2-litre diesel motor. An electric 80 kW synchronous hybrid motor has also become an option and it is powered by a Lithium-ion battery pack. The original transmission was an 8-speed automatic, but models post 2021 feature the improved 9-speed ZF automatic gearbox along with other improvements.



*A 2022 Jaguar E-Pace (Driver magazine).*

The motor provides plenty of oomph when you put your foot down, reaching 100 km/h in 8 seconds, a couple of seconds slower than a Volvo or Land Rover equivalent vehicle. However the handling is superior to these other marques even though the E-Pace is higher and heavier and it remained well balanced during our test drive through tight twists in the road. The ride quality is however lacking and we found the car jostles around a bit on gravel roads and thumps when you hit a pothole (*there are plenty on NZ roads*). Motorway cruising is better but you have to keep the car on course continually as we found it tended to wander.

Around town the steering is precise and the car corners and parks well. Noise from the diesel motor is, by diesel standards, reasonably hushed and the stop/start fuel economy



system worked unobtrusively without a cough or a splutter. There was however quite a bit of wind noise at motorway speeds, although noise from the tyres was minimal on an asphalt surface highway.

On the inside the leather seats are positioned quite high, but there's plenty of steering wheel and seat adjustment with 12-way electrically adjusted seats including lumbar support. All models come with digital display instrumentation, replacing the conventional analogue dials, and are well positioned behind the steering wheel. Our test car had a central console sat-nav which worked well, although it lacked voice command technology.

Due to the high seat position, the driver gets a good view through the windscreen of the road and traffic ahead and the view through the side windows was adequate although the windscreen pillars did block the view in some instances. Like most new cars these days the rear view is somewhat lacking due to the small rear window, however with rear parking sensors and a rear-view camera (an optional extra) this made it easier to park.

The car had a 180-watt Meridian sound system which worked well and featured noise-cancelling technology. The 11.4 inch centrally located touchscreen had Android and Apple CarPlay, which can be linked to your mobile smartphone. We found the menu easy to understand and operate but it could be a distraction while driving.



*Interior of a 2022 E-Pace (Driver magazine) Note the photo has been reversed to indicate right hand drive.*

Space inside the cabin is adequate and fairly wide with good head space. There are door pockets and a small tray in front of the gear lever to hold your mobile phone plus a couple of cup-holders in front of the centre arm rest which houses a large storage bin. The 'moon-roof' allowed plenty of light into the cabin and the almost square-shaped boot space is adequate with the rear seats folding down almost flat to provide more space when required.

To summarise: The Jaguar E-Pace looks sharp and there's plenty of standard fittings adding to the car's appeal, but poor ride quality and not being particularly fuel efficient detract. It is also disappointing that Jaguar have moved to vinyl and more plastic (gone are the days of wood on the dashboard) but it looks okay – just not as classy as Jaguars of old!



## *Down Memory Lane*

*The XJ6 marked an evolution in the look and style of Jaguar saloon cars and the XJ shape lasted from 1968 until 2009. Originally designed by William Heynes, with engineering by Bob Knight and styling by Sir William Lyons, the XJ6 underwent a series of upgrades before production ceased in 1992 (Ed).*

The iconic XJ6 was produced for a total of 24 years with upgrades in 1970, 1973 and 1979. The car originally came to market in 1968 with a 2.8 litre straight-six XK motor but this was later upgraded to 3.4 litres and then to a 4.2 litre straight-six – all with automatic transmission and disc brakes. The suspension was carried over from the MK.2 Series 1 and the MK.10 with the front suspension featuring new anti-dive geometry. Power steering and leather upholstery was standard with air-conditioning available as an optional extra.



*A Jaguar XJ6 Series-1 (internet)*

An upmarket version of the car was produced for the Daimler model and it was marketed as 'the finest Jaguar ever' with Lyons fronting a series of TV commercials. The motoring press described it as: "Beautiful to admire, exciting to drive and luxurious to ride in," and throughout the life of the XJ6 that maxim never altered.

The XJ6 had twin fuel tanks positioned on each side of the boot and these were filled via two separate lockable filler caps, one above each rear wheel arch. The driver could switch from one tank to the other via a toggle switch on the dashboard to maintain optimum balance of the car. The dashboard featured genuine wood veneer and the interior floor was carpeted.

Press reviews of the car were very favourable and commented on the exceptional ride quality, handling and quietness within the cabin.



In 1970 the original Borg-Warner auto transmission was replaced with an upgraded version which allowed the driver to select three different 'drive' positions, allowing the transmission to 'hold' lower gear ratios at high revs to achieve better acceleration.

In 1972, a small number (386) of long wheel-based Daimler versions of the car were also produced, providing 10cm's of extra interior space.

Just under 79,000 Series-1 XJ6's were produced along with 16,000 Daimler versions before the car was upgraded to the Series-2 in 1973. The 2.8 litre motor was discontinued and replaced by a 3.4 litre version of the XK motor.

The Series-2 had raised front bumpers to meet USA's crash safety regulations which later in 1975 included rubber over-riders along the full length of the bumper with the signal lights beneath. The front grill was made smaller but the air inlet below the bumper was made larger. The interior was updated with fully adjustable leather seats, a new instrument panel layout and centre console, a new less complicated air-conditioning operating system and more interior space, which with exception of the coupé XJC model became standard on all XJ6 models.

The XJC, which was only produced in small numbers, had elongated doors made by welding an additional section to a standard XJ door. As there were no centre 'B- pillars' and due to the flexing of the car body when driven the paint on the early cars were prone to develop cracks and there were initial issues with water leaks between the overlapping front and rear windows. Sixteen XJC's were modified by several private car assemblers with the roof removed and refitted with retractable canvas tops.



*An XJC version of the Series-2, XJ6 (Internet).*

Interestingly a number of the Series-2 cars were assembled here in Nelson between 1973 and 1978 by the NZ Motor Corporation following an agreement between British Leyland (then owners of Jaguar) and the NZ Government. NZ was one of only two countries outside the UK (the other being South Africa) where Jaguars were assembled at the time.\* In the last year of production at the Nelson plant a special XJ6 SLE model was produced featuring

half leather/half fabric seats, a vinyl roof, chrome wheel-hubs and black vinyl floor mats featuring the British Leyland logo sewn into the carpets in the front foot-wells.

Production of the Series-2 ended in 1979, although a small number continued to be produced at the Cape Town, SA plant until 1981. A total of 91,227 Series-2 cars were produced.

The car was again modified in 1979 and featured a subtle exterior redesign by Pininfarina (the first time design styling was done by an external designer) to become the Series-3. The rubber bumpers were strengthened, the door handles were made flush with the body work, the quarter light windows on the front doors were replaced with single larger power windows set into narrower door frames, the grill was redesigned with vertical vanes only and the rear light cluster was redesigned. This new model had central locking, auto climate control, a four speaker stereo system and there were options for a sunroof and cruise control. The car was shod with specially developed Pirelli P5 tyres to further improve handling and performance.



*A Series-3 XJ6 with rubber bumper insert and air-scope (internet).*

The 3.4 litre and 4.2 litre XJ6 motors were linked to a three-speed auto transmission and the 4.2 litre model had electronic fuel injection. 132,952 cars were produced up until 1992 when production of the XJ6 ceased with the last 100 cars exported to Canada.

The Series-3 was the last Jaguar model to be powered by the famous XK motor and while the car suffered from electrical issues it was described by motoring writers as “the ultimate evolution of the classic Jaguar.”

\*The book ‘Tracking the Cats’ written by Nelson JDC member, Brian Devlin traces the history of this assembly plant, the 1404 XJ6’s and 106 XJ Daimlers assembled there and what has become of them. Some 200 are evidently still registered and are regarded as superior to the cars assembled in the UK. Enquiries about the book can be made by contacting Brian:

[brian.devlin@xtra.co.nz](mailto:brian.devlin@xtra.co.nz)





## *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 scale model Jaguar saloons and sports cars. He has written details of the collection for the OJDC newsletters and he has kindly allowed CatChat to reproduce his articles. In this article Alan writes about the Jaguar MK.V11.*

*Article edited and abridged (Ed).*

**T**he MK.V11 Jaguar was a new saloon introduced to the public at the Earls Court Motor Show in 1950. It was equipped with the all-new twin cam 3.4 litre motor and was the first Jaguar saloon to achieve 160km/h. Although the MK.V was an updated version of the pre-war saloon, the MK.VII was a completely new car with streamlined and very stylish bodywork which was to become a characteristic and standard feature of Jaguars for the next 20 years.



This was a large, very graceful car that could cruise at very high speeds propelling the occupants in quiet luxury for which the marketing slogan: 'Grace Space and Pace' became well known.



The MK.VII was so powerful that it also became an instant success on the track with drivers including Stirling Moss and Mike Hawthorn achieving notable successes at saloon car races.

Marque One Models produced this superb hand-built version (MOM1) in 1982 and it is finished in period ivory livery with a pale blue interior. The model is very realistic and accurately proportioned, although the interior is plain and the chassis has limited detail

Introduced in 1954 for the 1955 model year, the MK.VIIM included many improvements. Horn grilles replaced the fog lights which were repositioned on the front bumper and the rear bumper was extended around the rear of the body to the rear wheel covers. More powerful Lucas 'J' headlamps first introduced with the XK140 were also adopted on the MK.VIIM and retained for the duration of production of the MK.VIII and MK.IX saloons. Performance and handling improvements were also included in the MK.VIIM as was the



introduction of overdrive and automatic transmission. This newer version of the MK.VII was not only a better performer than its predecessor but more economical as well.

Pictured left is the hand-built Marque One Model's version of the MK.VIIM (MOM2). The overall proportions of this model are excellent and it has been superbly built and detailed externally. When compared with the model of the MK.VII it is easy to see the differences with the later MK.VIIM upgrades giving the car a more purposeful frontal aspect.



Jaguar Cars provided an MK.VIIM to Her Majesty, Queen Elizabeth the Queen Mother, who took delivery of it in 1955. She kept this car for her private motoring until 1973 when she returned it to the factory. The colour was a special metallic finish of the Royal Claret. This special car was updated regularly by Jaguar, with features added from the MK.VIII and MK.IX cars. These upgrades included a one-piece windscreen, the parallel sweeping wipers, plus new and improved seating and veneers.

Although at first glance the car appears to be an MK.VIII or a MK.IX, it retained the original MK.VIIM bodywork including rear wheel covers, but it was not fitted with the side chrome-work which was a feature of the later cars.





The former Queen Mothers car, (*pictured above*), at a British Car Day is now part of the Jaguar Daimler Heritage Trust collection.

The model of this unique car is an excellent die cast example from Oxford (JAGVII004). The scale, proportions and detail are very well executed and superbly replicate the unique features of the actual car. The special paint finish is an accurate recreation of the special colour and the interior detail is excellent. The model has detailed chassis and running gear and overall is a superb model available at a modest cost.



whilst still capable of a good turn of speed were eventually phased out in favour of the lighter and more agile MK.2 saloons.

Along with the MK.V saloon the MK.VII was also used by the UK Police in some areas and was an ideal vehicle for Police work with huge stowage capacity and a performance to equal all but a few cars of the time. These vehicles were not specifically built for Police work but were standard production cars adapted for use by the constabulary. They were the most expensive cars used for Police duties, so their numbers were relatively limited. These large Jaguar saloons,

Oxford produced a well detailed die cast model of the MK.VIIM (model JAGVII002) as used by the Worcestershire Police. All aspects appear very accurate with excellent interior detail as well as detailed chassis and running gear.

The MK.VII was the first Jaguar saloon to have success on saloon racing circuits in Britain and they had many successes in the hands of legendary racing drivers like Stirling Moss and Mike Hawthorn. It is hard to imagine such a large car being so competitive, but it remained so for nearly five years until the smaller MK.2, 3.8 litre cars took its place.

Both IXO and Oxford make models of the Stirling Moss driven MK.VII (*pictured below*) racing at Silverstone in 1952 when he won the saloon production car race.



*Stirling Moss, driving a MK.VII won at Silverstone in 1952 (Motorsport).*

Pictured right is the Oxford model version of the same Moss car, which is very well detailed and modestly priced.

The most prestigious saloon car event at the time was the Monte Carlo Rally. Although Ian and Pat Appleyard very nearly won the rally in 1953 in a MK.VII,

several attempts were made before success was finally gained in 1956 with an MK.VIIM, race number 164 and driven by Ronald Adams.



This success at the 'Monte' added enormously to Jaguar's reputation as a fast reliable marque and contributed significantly to sales, especially export sales.





*The MK.VIIM, racing number 164, which was driven by Ronald Adams at the 1956 Monte Carlo Rally.*

The most realistic version of the 1956 Monte Carlo winning MK.VIIM is modelled by Starter (R201). This hand-built version is a perfectly scaled and detailed model of the actual car and is correctly finished without the rear wheel covers. Considerable detail has been added including a very realistic rally plate fitted to the left front bumper which makes for a very impressive model. IXO and Oxford also make versions of this car.



*This series on scale model Jaguar saloons by Alan Race will be continued in the next edition of CatChat in August.*





# *My Jag*

*Jaguar Drivers Club member Jan McGregor tells us about her much loved Jaguar XJS and why she has fallen in love with the car (Ed)*

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

It is a V12, XJS HE coupè, first registered in 1989 with an actual build date of January 1987.

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

23 years.

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

I've always wanted one since I was about three-and-a-half years old. It is in my opinion the prettiest of the XJS variations over the 20 year production period of the model.

## ***How many kilometres has it done?***

173,500 kms.

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

'She's effortless on the open road, huge fun on twisty hilly roads but always very composed.

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

Everything and specially that silky smooth idle after a long run.

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

No.

## ***Who does your mechanical work?***

The brilliant Peter Box, who is now with Armstrong Prestige.



# Comment

*WJDC member Ben McFadgen wrote and sent in this article about autonomous driverless cars and the various levels of driverless automation which, as he says, is rapidly becoming the way of the future. (Article edited and abridged –Ed).*

If the future of transport remotely interests you, then you’ve no doubt heard of the autonomous (self-driving) car and the various levels of full autonomy. In a nutshell, the levels relate to a set of guidelines developed by the Society of Automotive Engineers to describe the differing levels of autonomy in driverless cars.

There are (currently) five levels overall with Level 1 being the most basic and Level 5 being the most advanced form of self-driving vehicle. This covers everything from cruise control (Level 1) to hands-off everything (Level 5).

Autonomy is a hot potato right now and governments around the world are grappling with how to update legislation to allow for driverless cars on their roads. Some are even planning to mandate that a driver could be watching television while the car takes over the driving function. I don’t see that happening in in this country anytime soon due to our roads, which are ‘less than welcoming’ for autonomous vehicles.

## So what are the different levels?

Level 1 has been around for some time, even here. Level 2 is also becoming pretty commonplace and we’re on the verge of Level 3. The next big thing coming around the corner is full hands-off driving for long periods of time at Level 4 with Level 5 being something out of a Sci-fi movie, where the car does everything for you.

Over the last few years, car brands around the world have started to develop and to use these autonomous levels in their marketing. One example was Audi with the A8, where its Level 3 autonomy was promoted at its launch.

### Level 1:

When?	1990s/00s
Includes	Lane assist, auto (radar) cruise control
Who’s driving?	Driver is still in control

This is the most basic type of autonomy, where just a few elements of the driving process are taken over in isolation, using various data from sensors and cameras, but with the driver still very much in control. This was kicked off in the late 1990s by Mercedes-Benz with its pioneering radar-managed cruise control, while Honda introduced lane assist on the 2008 Legend. These were the first tentative steps towards removing the driver’s duties behind the wheel.

## Level 2:

<b>When?</b>	Current
<b>Includes</b>	Lane-change mode, self-parking features, driver monitoring etc.
<b>Who's driving?</b>	Human hands-on at all times

Level 2 is pretty much where we are today: Computers take over multiple functions from the driver and are intelligent enough to pull speed and steering systems together using multiple data sources. Mercedes has been doing this for most of the past decade. The latest S-Class Merc is Level 2. The car's computer takes over directional, throttle and brake functions which results in one of the most advanced cruise control systems seen so far. It uses detailed sat-nav data to brake automatically for corners ahead, keeps a set distance from the car in front and heads off again when jams clear, all while the driver sits...watching!

## Level 3:

<b>When?</b>	The next big thing: happening now
<b>Includes:</b>	Next-generation sensors, algorithms, new laws
<b>Who's driving?</b>	Driver still on standby but can be hands-off for periods of time

Highly automated vehicles are beginning to arrive on the roads overseas. Level 3 is called 'conditional automation'. This is a specific mode where all aspects of driving are done for you, but the driver must be on hand to respond to a request to intervene (and not be asleep or watching a movie). Audi actually calls its A8 a 'Level 3 ready' autonomous car and BMW is launching its 7-series with hands-off motorway cruising, which basically means the car has the potential to drive itself in certain circumstances and will assume control of all safety-critical functions. It does this by refining maps, radar and sensors and fusing all this environmental data with smarter and faster processors and.... logic.

This logic can make some interesting choices when the car is faced with either running over an elderly person crossing the road or a young mother pushing a pram.

L3 requires fast communications, with no lag time - queue 5G.

## Level 4

<b>When?</b>	Due soon (in the second half of the decade)
<b>Includes:</b>	Driverless cars, shared pods
<b>Who's driving?</b>	Genuine hands-off driving

By the end of the 2020's it is expected cars will fully drive themselves in large 'geo-fenced' metropolitan areas (like central London, Los Angeles or Frankfurt). These cars will use hi-definition mapping, real-time data, car-to-car communications and central communication centres to deal with any 'unusual hazards' and improve accuracy.



As Mercedes autonomous car guru, Christoph von Hugo says: “You won’t really need the driver in Level 4 and the likelihood is you will just be renting the car, rather than owning it. You won’t take this car on vacation but you’ll take it on an urban journey around the city. It is easier to have ultra-detailed mapping for carefully defined areas.”

And therein lays the rub for some countries including New Zealand - the lack of ultra-detailed mapping.

#### Level 5:

<b>When?</b>	Not long after Level 4, so could be soon
<b>Includes:</b>	Driverless, far-roaming robot taxis
<b>Who’s driving?</b>	Steering wheel optional

At Level 5 the car doesn’t need to be in a geo-fenced area, (aka the ‘operational design domain’). So rather than just driving in a carefully managed (and usually urban) environment with lots of dedicated lane markings and infrastructure, it’ll be able to drive itself anywhere. How does this happen you ask? Well, because of the frequency and volume of data, the rapid development of AI and the sophistication of the computers crunching the data – it will mean the cars are basically sentient. You could probably even call them a name, like Andrew, or Florence and it will talk to you...!

The advent of the autonomous vehicle is a brave new world ahead and its one that Google’s Waymo car, Mercedes and Tesla are all heading for. It will be a huge innovation, even bigger than the electric car revolution and analysts are forecasting 21 million autonomous vehicles globally by 2035.



*Will the next generation of Jaguars post 2035 (as seen in this concept car at the Frankfurt Motor Show) feature full autonomous driving capability?*



## *Wine & Food*

*Club Committee member and in-club sommelier and connoisseur of fine food, Brett Newell delves into some family history and reports on some delightful food and memorable wines enjoyed at Bellamys, which was first established in 1850 to serve the parliamentarians of the day (Ed).*

**T**he Logan Brown Group now operate Bellamys in the 'Beehive' as an independent restaurant and it is, in my opinion, a must-do experience that is enhanced by the somewhat rarefied location and ambiance. Notwithstanding this, you need to book well ahead and pass through security screening to enter the building.

For me, a visit to this restaurant is even more special. My great-grandfather, Ben Starr and his son, my grandfather Harry Starr (whom I sadly never met) were brought from the Westminster Houses of Parliament kitchen to be the successive Head Chef's at Bellamys and this may account for my more than passing interest in good food. I have a Listener magazine article published during WW2 about Harry having served eight successive Prime Ministers and four Speakers of the House during his 22 years as Head Chef. He was also responsible for catering the banquet hosted by the NZ Government in 1908 when the American Naval Fleet visited New Zealand under the command of Admiral Charles S. Sperry. The catering for 1,000 sailors and guests was described as a gastronomic *tour-de-force*. Other large functions included a huge luncheon attended by members of the Legislative Council for the then Prime Minister, Sir Joseph Ward just before he went to England to present the battle cruiser HMS New Zealand to the British Government. Imagine us handing over a naval ship to them these days! The six course lunch included dishes that varied from roast beef and apple pie to fillet of duckling in aspic and braised turkey.

My great-grandfather was notable for his expertise as a dessert chef and for confectionery. He was described as an artist when it came to the use of sugar and a display, which he put on for a banquet in honour of the Prince of Wales (*presumably Edward 8th*), took three weeks to make for the centre-piece on the main table.

After languishing for some years the recent management of this prestigious restaurant has been enlivened by the appointment of a stunning young Chef, Joshua Ross (*pictured right*). I first enjoyed a lunch at Bellamys five or six years ago and I was very impressed by the fare on offer and the competence of this young man. Last year he won the French



Gastronomic Club, *Chaine de Rotisseurs' Jeune Chefs Competition*. This resulted in Joshua later representing New Zealand in Mexico at the *Chaine de Rotisseurs'* world final competition, where he was placed third.

Recently I enjoyed a dinner prepared by Joshua at Bellamys. The opening course was a delicious Asparagus Risotto with Shitake mushrooms and guanciale (*cured pig cheeks*). A picture perfect dish enhanced by edible flowers and served on earthenware crockery. This was matched with a Framingham Riesling from Marlborough, which was a perfect foil to the dish and a great starter.



The next course was Ora King Salmon *Chartare* with Ponzu, Avocado puree, Green apple, Radish and Rice Wafer. Salmon caviar set-off the rice wafer and with the avocado and green apple the glossy salmon looked and tasted delightful. This was matched with a nice French white -*Joseph Drouhin Macon Lugny Les Crays* from 'our friends' in Burgundy, whom many Club

members may recall we visited on a trip to France. It was a crisp, dry chardonnay and was ideal for this quite rich dish.

The main of Cap-on-Lamb Loin with *Pea Volute*, goat's cheese, tomatoes, lamb bacon, anchoiade (*anchovy sauce*) and spinach was equally stylish on the plate. The textures and flavours again demonstrating some highly skilled hands had created the dish. We chose a smooth red, in this case a Te Mata Awatea Cabernet Merlot to accompany it. It is one of our most under-priced notable reds. There is some 2019 vintage still available but the latest 2022 vintage will make great cellaring for a later date. I opened a 2015 vintage recently and it has another 10 years in it, although, as with all good wines, it is drinking beautifully now. If the wine is any younger, I recommend you decant it. I found it a perfect match with the lamb, but it would also be equally good with beef.

The dessert was a Pistachio sponge with whipped mascarpone, raspberry compote and sorbet. It was very pretty, just the right portion size and it was a fine finish to a stunning dinner. We partnered it with another favourite of the JDC travellers group – a *Chapoutier Muscat Beauges de Venise* which rounded off the evening so well.

The service, ambiance and the surroundings, with views over Parliaments forecourt and grounds from the third floor of the 'Beehive' is as good as the fare on offer. The Bellamys experience is exquisite and we are fortunate to be able to enjoy it. As mentioned, bookings are essential and can be made at: [bellamys.by.loganbrown@parliament.govt.nz](mailto:bellamys.by.loganbrown@parliament.govt.nz) or by phoning 817 9678.





## CatChat Film Review

*The Great Escaper is a heart-warming true story that breathes melancholy, poignancy and sadly what it is to be old. Michael Caine and Glenda Jackson are in top acting form and bring reality to the story of an 89-year-old WW2 Royal Navy veteran who 'escapes' from his rest-home in Hove, Sussex to attend the 70th Anniversary of the D-Day Landings at Normandy, France (Ed).*

This is a film of nostalgia, sentimentality, English humour and ineffable class. It captures the 2014 adventure of 89 year-old pensioner and ex-Royal Naval veteran Bernard Jordan (played by Michael Caine) and his mission to attend the 70<sup>th</sup> Anniversary celebrations of the D-Day Landings at Normandy in June 1944 – having missed out on the ballot for the official delegation of veterans.

Caine brings plenty of gruff, droll and lugubrious humour to the role, especially when shuffling along the seafront at Hove, denouncing the cyclists and carefree youths as 'tossers' and taking delight in letting the air out of their bicycle tyres when they're not watching.



His wife, a frail Renè, played by the late Glenda Jackson, almost upstages Caine by providing plenty of sardonic comments to the rest-home staff, telling them that: "He must have just gone out for a bit," when his absence is noted.

Both Caine and Jackson provide legendary performances and there is a poignant moment on the Channel ferry and later in France when Bernard and an elderly ex-RAF pilot (played by John Standing) who he befriends, swap stories of their personal recollections of the landing, the loss of their comrades and their self-inflicted guilt for having survived.

There are also some sentimental flashbacks of a younger courting Bernard and Renè during the pre-war years and some re-enactments of the D-Day Landing which adds to the drama of the film and what the soldiers, sailors and airmen taking part in the D-Day Landings experienced with the might of the German army trying to repel them.

Bernard returns home to a hero's welcome, having caught the attention of the public and the media and is driven in a Jaguar XJ back to the rest home where he and Renè confront his war demons.

The film is rated 'M' and runs for 97 minutes. I gave it eight stars out of 10 on the basis of some outstanding acting and the story.



# *A Racing Hero*

*Sir Stirling Moss was regarded as one of Britain's best racing drivers from the 1940's through until the 1960's, when due to a horrific crash, he retired from competitive motor racing. He drove for a number of racing teams during his career but is probably best known for his drives for Jaguar, Mercedes, Maserati and Lotus (Ed).*

**S**tirling Moss was undoubtedly a British racing legend winning 212 races (20 of them driving a Jaguar), including 16 Formula One Grand Prix. He drove different marques over the course of his career, British, Italian and German, but is quoted as saying he preferred to race British cars, saying: "It is better to lose honourably in a British car than win in a foreign one."

He was born in West Kensington, London in September 1929, the son of Alfred and Aileen Moss, who were both keen amateur racing drivers in their day. He attended several local schools but did not achieve good grades and was subject to bullying due to his Jewish roots (his grandfather was Jewish and from a family that changed their name from Moses to Moss), but he rose above it vowing he would succeed in his chosen career. Moss learnt to drive his father's old Swallow Austin 7 at age six which he drove around the open fields near his parent's house before graduating to driving his father's 328 BMW.

By age 19 he was driving his own car, a Cooper 500, and demonstrating his driving skills with numerous wins at national level. His first major international race victory came on the eve of his 21<sup>st</sup> birthday when he drove a Jaguar XK120

in the 1950 RAC Tourist Trophy in Northern Ireland – a trophy he was to win six more times: 1951 in a Jaguar C-Type; 1955 in a Mercedes 300SLR; 1958 and 1959 in an Aston Martin DBR1; and in 1960 and 1961 in a Ferrari 250GT.



In 1952, Moss was one of four drivers who drove a Jaguar XK120 fixed head coupe for seven days and nights around the steeply banked oval track at Montihery near Paris, averaging a speed of 161 Km/h to take four world endurance records.

In the same year he won the Race of Champions at Silverstone, again in a XK120 along with the Silverstone International and the Grand Prix de la Marne in a Jaguar C-Type, followed by the Daily Express Trophy for Production Cars in a Jaguar MK.V11. He was second in both the Goodwood International and Charterhall International.

He was also a very competent rally driver and won the *Coupe D'Or* three times and finished second in the 1952 Monte Carlo Rally.

In 1953 he again won the Daily Express Trophy in a Jaguar MK.V11 and the gruelling 12-hour *Internationale de Reims* and was second in the prestigious 24 hour Le Mans – driving a Jaguar C-Type and in 1954 driving a Jaguar D-Type he won the Dundrod Tourist Trophy.



*Moss makes a pit stop during the 1954 Dundrod Tourist Trophy. Note the stone damage to the front of the Jaguar D-Type (The Guardian).*

In the same year he was invited to join the Mercedes racing team and qualified alongside other front runners for the 1954 Drivers' Championship and achieved his first Formula One victory when he won the Oulton Park International Gold Cup.

During the Italian Grand Prix he passed the two top drivers of the time – Fangio driving another Mercedes and Alberto Ascari driving a Ferrari. Moss led for 68 laps before the car suffered an engine problem, opening the way for Fangio to win and Moss pushing his car over the finish line to claim a podium placing.

1955 saw him win the British Grand Prix – the first time a British driver had done so. In the same year he won the RAC Tourist Trophy again, the *Targa Florio* and the *Mille Miglia* road race, the latter described by *Motor Trend* magazine as: "The most epic drive ever, over one thousand miles and completed in ten hours and seven minutes."

Other significant wins followed in 1956-1962: the Nassau Cup in '56 and '57 and the Formula One Grand Prix held at the 16 kilometre-long Pescara Circuit, where he again showed his ability in long distance racing with the race lasting three hours with Moss again beating Fangio who had started from pole position.



*Moss, his face caked in oil and dirt except where his goggles offered protection, after winning the 1953 International at Reims in a Jaguar C-Type (Internet).*



He came to New Zealand in 1956, winning both the NZ Grand Prix in a Maserati 250F and the Ardmore Grand Prix in a Porche 550.

In 1957, at Bonneville Flats in the USA, he set a land speed record driving a supercharged MG EX181 over a kilometre and reaching 395.3 Km/h.

Moss' good sportsmanship cost him the 1958 Formula One World Championship when he defended rival driver Mike Hawthorn, who was threatened with a penalty at the Portuguese Grand Prix. Moss argued in favour of Hawthorn not being penalised for a racing infringement, resulting in him losing the championship by just one point to Hawthorn.

He went on to win the Monaco Grand Prix in 1960, but was seriously injured during a practice lap for the Belgian Grand Prix later in the same year. Following a six month recovery he was able to bounce back and take the winner's podium at the United States Grand Prix.

1961 saw him switch to mid-engine cars, which were becoming the preferred type, winning the Race of Two Worlds in a Maserati 420M and eclipsing his win at Monaco in an underpowered Lotus, beating the three Ferraris by 3.6 seconds, such was his tenacity and skill as a racing driver.

It was in the following year that he narrowly survived a horrendous crash while competing for the Glover Trophy in the UK. He was in a coma for a month and paralysed for six months and while he made a miraculous recovery felt that he had lost his intuitive driving skills and capacity and as a result retired from professional Formula One racing.

He did however continue to enjoy a number of rally events, charity and historic car races and took part in the British Saloon Car Championships. Jaguar/Lister presented him with a C-Type continuation replica as a reminder of his 1951 RAC Tourist Trophy and other successive wins in a C-Type.



*Stirling Moss won the 1953 International de Reims driving a Jaguar C-Type (Internet).*

A number of books, including two autobiographies have been published about Moss and he made a number of guest appearances on UK TV. He was the subject of the TV programmes: *This is Your Life* and *Face to Face* and appeared in the James Bond film *Casino Royale*.

He was inducted into the International Motorsport Hall of Fame in 1990, knighted in 2000 and awarded an OBE for services to motor sports. In 2005 he received the Segrave Trophy and the FIA Gold Medal for his contribution to motorsport.

He died in 2020 aged 90. During his life he married three times and had two children, lost his drivers' licence in 1960 for speeding on the open road in a Mini, and suffered another accident when he fell down the lift shaft at his home breaking bones in both feet and fracturing a number of vertebrae.



*Jaguar/Lister presented Moss with a C-Type replica Continuation model as a reminder of his 1951 RAC Tourist Trophy and other C-Type wins, and is seen here at the pre-race Mille Miglia historic car display (Internet).*

In the heyday of his motor racing career and achievements Moss is quoted as saying:

**“To achieve anything in this racing game you must be prepared to dabble on the boundary of disaster.”**

*The information for this article was obtained from Wikipedia, The UK National Motor Museum, Motor Trend magazine and the Guardian newspaper (Ed).*



# *Joker's Corner*

*From the file of Shaggy Dog Stories come these two classics (Ed).*

## ***The Tea Drinkers***

An Englishman, an Irishman and a Scotsman were taking part in a survey about tea drinking and how to get the best out of a brew.

When the three are asked how they stir their tea, the Englishman said: "I always stir my tea with my left hand."

The Scotsman, not to be outdone quickly chimes in and says: "I always stir my tea with my right hand."

How about you, the Irishman is asked.

"Oh me," says the Irishman, "I always use a spoon to stir my tea!"

## ***The Magic Trick***

An Englishman and a Scotsman walked into a cake shop where the Englishman, with a wink to the Scotsman surreptitiously whisks three cookies from the display on the counter and puts them in his pocket without the baker noticing.

"There," says the Englishman, "see how quick we English are – you'll never beat that."

The Scotsman replies: "Watch this - we Scottish are far cleverer than you English."

He turns to the baker and says: "Please give me a cookie and I'll show you both a magic trick.

The baker, eyeing the Scotsman suspiciously hands over a cookie, which the Scotsman promptly eats and says to the baker: "They're delicious please give me another."

The baker, who is getting even more suspicious, hesitates, but hands over another cookie, which the Scotsman promptly eats and says to the baker: "They are really delicious, just give me one more and then I'll show you my magic trick."

So once again the baker, who is beginning to get impatient gives the Scotsman a third cookie and says: "So where is your magic trick?"

The wry Scotsman laughs and replies: "Take a look in the Englishman's pocket!"





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

### *Will Jaguar ‘reimagine?’*

Is Jaguar’s dogmatic approach to an all EV stable of cars come 2025 a step in the wrong direction given the decline in EV sales worldwide due to government subsidies on such vehicles ceasing and the provision of ‘green-power’ re-charging infrastructure to support them being slow to deliver?

The extraction of rare metals needed for lithium batteries is also causing concern in OECD countries, with pollution and labour exploitation rife in the countries where it is mined (*refer next article*).

In Europe, the USA and here in NZ, where the subsidies have, or will be cut, some media are saying EV sales are in ‘freefall’ and that many of the mainstream car manufacturers like Toyota, GM and Ford are reducing EV production. Toyota recently announced they will maintain the production of both petrol fuelled and hybrid vehicles along with a lesser number of EV’s and other fuel alternative vehicles – allowing them to adjust quickly depending on market demand– a hallmark of Toyota’s resilience over the years.

Toyota’s CEO, Akio Toyoda says they believe EV sales will only reach a 20-25 percent market share in the global market with the rest being petrol fuelled and hybrid models.

While Toyota’s strategy could be seen as over-cautious, the company has to date posted healthy profits, with hybrid car sales excelling in their main markets.

As a result of the decline in EV sales, JLR’s CEO, Adrian Mardell says they are now rejigging production towards hybrids and away from pure EV’s, but that they are staying with their all-electric strategy for Jaguar products.

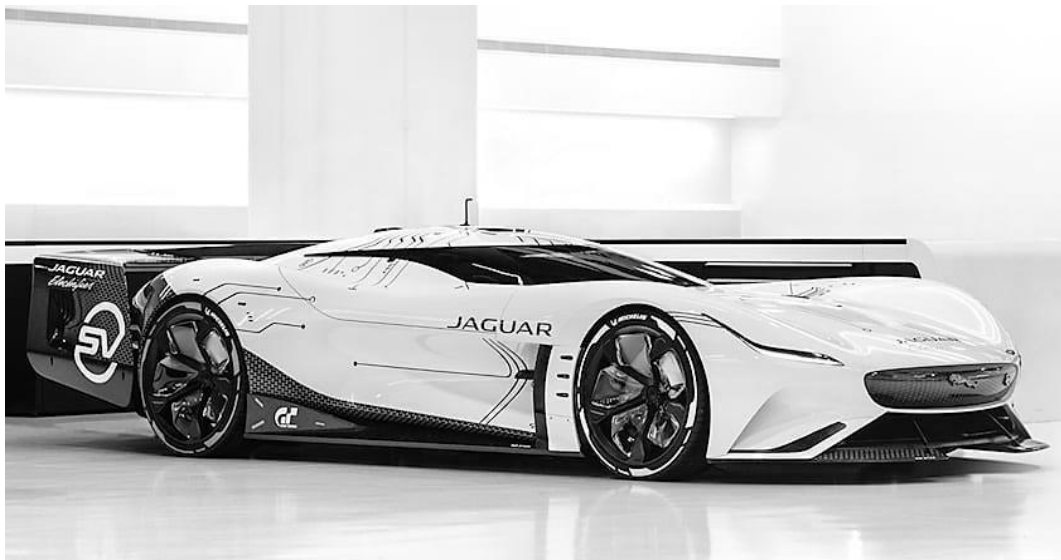
JLR’s Director of Vehicle Development, Nick Collins in a recent interview with *Autocar* magazine spoke about the future going forward and in particular the forthcoming Jaguars due to debut in late next year.

“We’ve been working like crazy on the new Jaguars and have a special team dedicated to the project,” he said. “2024/25 will be significant years for Jaguar as we roll out the first models late this year and start deliveries during 2025.

“The new range of cars were signed off by the Board in mid-2022 and the Jaguar marque will not be sticking to its traditional design cues - the cars will be a copy of nothing,” he said.

As for when we will see a concept car, Collins was hesitant, saying: “I love concepts and this is something we have certainly talked about, but like everything else with this project, we will have to ‘reimagine’ how we do it.”

He went on to say the new range is going through a final phase of development and that JLR will not use new third party suppliers and will rely on existing arrangements. This could translate into Jaguar sharing powertrains with BMW, as per the new Range Rover models.



*A concept car that was recently developed by Jaguar (Autocar).*

### *Lithium batteries – the facts*

The move by Jaguar to an all-EV or hybrid stable of cars prompts a vexing question about the sourcing and disposal of the materials used in the manufacture of lithium-ion based batteries. In a recent *Guardian* article, the following facts were exposed:

- The extraction process for the production of one tonne of lithium uses over 2000 litres of water.
- Lithium is produced mainly in Chile (19.9 million tonnes per annum), Australia (7.7 million tonnes per annum) and China (6.7 million tonnes per annum).
- Most lithium is derived from a brine of toxic chemicals that are pumped to the surface and placed in large evaporation sludge ponds from where the lithium is then extracted after 12-18 months. The toxic brine presents a danger to air-quality, bird life and the water table.
- The mining of other metals used in lithium batteries, mainly nickel and cobalt, has caused significant environmental destruction in the countries where it is mined: 27 percent of copper is mined in Chile and 20 percent of the Nickel comes from Indonesia (1.6 million tonnes per annum) and the Philippines .33 million tonnes per annum.

- This destruction has prompted the Philippines government to shut down the mining and extraction of these metals.
- The manufacture and assembly of a single EV creates 24 tonnes of Co2.

The article goes on to say that in order to minimise excessive mining of these metals, vehicle manufactures will need to look into viable ways of recycling lithium after the batteries are fully discharged and in the UK they will have to recoup 50 percent of it as from 2027. By way of finding a solution to this, Jaguar has partnered with lithium battery manufacturer Pramac to develop a lithium energy storage facility for recycled lithium.

## *The Jaguar V12 E-Type*

The Jaguar developed V12 motor first appeared in the revised E-Type in 1971 (pictured), 10 years after the first 3.8 litre E-Type debuted in Geneva in 1961. Initially rated at 5.3 litres the V12 motor was expanded to 5.9 litres in the late 1980's and was made available in the XJS, the XJ12 and Daimler Double-Six saloons. The Lister racing Jaguars extended the motor to 7 litres for the modified XJS and 7.4 litres in the XJR12.



## *An E-Type Hot Rod*

In what would undoubtedly upset many Jaguar purists a modified Jaguar E-Type was on display at last year's SEMA motor show in Las Vegas. Built by DevSpeed Motorsports and sponsored by Eneos Motor Oil, the car has a 2JZ-GTE motor adapted from a Toyota Supra and is fitted with a Borg-Warner EFR 8474 turbo-charger.



The manual gearbox is a five-speed ZF taken from a BMW M3, with the front brakes were taken from a 2003 Chev Corvette and the rear brakes sourced from a 2010 Series-5 BMW. The car sits on 17-inch wheels with 255/45/R17 (front) and 255/40/R17 (rear)



Bridgestone Potenza tyres. Also 'stolen' from the 'Beamer' was the rear sub-frame assembly and differential. To make room for the tyres, larger fender flares were designed and carbon-fibre was added to strengthen the body panels. In addition, this 'Frankenstein-like' car has a further *mélange* of parts including a custom front suspension, a DevSpeed roll-cage, plus a number of aftermarket interior fittings including drilled pedals and a smaller steering wheel. With a modified exhaust it has been described as a "hot rod for the track!"

## *End of Clean-Car Subsidy*

With the demise of the NZ Governments 'Clean Car Discount' on EV's and hybrids at the end of last year and the recent decline in EV sales, it is interesting to note that



some 156,000 rebates were paid to EV owners since the scheme started in July 2021 and since July last year the registration of new EVs and hybrids increased by 53 percent compared with 39 percent between April 2022 and June 2023.

EECA research has found 62 percent of EV owners bought their vehicle because of the subsidy and that 80 percent do more than half of their vehicle charging at home.

However, according to the Motor Retailers Association, sales of EV's have since dropped markedly following the demise of the subsidy.

Despite this fuel and power companies are looking to expand the number of charging stations around the country over the next few years with charging facilities at shopping malls and along popular state highways, such as SH1 and SH2 with up to 10 high-speed charging units at each location.

## *New Zealander's put Jaguar in the lead in Formula-E*

With the fifth race in the Formula-E, 2024 series just over, Jaguar TCS Racing is in first place in the Teams Standings with 102 points. New Zealander Nick Cassidy is leading the Driver placings with 61 points and fellow kiwi Mitch Evans is in sixth position with 39 points.

Cassidy won the second race in the ABB FIA Formula-E Racing series this year for Jaguar TCS Racing. The race, which was held in Diriyah, Saudi Arabia was his first

victory for Jaguar and his second podium finish overall for Jaguar, having achieved third place at the Mexican Grand Prix at the start of the racing season in January.

At Dirriyah Cassidy took the lead on the fifth lap of the race despite strong competition and he also notched up the fastest lap-time in the 36-lap race.

The other Jaguar Team driver and fellow New Zealander, Mitch Evans finished in tenth place at Diriyah having started from 13th position on the starting grid in what is a very difficult track with limited overtaking opportunities. At the fourth race in the series, at Sao Paulo, Brazil he came in second.

Commenting on his win at Diriyah, 29-year-old Cassidy said it was: “An absolute dream for the start of the racing season. The Jaguar team worked very hard to give me a quick and very efficient car and this win was such a great feeling for me.”



*Nick Cassidy drives his Jaguar to victory at the Diriyah Formula-E Grand Prix (Jaguar TCS Racing).*

In Japan for the fifth race, on the 30<sup>th</sup> of March, Nick came eighth. The next race in the 16 race series will be held at Misano, Italy on 13-14 April followed by Monaco on April 27. The final race (Race 16) in the series will be held in London on 21 July.

## *Speed Limits*

Nick Leggett, CEO of Transport NZ, says in January's *Contractor's Perspectives* magazine that NZTA's policy of introducing 80K speed limits on sections of our state highways and roads is not having much effect in reducing accidents.

“Most people in our industry don't believe that cutting speeds wholesale across the highway network will reduce accidents,” says Leggett. “Where speed restrictions have been brought in across the country, they have not shown to have made much difference.

“The problem with the ‘Road to Zero’ philosophy is that there is too narrow a focus on just one strategy – speed, as the means of reducing the number of deaths and injuries on our roads. A more balanced approach would be to focus on the other contributing factors as well such as road conditions and maintenance, driver attention and fatigue, alcohol and drugs, driving skills, driver distractions.

“Sweden, with a similar population and size to NZ has far better roads and a high standard of road maintenance, with 20 times more expressways per capita than NZ with 120kph speed limits and far less accidents.

“A lack of road maintenance here has for over a decade resulted in some dangerous sections of highway and it seems the transport agency’s philosophy has been to run down the asset and then tell everyone it’s unsafe so we must reduce speed!”

### *Jaguar parent company to build battery Gigafactory*

British Prime Minister, Rishi Sunak has hailed a £4 billion pledge by the owners of JLR (the Tata Group) to build an electric car battery ‘gigafactory’ in Britain as a: “Vote of confidence in the UK economy and the British car industry.”

The factory is to be sited in Somerset and bring 4,000 new jobs to the region following the investment by the Tata Group. It will become one of the UK’s and Europe’s largest battery producing factories.

Tata had initially been considering a site in Spain for the plant but following extensive negotiations with the UK Government over a period of nine months a suitable site and some state aid for the project was agreed. Once production starts it is expected the factory will produce enough EV batteries to power thousands of electric-powered vehicles.

Following a meeting with Sunak at JLR’s Head Office and announcing the investment, Tata’s Chairman, Natarajan Chandrasekaran (*pictured below left with British PM, Rishi Sunak (The Guardian)*) said that construction of the plant was ready to begin and should be ready to start production in late 2026. The British PM said it was not just about persuading Tata to build the factory in the UK, but also about keeping up with technology as the USA and Europe have plans for similar ventures and the UK could not afford to lag behind.





Commenting on Tata's input, Mr Chandrasekaran said the investment would bring state-of-the-art technology to the country and that their investment would further strengthen Tata's commitment to both JLR and the UK's economy.

The only other planned battery plant on this scale in the UK is a smaller plant at Sunderland, which is being considered by a Chinese company and Nissan.

### *C-X75 re-engineered for the road*

A Jaguar C-X75 prototype sports car has been re-engineered to make it road legal. The car, one of seven produced in 2010, was used in the 2015 James Bond movie 'Spectre' and has been completely reworked by Callum Design and Engineering.

To achieve certification for road use in the UK engineers had to make many changes to the original 'cat', one of only five used in the film to have survived. Some of the main changes included strengthening and improvement of the bodywork and fittings, new switchgear, quieter exhaust manifolds, installation of catalytic converters, recalibration of the 5 litre supercharged V8 motor along with new larger extended wing mirrors and indicator lights. The carbon fibre surface finish was also further enhanced and repainted



### *The women who made the 'marque'*

The Jaguar Daimler Heritage Trust has recently opened a exhibition in the UK to celebrate the women who have played an integral part in the success of Jaguar Cars.

The exhibition, through a combination of stories, photographs, documents, artefacts and vehicles tells of the many women who helped make, assemble, repair, sell and drive Jaguars since the inception of the marque. It has been curated from the extensive historical information contained within the Trust's archives and is intended to highlight the role of women in the automotive industry, past and present.

Such names as Lady Greta Lyons, Alice Fenton, Connie Teather, Bibiane Boerio, Patricia Appleyard, Barbara Bergmeier and NZ's own Sybil Lupp are recalled and the part they played in the success of the Jaguar business.



The personal Jaguar of Lady Greta Lyon's, an XK120, which had been driven to victory in three UK Alpine Rallies by the Lyons married daughter, Pat Appleyard, is also displayed along with an elegant Norman Hartnell designed dress worn by Lady Lyons and depicted in a portrait by renowned artist Norman Hepple.

Joanne Shortland, Head Archivist at the Trust says: "The Jaguar marque would not be where it is today without the contribution of many dedicated and innovative women."

*A female employee polishes a wood veneer instrument panel for a Jaguar at the Browns Lane plant, circa 1960-65 (Jaguar Daimler Heritage Trust.)*

## *Jaguars in the Wild*

Jaguars are essentially meat-eaters and will eat a variety of animals, birds, eggs and even a diversity of reptiles including snakes and small alligators. They are known for often dragging their prey to their lair or burying it for consuming later and it has been reported that a fully grown jaguar can drag a carcass for several kilometres.

Regarded as nocturnal, jaguar's peak time for hunting is around dawn and dusk when they will stealthy stalk and ambush their quarry usually in the dense rain forest or beside a water hole or river as they are very strong swimmers.

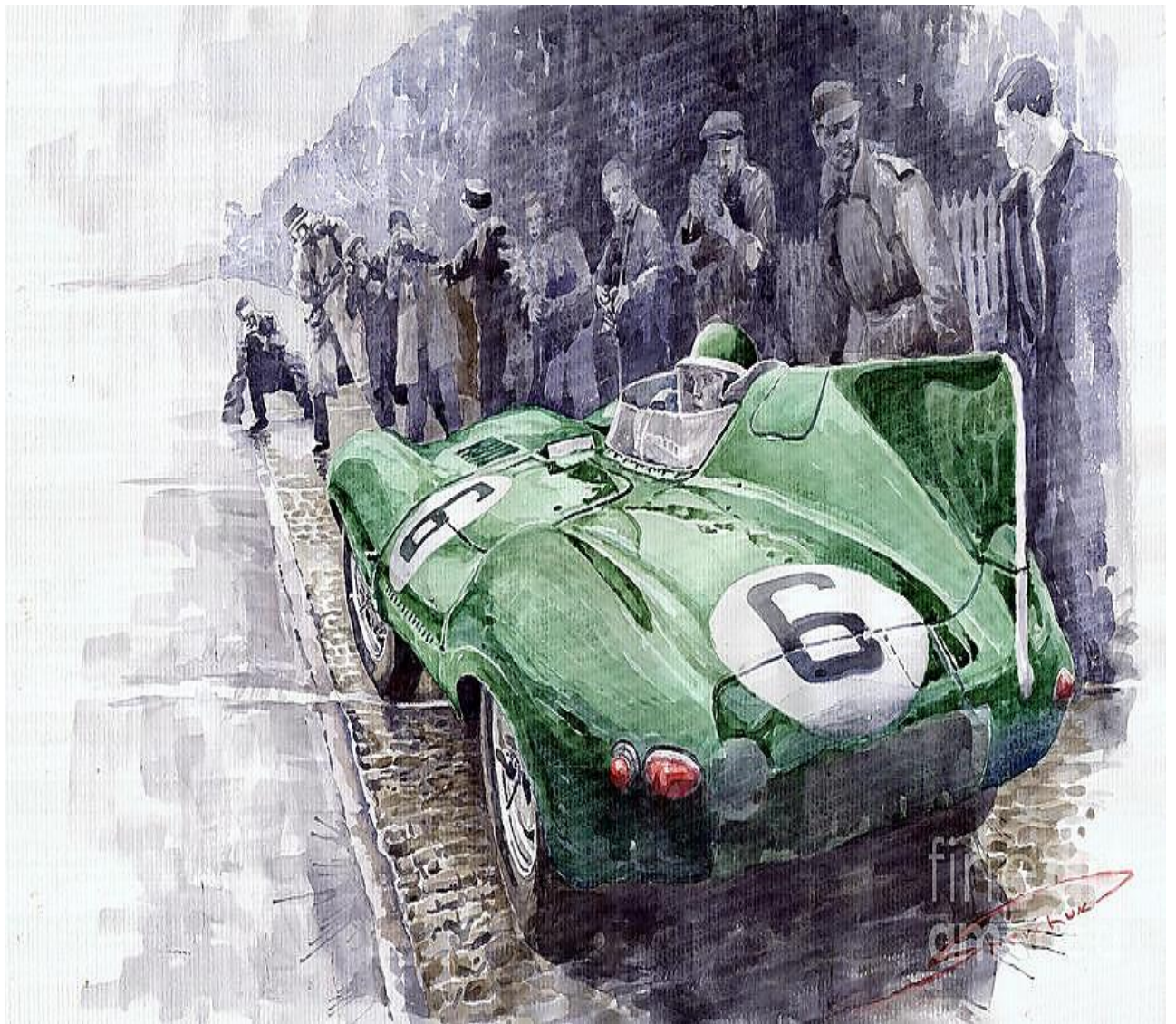
Jaguars have an exceptionally powerful bite by comparison to the other big cats and can pierce the skull of its prey, usually killing them with one single powerful bite. Solitary by nature, a fully grown jaguar is rarely attacked by other animals though their pups can be when the female is away from the safety of the den.



The number of jaguars left in the world is estimated to be around 173,000 according the WWF, however as jaguars are very elusive they say it is difficult to obtain an accurate count. Some wildlife experts say the number is far less and is more like 64,000, with 80 percent living in the Amazon River basin.







*Jaguar D-Type at Le Mans, 1955.*

*Watercolour by Yuriy Shevchuk (Fine Arts America).*

