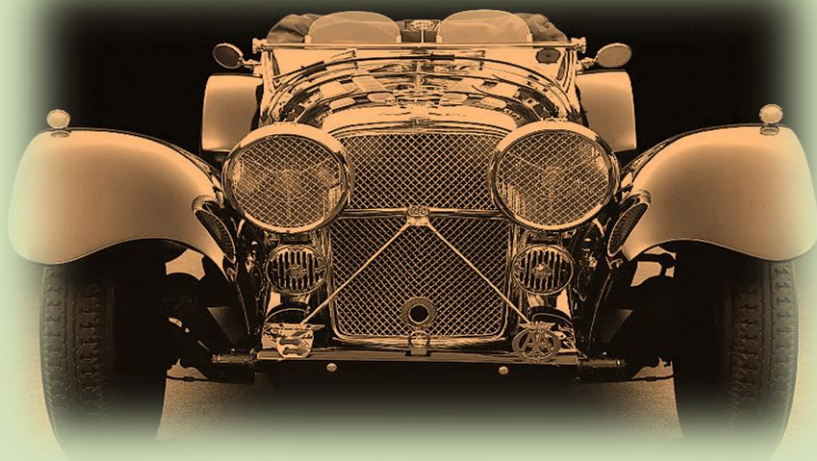




CatChat

The Wellington Jaguar Drivers Club Magazine

August 2024



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

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Correction: On page 9 of the April edition of CatChat, Dennis Rowe was incorrectly identified in one of the photo captions as John Rowe.

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Editorial

The winter months had me tinkering with the layout and presentation of CatChat – and what you see is the result. I am not a graphic designer and ‘Word’ does suffer some layout forbles but I hope you agree that it is an improvement and easier to read online with the introduction of a 50 percent ‘Jaguar Green’ background. The Directory of elected officers has been moved to the inside back page (when printed) and there is a short summary on the objectives of the Club. There are also several other tweaks, but essentially the content remains the same.

The demise of the ‘Road to Zero’ campaign, which was launched by the previous Government back in 2019 with a target of reducing the number of road fatalities by 40 percent has not worked, with the past three years and last Easter showing more fatal incidents than previous years. As the stats show, a good number of accidents occur well below the speed limit and involve: worn tyres, unwarranted vehicles, sun and car light glare, poor driving skills, driver distraction, not wearing safety belts, uneven and potholed roads and not driving to the prevailing conditions. These are the things that the authorities should be targeting, not just the over-zealous fixation on speed.

I am pleased NZTA and their contractors are now working to reduce the number of potholes in our roads and are increasing road maintenance with a funding boost from Government. Years of under investment in road maintenance has resulted, in many instances, to ‘a game’ of dodge the potholes and enduring ‘bouncy castle’ rides caused by patched and uneven road surfaces. Nearly a third of the road network throughout the country is reported as being overdue for renewal with road surfaces well past their design life. Read Alan Pollards comment on page 30 for more on this subject.

My other concern is the number of stones on our roads, which when flung from a revolving tyre, can cause stone chips and windscreen cracks to other vehicles. The state highway between Otaki and Levin is particularly bad with the local newspaper reporting that one motorist had to have his windscreen replaced three times this year!

In this issue of CatChat, along with reports on our Club Events, there is a new feature on Travel and the Champagne district of France. The main Feature explores battery replacement for the I-Pace and there is a Review of the 2-litre F-Type. I look back on the history of Browns Lane, profile racing legend Eddie Irvine and Review the documentary about Jackie Stewart. **Brett Newell** appraises another restaurant, **Alan Race** talks about 1:43 inch scale Jaguars, **David Black** reports on Le Mans and there is a CatChat Quiz to ponder.

Richard Silcock

Writer & Editor



From the President

Having completed our financial year at the end of June, we can now look forward to the next chapter of the Wellington Jaguar Drivers Club's history. This will commence with our AGM later this month where we will not only wrap-up last year's activities and financials but also complete several significant tasks which the WJDC Committee has been working on recently.

First and foremost there has been a review and updating of the Club's Constitution. Not only was our Constitution due for a refresh, but the passing of the new Incorporated Societies Act 2022 requires that the Constitution of all clubs and societies are brought into line with the new Act. This task has been carried out by a sub-committee comprising of myself, **Brett Newell** and **Don Ryder**. Following acceptance by club members at the AGM, the revised and updated Constitution will be submitted to the Registrar of Incorporated Societies for approval. Hopefully, this process will be completed over the next couple of months.

In addition to the usual matters normally considered at an AGM, I hope to seek the election of some new and younger members for the Committee. Along with these considerations there will be the election of a Club President. I have been honoured to fulfil the role of President for the last seven years but I feel it is now time for me to stand down and hand the reins over to someone else should someone be elected.

There will be an opportunity prior to and at the AGM for you to nominate a new President and Committee. Should you wish to nominate a member, or would like to take up the role yourself please let me know preferably before the meeting. I have indicated to the Committee that should no one be nominated as President I will continue in the role for one further year.

I have enjoyed my time as your President, meeting and enjoying events with like-minded Jaguar owners and I hope you will continue to offer the same goodwill to a new President should that eventuate.

In closing, I was truly saddened to learn of Alistair McWhinnie's sudden death. On behalf of the Club I have passed on our sincere condolences to Carol and family.

I look forward to catching up with you at the AGM.

Philip Vavasour

President, Wellington Jaguars Drivers Club Inc.



Club Events

Over the last three months there have been three Club events, starting with a film evening and dinner, a well attended Meet New Members brunch and just last month a visit to a car restoration facility in Tawa (Ed).

Film Evening and Dinner - 23 May

The first WJDC event since the Jaguar National Rally, which was held over Easter in Christchurch, was a special film evening organised by **Brett Newell**.

Around 28 Club members mingled and chatted with fellow Club members while enjoying a few drinks and filo pastry sausage rolls in the upstairs reception room prior to the special showing at the Lighthouse Picture Theatre in Petone.



The film: 'Jackie Stewart' had only recently been released for public screening at the time and it was a documentary style look at the life of this legendary and charismatic Scottish racing driver – tracing his racing career and private life through eight years of competitive Formula -1 racing during

which he won 27 events and was World Champion three times.

A full review of this documentary film is covered on page 36 (Ed).

At the conclusion of the film it was a brisk walk to the nearby Saibadee Pah Khao Loa Thai Restaurant on Jackson Street, Petone where several additional members joined the group for a set menu Thai dinner with shared dishes, which from all accounts concluded an enjoyable evening.



Pictured above: Club members in the long room at the Saibadee Pah Khao Loa Thai Restaurant (Chantel Smith).

Meeting over brunch -16 June

Following an early morning downpour, the weather cleared to a mild and sunny mid-winter morning with 44 Club members driving their 'cats' out on SH2 and meeting up at the Ashton Norwood Café and Function Centre at Kaitoke for what could be described as a very leisurely brunch!



An aerial view of the Aston Norwood Café and Function Centre (Aston Norwood).

While the food was good, unfortunately the service was abysmal with some members having to wait up to an hour for their meal to be served. It was obvious the café was understaffed and there appeared to be no system in place for getting the meals out in some semblance of order. It was, as they say in the catering business, a Gordon Ramsay nightmare!

It took the help of both **Chantel Smith** (who organised the event) and **Robyn Vavasour** to identify who had ordered what and assist the café waiting staff deliver the meals to the right people, with everyone eventually receiving their brunch come lunch.

Despite this glitch everyone seemed to enjoy the event and took the opportunity to mix and mingle with each other and the four new members who attended were introduced by Club President, **Philip Vavasour** prior to the 'lunch'.

The recent new members are: **Angus** and **Genevra Veitch**, **Paul** and **Jo Lester- Hinchcliffe**, **Peter** and **Michelle Scott**, **Alan Scott** and **Jan** and **Nigel Hall**.

Commenting on the large turnout of members, Philip said it was very pleasing to see such a good gathering of like-minded Jaguar owners and enthusiasts and reminded those present of the forthcoming Club events over the coming six months.



Above from left to right: Club President, Philip Vavasour with new members Angus Veitch and his son and Jo and Paul Lester-Hinchcliffe. Below: Club members enjoyed catching up with other Jaguar owners while waiting for brunch to be served (Ed).



With the meal over some members dispersed while others continued chatting over coffee or a wine, with the event winding up around 2.30pm.

Members admitted to Surgery -17 July

The Clubs Technical Evening this year was arranged by **Paul** and **Wivian Buckrell** and was held at the classic car restoration and EV conversion facility known as The Surgery located at Wall Place, Tawa.

Due to a limitation on the number of visitors allowed through the workshop, the number was restricted to 25 and we were treated to just over an hour learning about and being shown some of the meticulous restoration and EV conversion work being carried out by owner John Stevenson-Galvin and his team of 15 staff.

Some of the 30 +/- cars being restored included a BMW, VW Beetle, a Lotus Elite, Fiat 124, a very dilapidated 1929 Rover Speed 14 and a Lancia, while another VW Combi van, an MG Midget and a Jaguar E-Type were, along with several other cars, in the midst of being converted to fully electric.



This Jaguar XK150 underwent a total restoration (The Surgery).

The E-Type was of obvious interest to Club members and John explained it was undergoing a complete conversion to electric power with six lithium batteries weighing around 25kg each with an electric motor replacing the original combustion motor.

“We are keeping the car body as original as possible and will fit only a small LED screen on the dashboard so that most of the original instruments can be retained,” said John.



From left to right: The under-bonnet battery unit of the E-Type which Jonathan Paape and Noel Morgan took a keen interest in (Ed).

John, who migrated to New Zealand from Ireland 25 years ago, has owned the business for eight years and is obviously passionate about the work they do, which often means taking just the bare 'shell' of a car and restoring it to almost better than new.



The body of a Fiat 124 coupé about to go into the paint shop (The Surgery).

"We work with our customers from all over the country to give them what they want, often surpassing their expectations," says John. "Depending on how much money they want to spend, whether it's a full strip and restore or what, we can pretty well achieve what they want, including EV conversion or a repair. For some vehicles it can take up to a year to fully restore a car, depending on their condition, what is required and the availability of parts.

"We work with NZTA's certifiers right from the start and include them in almost every stage so that strict compliance requirements are met and there no surprises at the end."



After completing the tour of the 1600 square-metre labyrinth of a facility and the obligatory 'team' photo, Paul presented John with a bottle of French wine and thanked him for making it such an interesting evening.

Club members then adjourned to the nearby and packed-out Sprig and Fern Café for an evening meal, a wine or two and some friendly banter before heading home.



CatChat Feature

Electric vehicles (EV's) are set to reshape the automotive landscape by offering an eco-conscious alternative to traditional petrol or diesel fuelled cars. Jaguar is moving to an all-electric model range next year with the debut of three new vehicles and the current all-electric Jaguar I.Pace is to be phased out in favour of the new vehicles. In this article we look at what is involved in the maintenance and replacement of an I-Pace battery and explain how far you can expect to travel with a fully charged new battery (Ed).

Central to the performance of every EV is its battery pack and the care, maintenance, repair or replacement of them needs to be carried out by a qualified and skilled EV technician as there are many complexities when working with high-voltage battery systems found in today's modern cars such as the Jaguar I-Pace.

The EV battery, or batteries in some cases, are electric storage cells that provide the power to the car's electric motor(s) and they are made up of a series of power modules which are 'managed' by a sophisticated computer system to enable the efficient operation of the vehicle. This is known as the battery management system and it controls and regulates voltage output, temperature and the state-of-charge to ensure issues like overheating and low voltage supply are kept to a minimum.

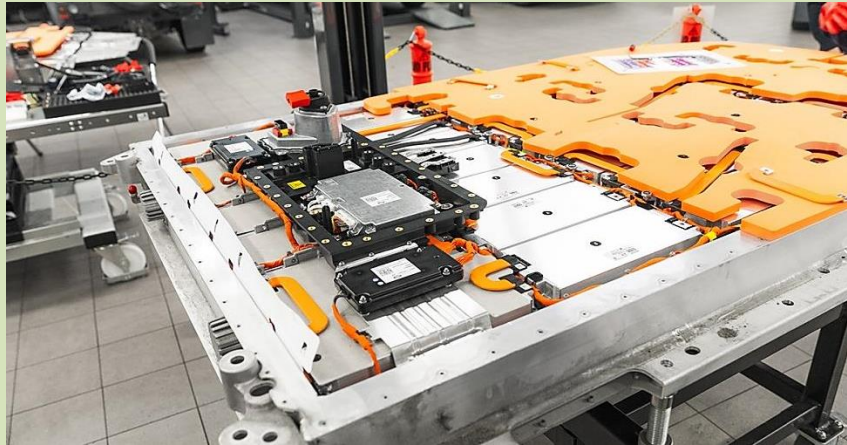
When there is an issue, repairs involve diagnostic investigation with special tools before work on the battery commences. The most common issues include battery cell degradation and environmental conditions such as extreme high or low temperatures.

In a case scenario, where a module was found to be affecting performance and reliability, the following steps need to be followed in carrying out a repair or replacement.

- Ensure the battery is safely powered off.
- Rope the work area off, put up a 'danger' notice and put on rubber gloves.



An example of the under floor I-Pace battery with the protective cover in place and the work area roped off.



The internal componetry of the I-Pace battery pack with the cover removed.

- Remove the protective cover to allow access to the internal battery components.
- Referring to the diagnostic report, identify the the specific module requiring repair or replacement and isolate it from the rest of the battery by disconnecting the inter-module connections.
- Remove the damaged module by unscrewing it from the base plate and replace it with a new one, following the manufactures guidelines for the correct installation procedure.



Unscrewing the faulty module from the base plate and replacing it with a new one is a delicate operation.

- Reassemble the battery pack by reconnecting the inter-modale connections and replacing the protective cover.

To keep the battery in top condition it is recommended that a series of pre-start procedures are followed, especially when the ambient temperature is very hot or cold. These procedures include warming the battery and electric motor up before driving on the road. This not only boosts efficiency of the battery but also ensures the maximum power output is achieved. This procedure goes a long way in maximising performance and also the EV's range of travel especially in cold climates.

So how far can you expect to travel with a new fully charged battery? The I-Pace uses two concentric electric motors, one on each axle to provide permanent all-wheel drive and together they produce 395bhp and 513lb of torque delivered through a single speed gearbox.

Since the I-Pace was first introduced in 2018 there have been some incremental updates over the years, with the current under-floor 90 kWh lithium-ion batteries expected to provide a range of up to 470 kilometres (in perfect conditions) and an acceleration of 0-100km/h in 4.8 seconds with a top speed of 200 km/h.



Charging can take up to 45 minutes for a 80% top-up (Internet).

Charging will take in the region of 45 minutes for an 80 percent top-up, which is slow compared to a Tesla S, so overnight charging in your garage is recommended using a 7kW plug-in charging unit.

The range of the charged battery is subject to the weather and the driving conditions. In sub-zero winter conditions only about two-thirds of the claimed 470 kilometres will be achieved, meaning a recharge along the way will be required for a trip to Auckland.

Editors Note: This article and photographs, with exception of the one above, was supplied by Archibald and Shorter, the Jaguar dealership in Auckland.



Biography

Malcolm Sayer was undoubtedly one of Jaguar's most famous car designers. He perfected the aerodynamics for the E-Type which was a symbol of his genius and ability to create, in the words of Enzo Ferrari, "The most beautiful car ever made." (Ed).

Malcolm Sayer was born in 1916 and grew up in Yarmouth. He gained a scholarship to Great Yarmouth Grammar School at the age of nine, three years ahead of the other boys in his class. He had an appetite for maths and art and went on to achieve a prestigious Empire Scholarship at the age of 17 which enabled him to attend Loughborough College where he gained First Class Honours in Automotive Engineering.

During the Second World War and with an interest in aeronautics he joined the Bristol Aircraft Company and joined a team looking at ways to improve the design and speed of the Bristol Blenheim light bomber and the Bristol Beaufighter, a night fighter and anti-shipping torpedo bomber. This work helped to further develop his expertise in aerodynamics when applied to mechanical design.



The WW2 Bristol Beaufighter (Internet).

Following the cessation of hostilities and having married he took on a position at Baghdad University to lecture on mechanical engineering and aerodynamics, but returned to England in 1950 to join Jaguar. Here he was involved in designing the first post-war British racing sports-car, the Jaguar C-Type, which was the first British car capable of challenging the racing supremacy of Mercedes and Ferrari.

With a unique method of combining logarithms and complex algebraic formulae he was able to design the intricate curves of a car in 3D and develop an optimum aerodynamic body shape. In so doing he introduced the slide-rule and seven figure log tables to work out the formulae for drawing aerodynamic curves, which these days is done using computer CAD software.

The C-Type won at Le Mans over four successive years making it one of Jaguar's most successful racing cars. Not resting on this success, Sayer went to design the D-Type, which like the C-Type used a relatively small motor, unlike most of the the competition. Aided by the Sayer designed aerodynamics and a revolutionary monocoque body construction (previously only used by the aircraft industry), the D-Type became the worlds most successful racing car of the era and it went on to win the 1955 and 1957 Le Mans races and set a race speed record of 230 km/h.



Following several years of designing and defining the E-Type, it debuted in 1961 and was again a product of Sayers aerodynamic design abilities and William Heynes (*refer CatChat December 2023*) engineering skills. Between 1961 and 1974, 72,000 E-Types were produced making it one of the most successful road-going touring sports-cars of the time.

In 1965 Sayers designed the Jaguar XJ13 concept car, a mid-engined sports/racing car intended to replace the D-Type, however due to motor racing rule changes the car was never put into production.

Quiet and reserved, Sayers described himself as a aerodynamicist rather than a stylist, saying he was not a hairdresser and that his success lay in making cars aerodynamic.

Car design was only a part of his life as he was also very much a family man and the loving father of three children. He was an intuitive musician with the ability to play a number of instruments and also a brilliant cartoonist, an excellent mimic and by all accounts very socialable and entertaining.

He rose to become Jaguar's Director of Design and was working on the design for the XJS, when he suddenly died in 1970, one month before his 54th birthday.



A bronze plaque commemorating Malcolm Sayer (Sayer Memorial).



Car Review

Since its debut in 2013, two attributes have defined the Jaguar F-Type: its sublime aluminium bodywork and the way it sounds. Since the car was introduced it has undergone several upgrades and since 2018 there was a four cylinder, 2 litre version to supplant the supercharged V6 and V8 options. In this review by Autocar we look at the smaller 2-litre car. Article abridged (Ed).

What this means is you could buy, prior to Jaguar recently discontinuing production, a new F-Type for \$139,900 which was \$35,000 cheaper than a new V6 version (as at May 2024) or a good second hand one for around \$60,000. This 2-litre, four cylinder, supercharged variant is powered by Jaguar's ingenious motor which offers a reduction in fuel burn but the car, in our opinion, while retaining classical good looks and agility, has lost some of the sound, vigour, gait and demeanor of its more powerful stable mates.



The Jaguar 2-litre F-Type (Autocar).

Ascertaining the extent to which Jaguar succeeded in honing this lighter car and comparing it alongside the likes of an Audi TT or Porsche Boxster is the subject of our review.

The car weighs 52kg less than the V6 variant and as such there is little discrepancy in terms of the power to weight ratio, with the 'junior' F-Type boasting 194bhp by comparison to its larger brother's 210bhp. The motor is tweaked and features an electrohydraulic valvetrain and a twin-scroll turbocharger which reduces turbo lag to the extent that it is almost non-existent. The ZF eight-speed auto transmission drives the rear wheels only with torque vectoring to contain understeer.

The visual difference, compared to the V6 exterior is minuscule, with a slightly different design up-front of the LED headlight cluster and it only has a single exhaust pipe.

Under the aluminium body is double-wishbone suspension with non-adaptive dampers providing a sports-car ride on standard 18 inch alloy wheels.

The interior retains the same level of luxury for which Jaguars are reknown, far surpassing the Audi TT and Boxster. The F-Type is stylish and enveloping with enough leather and trim finish to make it feel special. While the Audi offers virtual cockpit voice-command infotainment, it is not nearly as luxurious in finish. Jaguars 10 inch touch infotainment screen is by comparison a bit dated, albeit navigation is standard and offers real-time traffic info (*in the UK*). Applecar play isn't fitted and mobile phone connectivity is via a USB port. Our test car came with a standard 380W, 10-speaker Meridian surround-sound system but this can be upgraded to a 770W, 12-speaker system.

In almost every other way, with perhaps only the switchgear not looking as good, the F-Type 2 litre interior has the same inviting and sporting impression evoked by the V6 model when it was first launched 11 years ago.

There is sufficient space for a 192cm tall occupant and the standard part leather seats combine both cushioning and support very well with the drivers seat well positioned in relation to the dials and controls. It is essentially a two-seater car and storage space around the cabin is minimal while the boot is shallow with a narrow opening so bags need to be kept to medium or small size. There was the option of a powered boot lid, but we felt that to be superfluous. Both the Audi and the Boxer provide more boot space by comparison.



The driver position in the Jaguar 2-litre F-Type (Autocar).

The four cylinder F-Type could not match the two rival cars for performance and our test car took 5.7 seconds to reach 100kph from rest, which is slower than a current Honda Civic R, VW Golf R or Ford Focus RS. While these 'hot hatches' are not in the same league luxury-wise, it does not make the comparison entirely spurious.

The sound emitting from the single exhaust was a little flat and less rich or smooth by comparison to its bigger brothers and although the car responded well to accelerator kick-down it is not nearly as forceful in torque. While the car pulls through the middle of the tachometer's range swiftly enough there is a distinct lack of acceleration beyond 5000rpm. The eight-speed ZF auto shifts through the gears reasonably well and makes the most of the engine's potency – or shortage of it! Selecting 'S' instead of 'D' does provide better response and it holds the lower intermediate gears well.

Many potential buyers may look on this car as the 'weakest in the litter' but in some ways it has better handling capacity and more driver appeal than its stable mates as it does ride and handle slightly lighter and firmer. At low to middling speeds it offers a sense of ride suppleness and at higher speeds the ride firms noticeably, although the body control becomes far less compromising and takes on the character of an older type of sports-car.

Being lighter it struggles to match the ride quality of the V6 or V8 variants on uneven, unsealed roads, with some pitching and loss of composure, but the pay-off is a sense of simplicity and predictability that isn't present in the other two. Like sports-cars of the 40's and 50's it might not handle a bump or a pothole as smoothly as its heavier stable-mates, but the way it handles the bump gives the driver an idea of how it will handle the next one.

Where this F-Type model succeeds is in the richness, luxury and style it provides in a segment of the sport- car market that is currently not offered by other marques. The surfeit of grip over grunt, the handling on smooth surface roads and the taut body control makes this car feel like it's meant to be driven like sports-cars of old – planted and precise! Drivers who favour pin-sharp handling will gravitate towards it.



The 2 litre Ingenium motor of the 4 cylinder F-Type (Autocar).



Down Memory Lane

Many within the Club will recall when Jaguar's main car assembly plant was at Browns Lane in Coventry, England. It was here that many Jaguars were built, namely the XK120, the C, D and E-Types along with the MK.1 and 2 and the XJ range over a period of 54 years. In this article I retrace the history of the plant up until it closed in 2005 (Ed).



A line-up of E-Types awaiting delivery outside the office building at Browns Lane (Jaguar Heritage Trust).

The Swallow Sidecar Company (*the for-runner of Jaguar*) was established at Blackpool in 1922 by William Lyons and William Warmsley. By 1928 and with the expansion of the company into the production of car bodies, it moved to a larger building in Foleshill, Coventry.

It was here the first XK120's, 140's and 150's were built along with the MK.5 saloon. However due to the demand for these cars and the need to increase production another move was made and between 1951 and 1952 the company moved to Browns Lane in Coventry.

The leased 992,900 square-metre Browns Lane building was originally built prior to WW2 for the Daimler Car Company before it was requisitioned by the UK Ministry of Supply and used to produce armaments and assemble armoured cars during the war.

Over a number of months various divisions of the Jaguar company were transferred to Browns Lane from Foleshill, with the paint shop the last to move in November 1952. Extensive renovations were made to the factory and a two-story brick building to house a reception area, executive offices, a board room and a staff canteen along with a sales

showroom to display Jaguars current models (this was later to become the Jaguar Car Museum).

A small area of the main assembly plant was set aside as an experimental 'competition



section' to develop and assembly the C and D-Types and later the E-Type before being converted into the styling studio after 1965.

The C and D-Types (*pictured left*) and the Mk.5-7 saloons were largely built by hand during the early 1950's

and were manually pushed around the plant during assembly. By the late 1950's a second-hand mechanised assembly line, which was sourced from the Standard-Triumph factory, was set up. Body finishing and spray painting equipment was also sourced from the same company, such as William Lyons thriftness and it was still in use some 40 years later.

Browns Lane became one of the most successful post-war factories in the West-Midlands, with 10,868 cars produced and sold in 1955/6, with many exported overseas (mainly to the USA). In recognition of this success the late Queen Elizabeth, following a tour of the factory, awarded Lyons a knighthood.

However on 12 February, 1957 a huge fire destroyed large sections of the factory along with 270 cars. Although the motor assembly plant, press shop and chrome shop were not effected by the fire, the repair and refurbishment of the building cost £3.5 million.

To Lyons credit a small production line was up and running within several days of the fire and those staff not involved directly in car production got to work clearing away the fire debris. 93 cars were produced within the first week after the fire and by the end of April, with the assembly line fully reinstated, production was back to pre-fire levels and by the end of the year 12,952 cars had been produced, eclipsing the previous production record.

In 1959 and following negotiations with the buildings owners, Lyons bought the building for £1.25 million, which, as Lyons says in his memoir: "It was one of my most satisfying achievements."

By 1960, production had once again outgrown the plant with more MK.2's and MK.7-9's saloons being produced, followed by the E-Type in 1961-62 and the XJ6. With expansion of the Browns Lane building declined by the local Council, Lyons purchased another former

Daimler plant at Radford and this became the motor assembly and engineering centre for the company – leaving the Browns Lane plant to focus entirely on car assembly.



The assembly line for MK.1 and 2 Jaguar's, circa mid-1960's – early 70's (Jaguar Heritage Trust).

Following the takeover of Jaguar by British Motor Holdings in 1966, the subsequent merger with British Leyland (BL) in 1968 and the retirement of Sir William Lyons in 1972, the Browns Lane plant suffered from little or no investment. While company management fought to retain Jaguars independence within BL it was beset by production issues as they were still using the same assembly tracks that Lyons had bought back in the 1950's and this, along with old antiquated tooling contributed to the poor quality of the cars being produced.

As a result the Jaguar brand image suffered badly and by 1973 production had fallen from 31,500 per annum cars to 20,000 with many dealerships relinquishing their franchise.

In order to make Jaguar more productive, BL moved the Jaguar paint shop to their plant at Castle Bromich (Birmingham) to allow more production space at Browns Lane and it was renamed BL's Number 2 Assembly Plant with all vestiges of the Jaguar name removed.

Such was the displeasure of the Jaguar division staff and management at the plant, all the signage and anything displaying the Jaguar name was carefully secreted away and not destroyed despite BL's attempt to erase the Jaguar name.

With poor quality and eroded brand reputation, production was further fraught with supply shortages and a striking workforce. Production continued to fall to less than 14,300 cars per annum and it was not until 1980 and the appointment of Sir John Egan (*the former boss of Massey Ferguson*) as Chairman of the Jaguar Division that quality was turned around.

Egan sorted out the employment issues, oversaw investment in the facility and upgraded the plant with new state-of-the-art tooling and automated production lines. Strict quality

control on the assembly line was insituted and an increase in car sales followed, hitting a peak of 33,437 cars in 1984.



Investment in new automated production lines in the 1980's saw record sales achieved.

In the same year Jaguar broke free from BL and was privatised allowing the company to make its own decisions for the first time in almost two decades. However this 'freedom' was short-lived and the company was purchased by the Ford Motor Company for US\$2.38 billion in 1989. However Ford's senior executives regarded the Browns Lane facility as sub-standard and a decision was made to close it down.

Browns Lane did remain one of Jaguars assembly plants and head office up until 2005, although most car assembly was transferred to the Castle Bromwich and Halewood (Liverpool) plants by 1998 when production of the S-Type commenced.

The last Jaguar to roll-off the assembly line at Browns Lane was an XJ8 (*the 881,627th pictured below*) in August 2005 and the last division to move out was the wood veneer section and the Car Museum, which had previously been the former new car sales showroom.



The Browns Lane site was purchased by property development company, Macquarie Goodman in 2007 and all the buildings were demolished to make way for a housing estate, this ending Jaguars' association with the site and what had been it's 'spiritual home' for over 54-years and from where 1,447,677 Jaguars were assembled.



Jaguars in 1:43 Scale

In this article Alan Race of the Otago Jaguar Drivers Club provides details about the Jaguar Mk.V111 and Mk.1X saloons and the sensational XK120 sports-car and his collection of replica scale models. All photographs were supplied by Alan. The article has been edited and abridged (Ed).



A 1957 Jaguar Mk.V111.

Two years after the Mk.V11M debuted, its successor was made available in the form of the Mk.V111. The Mk. V111 heralded external improvements including a one-piece curved windscreen, a heavier grill and bumper and cut-away rear wheel covers. Internally there was a more sumptuous interior along similar lines to the Mk.V11 that had been supplied to HRH the Queen Mother. A narrow chrome strip provided a separation line for the duo-tone paint work and accentuated the line of the car. It featured several mechanical improvements including a wide-angled head similar to what was fitted to the D-Type, giving the 3.4 litre motor more power, although there was no noticeable improvement in performance. Fewer Mk.V111 saloons were produced by comparison to other variants of the car due to the disastrous fire that spread through the factory in February 1957, which resulted in disrupting production.

The early Mk.V111's retained windscreen wipers that swept from the sides of the windscreen into the centre, however later versions of the car followed the standard sweep from left to right for cars with one-piece windscreens.

The Mk.V111 has been modelled by several makers, most of which are hand-built versions that lack a lot of detail.

Oxford did produce a detailed and well proportioned model (Ref JAG8001-pictured right) of the Mk.V111. The attention to detail for a die cast model is superb and the model shown in the photograph is finished in dark green with a dark grey lower section, which was the standard colour scheme of the period.



There is no external differences between the Mk.V111 and the Mk.1X except for the badge on the boot, however the mechanical improvements were quite profound. The Mk.1X was the first Jaguar saloon to feature the larger and more powerful 3.8 litre motor and it was also the first to have disc brakes as a standard fitting. This motor produced more power and more torque over the previous 3.4 litre motor of the Mk.V111 and provided a livelier performance with stopping power to match.



A 1959 Jaguar Mk.1X.

This excellent die-cast model is finished in the classic duotone of the period and is made by Oxford (Ref JAG9001). It has excellent detailing with the chrome around the windows and trims very well scaled and the badging on the lower right face of the boot is a very accurate. It is an accurate rendition of the real car.



The Jaguar XK120 roadster was a sensation when it was first revealed to the public at the 1948 Earls Court Motor Show. Here was a sports-car with flowing lines that was propelled

by a powerful twin-cam, six cylinder motor capable of speeds in excess of 193 km/h in standard configuration.



A 1948 Jaguar XK120 roadster.

Undoubtedly the XK120 launched Jaguar into the big league of motoring manufacturers especially after its debut on the racing circuits and rally courses in the UK and Europe during the late 1940's and early 1950's. At the time no other sports-car available could compete with it in either looks or performance.

Such was it's success that everyone wanted an XK120, so following the production of the first 100 cars Jaguar switched from coach-built methods of assembly to fixing pressed alloy panels to an ash frame and then to an all-steel construction, such was the need to meet the sales demand for the car and to reduce the cost of assembly.

The 3.4 litre XK motor installed in the first XK120's was an engineering masterpiece in design and performance and it proved to be very reliable and capable of sustained high performance, with several Le Mans wins achieved during the late 1940's. The XK motor, which was upgraded over time, went on to power Jaguar sports-cars and saloons for the next 38 years.

The XK120 range of scale models has endured for around 70 years, however most early renditions have flaws of some sort, but the more recent models are far more accurate particularly in respect to the grille and windscreen surround.

A die-cast model of the car with the hood up was made by Corgi (Ref 96044) during the 1990's, whereas models of the roadster were always made with the hood down. My model of this latter version was made by Vanguard (Ref



VAO5901) and is very well detailed and features hub caps and rear wheel covers. It is well proportioned and quite accurate with good exterior detailing.

When the XK120 fixed-head coupè was released in 1951 it combined the luxury of a saloon car with the performance of a sports-car. The interior featured a polished burr-walnut dashboard with leatherette trimmings. The concept of providing sports-car driving without being exposed to the elements was an excellent one and it opened Jaguars range of cars to another sector of car buyers and became an instant success.



A 1951 Jaguar XK120 fixed-head coupè.

Not many models have been produced of the fixed-head coupè and those available have obvious flaws and inaccuracies in both detail and shape. The Spark model (Ref S2109) has however been superbly modelled and is finished in bluish-grey paintwork with an etched grill and has solid disc wheels and rear wheel covers.

The interior is accurately presented in left hand drive configuration as many of the 'real' cars were exported to America. The window frames are made to scale and the rear wheels are covered to give a realistic look to the model.



The third variant of the XK120 was introduced towards the end of its production life and mirrored the luxury appointments of the fixed-head coupè. It was a sophisticated drop-head version with wind-up windows, wood veneer finishes and a fixed windscreen. The folding roof was mohair lined and due to its bulk had to be stored in the down position

along the top edge of the boot. Being heavier than the roadster, the performance, while not as good, was still very acceptable.



A drop-head version of the XK120.

The drop-head version of the XK120 is the rarest of the variants and commands a premium price at auctions around the world.

There are very few accurate models of the drop-head available – the most accurate was made by Spark (Ref S2112) and is finished in dark blue with the side windows in the raised position. It has the standard disc wheels and rear wheel covers. The interior detail includes wood trim and it is a very accurate rendition of the actual car.



In 1952, Leslie Johnson persuaded Willaim Lyons to sponsor him in his attempt to set a new record of averaging 100mph over a period of a week driving around the Montihery circuit in France. Lyons provided him with a bronze XK120 fixed-head coupè (the second to come off the production line) and a team of drivers (Bert Hadley, Stirling Moss, Jack Fairman and Morris-Goodall) were assembled for the attempt along with a Jaguar and Dunlop support crew. While unsuccessful in the attempt due to a series of mechanical issues and a tyre blowout, it was seen as a good demonstration of the car, which achieved 16,000 miles and took five international Class C records. The actual car is still in existence and is on display at the Jaguar Heritage Trust Museum.



The bronze Jaguar XK120 that was driven non-stop for 16,000 miles at Montihery to achieve a number of international Class C records (Jaguar Heritage Trust).

Many models of the car were made, but the Brumm (Ref R106) model is the most accurate. It has the windscreen chrome frame removed to give a more accurate profile with just the centre strut left. The side windows have also had the frames removed leaving just the quarter-light windows in place. Wire wheels, screen wipers and a modified grill have also been added to make it more realistic.



was well-placed in fifth position, with the other two cars achieving 12th and 15th placings.

Perhaps the most significant event to influence the establishment of a Jaguar Racing Department was the performance of three privately owned XK120's which were entered in the 1950 Le Mans race. One of these cars, which was driven by Leslie Johnston retired during the closing stages of the race when it

This model of car number 16 car is a hand-built version of the one driven by Peter Whitehead and John Marshall that finished in 15th place at Le Mans. It is accurately detailed and well scaled and includes an aero-styled semi-circular windscreen, illuminated rear roundel and a quick release fuel filler cap. As was the practice for race cars of the day, the hub caps and rear wheel covers are removed.



The Jaguar XK120 was one of the most capable sports-cars of the time and up until 1953, with test driver Norman Dewis at the wheel, it held the land speed record for a production car at 225 km/h. Keen to reclaim the speed title and under the direction of William Lyons and Jaguar's design aerodynamicist, Malcolm Sayer (*refer Biography on page 13*) a number of modifications were made to further streamline a car. This included the removal of the windscreen, bumpers and sidelights and the addition of a small perspex 'bubble' canopy. Although Dewis was short in stature he could only fit into the cockpit by lying flat on the floor with his head propped up. However the curvature of the canopy created distortions and reflections making it difficult for the driver to see and the tight fitting created an airtight seal making breathing difficult. This latter issue was overcome by fitting an air intake vent. Following a number of test runs the car was shipped to Belgium where it set a new land speed record of 227.4 km/h along the Jabbeke Straight.

This model of the car is by Spark (Ref S2114) and is superb. It reflects the actual car very well and is finished with excellent detailing of the car body and the perspex 'bubble' canopy.



Editors Note: This series on Jaguar 1:43 scale models by Alan Race will be continued in the next edition of CatChat.



My Jag – a Concours Winner

WJDC member Graham Worthington sent in this article about his 2002, Jaguar XJ8 Sovereign, which was the concours winner in the 'Best Saloon Car Post 1968' class at the recent Jaguar National Rally. (Article edited and abridged, Ed).

Graham says he has owned the car for fifteen years and that it has covered 151,390 kilometres without any mechanical or other issues. He goes on to say:

"After I retired we travelled around the country quite often in our 1989, 3.6-litre, Jaguar XJ Sovereign (XJ40). We were living in Wellington at the time and my mother, who was in her 90's, was living in Napier, so as a consequence we were regularly up and down to Hawke's Bay and clocking up the kilometres. We also did frequent trips to Auckland, Christchurch and Timaru to see our children, grandchildren and other family members along with several holiday road trips, so we clocked up 275,000 kilometres over a period of 14 years.

"On one of our Auckland trips, I noticed Archibald and Shorter (*the Jaguar dealership in Auckland*) had listed a one owner, New Zealand new, 2002, XJ8 Sovereign for sale. They had sold the car new to an elderly woman and had serviced it regularly; so following a viewing and test drive we bought it and sold the XJ40 several months later.

"The XJ's are an excellent touring car; they hold the road well, are very comfortable, have plenty of power and are very nimble for a big car. Fuel economy is relatively good on long journeys, but not so good around town or on short trips. The XJ models prior to 2008/9 are, in my opinion, the classic Jaguar shape; admired by many for their style.



"I have looked after the car and I take a preventative maintenance approach to maintenance. While the Jaguar Service Record and Warranty calls for servicing every 16,000 kilometres, I do it every 10,000 kilometres with oil and filter changes using Castrol 5W-40 synthetic oil and add an extra shot of grease to the shaft bearings every 5,000 kilometres."



Comment

The following article by Alan Pollard, CEO of Civil Contractors New Zealand, first appeared in Contractor magazine. It is reproduced with the permission of the Editor and the author.

The original article has been abridged and shortened (Ed).

In April the National Government released its Policy Statement on Land Transport for the next three years. It sets out a \$20 billion investment in capital and maintenance work and reintroduces Roads of National Significance.

This is welcome, but what is important is that the work needs to start right away as post election investment in road infrastructure has significantly slowed as Councils and contractors around the country wait for Government and NZTA to allocate the funding and the work.

Some things in the Policy Statement are presented strangely, for instance a funding increase of \$640 million has been allocated for road maintenance, but with a activity class exclusively for pothole prevention as distinct from pothole repair. This is funding for renewals, not fixing existing potholes!

That said, a focus on funding for day-to-day renewals and maintenance is sensible and this additional funding will help to ensure our roads are made safer to drive on.

I am however disappointed the Government is relying on the old funding models of petrol tax and road user charges. Pre-election they were bullish about the potential for alternative funding methods including public private partnerships (PPP) and road tolls. While some of the funding has been allocated to get some repair work underway it is surprising the Transport Agency has been left to figure out what these funding sources may be.

Perhaps a research based approach by someone like the Infrastructure Commission would be a better way to get road projects funded, started and allocated sooner and allow NZTA to focus on its core management delivery role.

There is also reference in the Statement for 'value-for-money', a phrase the Labour Government introduced in the previous years policy statement. This should not be confused with adopting a 'lowest cost' mentality. NZTA should make decisions based on the best outcome and longevity of the road asset, not the lowest cost tenderer to implement it.

If they and the Government are looking for 'value-for-money' and greater efficiencies they

need to look at a faster consenting processes to allow work to commence sooner than has been recently possible. While work on this reform is underway it seems to be taking an age.

Overall the Statement is a welcome commitment by the National Government. It signals investment in the country's roading infrastructure with a target of 11 percent of the total road network being renewed per year, but it needs to ensure the work is commenced urgently and consistently across the present three-year electoral term and not stalled by any change of government in the future.



Repairs to road surfaces and potholes needs to be done on a regular basis (Internet).

Editor's Note: Road maintenance funding increased under the previous government, but due to the rising cost of repair and resealing, the funds didn't keep up with the work required. Nearly a third of NZTA's roading network (State Highways) is long overdue for renewal based on its design life. Some of the worst examples are:

- *SH1 north of Warkworth,*
- *SH30 in the Waikato having a design specification expiry date of 1996,*
- *SH1 from Otaki to Levin and SH67 on the West Coast which are all well past their renewal date of 1985.*

In June NZTA confirmed \$2.07 billion of the \$20 billion has been allocated for state highway maintenance and pothole repair and \$1.9 billion for local roads.



Le Mans

The 2024 Le Mans 24-hour endurance race was won this year by a Ferrari which was entered by the AF Corsè race team. WJDC Club member David Black, who has been to six of these prestigious events in the car racing calendar, reports on his impressions of the event and supplying 40 percent of the special seats for the competing cars (Ed).

David says his recent trip to Le Mans, France to attend the Le Mans 24-hour car endurance race over the 13.62 kilometre track on the outskirts of the town was his sixth as it provides a good opportunity for him to ‘rub- shoulders’ and network with current and future customers and market his company’s high-tech racing-car seats.

“Le Mans, as it is simply known, first started back in 1923 and is considered the pinnacle of car endurance racing and each year it attracts many racing car manufacturers and international racing drivers, along with huge crowds of spectators” says David. “This year there were 62 teams competing.

“My first visit was in 2017 and it was an eye-opener due to the sheer scale of the event and the investment made by the vehicle manufacturers. To win at Le Mans is undoubtedly significant in the car-racing calendar as it presents a massive opportunity for the manufacturers marketing gurus to promote their cars to the public and the motoring media. On this first visit, Madeleine and I had joined a New Zealand campervan tour and we parked-up for nearly a week just a few hundred-metres from the main gate and near the Le Mans Motor Museum. This was ideal as it gave me the opportunity to learn ‘the ropes’ for future visits. The tour also included two nights in Paris prior to and after the event which was an added bonus!

“I’ve pretty much followed this same tactic since for my subsequent visits: I fly to Paris, pick up a campervan and drive to Le Mans, which is about a three-hour drive, stopping on the way for provisions and endeavouring to park in a similar spot each year. I then spend most of the three to four days in-and-around the race pit area, meeting up with our customers and others in the car racing industry.

“This year the race, which was held on the 15-16 June, was unfortunately marred by heavy rain which forced the competitors to spend almost five hours trailing the safety car due to a number of accidents. This did put a dampener on the event however the finish was exciting with a Ferrari 963 beating a Toyota by only 14.2 seconds after 24-hours of racing. Porsche won their class again with one of our seats supporting the driver.

“The French put on a great event and around 330,000 motoring enthusiasts attended the event this year, which was hotly contested with cars that included Aston Martin, BMW, Alpine, Ferrari, Lamborghini, Peugeot, Porsche and Toyota. Some of the

highlights this year included a flyover by jet aircraft leaving red, white and blue contrails just prior to the start which was followed by the starter's flag being dropped from a helicopter. Unlike previous starts, the traditional driver running starts have unfortunately been discontinued due to new safety rules.

"Since 2017, I've been to most of the race meetings, with the exception of 2020 and 2021, which I missed due to the Covid pandemic, but I managed to get to the 2022 and 2023 meetings and this year.

"I am extremely proud of what my team in Wellington has achieved with our product. Around 40 percent of the cars this year, which included Porsche, Aston Martin, Corvette and McLaren were all fitted with 'our' Racetech seats and it's always a bit special when they gain a podium finish, as was the case in 2017 when Aston Martin won the race with a Corvette coming in third and Porsche fourth."

Editor's Note: Unfortunately Jaguar have not entered Le Mans since the 1950's, although there have been occasions where they have helped support entries for TWR, Group 44 or other privately entered cars. Jaguar's heyday in the event was with an XK120, followed by the C and D-Types, which between them clocked up seven wins over the decade. A Jaguar XJR-9 entered by TWR did win the race in 1988.

The win this year by Ferrari brings their total number of victories to 12, placing it third behind Porsche (19 wins) and Audi (13 wins) overall. A Porsche claimed the top speed of 344.5 kph and there were 15 retirements during the course of the race.



The winning Ferrari 963 does a victory lap at Le Mans (internet).



Wine and Food

Club Committee member and our own in-house sommelier and connoisseur of fine food, Brett Newell reports on some enjoyable food and memorable wines encountered at the Dockside Restaurant (Ed).

I have been fortunate to dine a couple of times recently at Dockside on Wellington's Queen's Wharf waterfront. This popular and long-standing Wellington restaurant offers two levels of dining space in an attractive conservatory style that looks out over the inner harbour near the Eastbourne Ferry wharf.

It conveys a casual, nautical ambience combined with fine dining and good service. You could liken it to the Boulcott Bistro, another Wellington fine dining veteran, but with a harbour view. On the upper level a full scale sailing yacht adds to the nautical theme.



There is a bar adjacent to the reception desk and it is a perfect spot for a pre-lunch or dinner drink. On our last visit we were seated in the main dining area on the lower level which at one end has a gas fire going during the cooler winter month, but you need to ask for a table there when making your booking, such is its popularity.

My entree was braised duck, pearl couscous and quinoa salad interspersed with bright red pomegranate seeds served in a black bowl with a wide, vivid yellow ring of saffron infused dressing. The duck had been braised overnight and crisped-up in the oven pre-service. It was absolutely delicious.

Equally appealing was the fried salt and pepper squid with a fennel, watercress and orange salad served with a roasted sesame dressing, which I chose on the previous occasion.

The duck went well with a glass of internationally popular Maison St AIX Provence Rosè, while the squid was finely matched with a multi-award-winning Marlborough Chardonnay from the Isabel Estate Vineyard and it is a wine I recommend you seek out.

For the main, I chose a two beef dish comprising both cheek and fillet. Both were equally tender and superbly cooked. The cheek was drizzled with a truffle sauce and the fillet featured Dijon mustard and horseradish and was accompanied by potato dauphinoise and some steamed broccolini. A Stonecroft Cabernet Sauvignon from Hawke's Bay was a perfect match. This wine is 100 percent cabernet matured in seasoned French oak for over 18 months and has a core of black fruit flavours. Although now in different ownership, some longer-term Club members may recall visits to Alan and Glen Limmer's Stonecroft vineyard on several of our early wine tours.

On a previous occasion I had the pork belly with cashew nahm jim, parsnip, pickled beetroot, apple caramel and ginger mayo. This was equally delicious and also went well with the Isabel chardonnay, though some may prefer a Rosè.

The 'special' dessert was an assortment of small chocolate lamingtons with freshly whipped cream and a small chocolate on top along with lemon and chocolate macarons which was perfect with a glass of Graham's Port from Portugal.

There was also an excellent cheese platter - my favourites being the Over-the-Moon triple cream Brie, Kingsmeade Opoki Manchego and Kapiti Kikorangi triple-cream Blue served with walnut bread, sesame lavosh, a selection of grapes and quince paste and accompanied by another glass of Graham's Port.

Dockside continues to maintain a loyal patronage, which is justifiable going by my recent visit and experience.



(All images provided by Dockside).



Film Review

This documentary style film on the life of Scottish racing driver, Sir Jackie Stewart would have to be a must see film for anyone interested in motorsport during the 'swinging 1960's and 70's' (Ed).

From the magnificent wide-screen aerial views of the quiet Scottish landscape and a lone Austin A40 navigating a winding road beside a *loch* to the loud and fast-paced action on the Formula-1 race-track, this film will hold your attention from beginning to end.

Glitz, glamour, speed, nail-biting action, drama and disasters interspersed with exotic destinations would sum up this octane-fuelled 90 minute documentary about the life of former racing driver Jackie Stewart who won 27 Formula-1 races and attained World Championship status on three occasions.



Known as the 'Flying Scotsman' Jackie Stewart devoted most of his life to motorsport. From an early age he was winning many local races (including a race at Oulton Park in 1962 driving a Jaguar Mk.1, or a red 1961 E-Type factory demonstrator at various other events in Scotland) before he took up professional Formula-1 driving for BRM and Tyrrell and attained a very high success rate that put him on the podium 43 times at race circuit's in various parts of the world.

While it is a film essentially about the racing 'stardom' of Stewart, it is also a film about his early childhood and growing up in a small village near Glasgow, flunking school, working in his father's automotive garage (R.P Stewart & Son) and delving into his private life of living with dyslexia and not being able to read nor write – a secret he kept until his later life.

His girlfriend, Helen (*pictured right after winning the Monaco GP*), who later became his wife, is seen not only as being his closest friend, loving companion and the mother of their children, but also someone who was integral to everything he did, both in his racing career and in his life beyond the race track.



The 'doco' was compiled from a combination of actual footage from past races and includes cutaways which provide a perspective on his family life and his wife's own view of being married to a racing driver and living with the knowledge of the inherent dangers of motorsport.

With a sound-track that captures the high decibel scream of Formula-1 cars taking off from the starting grid and around the track we take the driver's seat and view what it's like to drive around the tight circuit at Monaco at 300 km/h and are rewarded with close-up imagery of the mechanical parts of the car being pushed to its limits.



Clip from the documentary film 'Jackie Stewart' (Racefans).

While the film is about the life of a champion, it is also a stark and at times a brutal chronicle of death during Formula-1's most dangerous era and captures Stewart's experiences of losing many racing- driver friends on the race track.

It was this high mortality rate that saw him take an active role in later life to make motor racing less dangerous through a number of safety precautions.

Now aged 85 (he was Knighted in 2001) and living a more gracious life back in the UK after moving back from Switzerland where he and the family had been living to avoid the UK's hefty taxes, Sir Jackie Stewart still attends motorsport meetings as a spectator, where, wearing Scottish tartan trousers and a matching cap, he still attracts a fan base of followers.



Jackie Stewart aged 80, with some of his fans (Racefans).

As a feature-length documentary film of around 90 minutes it succeeds in providing an enthralling, informative and at times confronting look at motorsport in the 1960's and 70's and one of its most successful drivers. I gave it seven-and-a-half stars out of 10.



Travel

Only an hour by train from Paris is the city of Rheims and in this inaugural travel article for CatChat some of the city's most prominent historical architecture and the surrounding district of Champagne is explored (Ed).

Rheims (*Reims in French*) lies beside the River Vesle and is the twelveth most populous city in France. It is 129 kilometres nor-east of Paris on the fringe of the Champagne district and it plays an integral part in the champagne industry as a commercial and wine distribution centre.

Rheims was established by the Gauls in the fourth century and it became a major city during the time of the Roman Empire. Today it is a charming and vibrant city filled with bistro's and bars and exhibits a diversity of cultures and outstanding historical architecture with many building dating back many thousands of years - the most prominent of these being the Rheims Cathedral, the Palace of Tau and the Abbey of St. Remi, which are all worth a visit, especially during winter and autumn when tourist numbers are at there lowest. The Cathedral was originally built in the 14th century in the Gothic style but has undergone a number of restorations since. Intricately carved stone work and gargoyles adorn the structure, with the main tower reaching a height of 81 metres.



Pictured right: The ornate west façade and entrance of the Rheims Cathedral.

For those interested in French history, the Abbey of St. Remi is now a museum and was built in the 6th century. It contains priceless artworks, sculptures, artifacts and tapestries and is, together with the Rheims Cathedral, a UNESCO World Heritage site.

The inspiring Palace of Tau, which is situated nearby was once the home of the Archbishop of Rheims, but it now serves to host many cultural events. It also houses a collection of rich tapestries and artworks and objects from the coronation of successive French Kings dating back many centuries.

If your interests lie elsewhere and/or you are done with historial buildings, there is the wine and in particular the wine that has made the region famous and after which it is named – Champagne. There are many full and half-day conducted tours of the vineyards and wineries with Martel, Veuve Clicquot, Maison Mumm, Taittinger, Maison Ruinart, Louis Roederer

and Moet et Chandon being perhaps the best known, but you'll need to book well in advance, especially for the smaller more intimate and informative tours.

I recommend a full day tour, like the one I did, which includes lunch, presentations on the making of champagne and tastings of their best curves.

There are three main grape varieties that are predominantly grown in the region, namely chardonnay, pinot noir and pinot meunier which are blended to create champagne – the percentages of which are a closely guarded secret and differ from one winery to another, as does the length of time the wine is fermented to create the 'bubbles.'

Pictured right: The neat rows of grape vines on the outskirts of Rheims (Ed).



The underground chalk cellars of Moet et Chandon are the largest in the region and maintain a constant temperature of between

10 and 12 degrees centigrade. At the House of Clicquot Ponsardin, which is regarded as one of the oldest makers of champagne and dating back to 1773, descend the stairs to the cellar noting that each step represents one of their most outstanding vintages.



A visit to the village of Hautvillers, where the 17th century monk Dom Perignon is credited with pioneering and perfecting the champagne process* through the blending of different grape varieties to improve the taste and quality, should also be on your bucket list while in the region

Left: The statue of Dom Perignon at the Moet et Chandon headquarters in Epernay (Moet & Chandon).



From left: The steps down to the Cliquot Ponsardin cellar with each step representing an outstanding vintage; and the champagne riddling racks in the chalk caves at the Martel vineyard (Cliquot and Martel vineyards).

Regarded as the oldest champagne producing winery in the world, a tour of the Maison Ruinart cellars, which are 40 metres below ground, will provide you with not only a lesson on the process of making champagne, but also a journey through history. The tour culminates in a tasting of their various vintage champagnes.

Just a short walk from Maison Ruinart, is the Pommery Estate, which regularly holds contemporary art exhibitions in its eight kilometres of underground cellars and chalk tunnels that date back to Roman times.

Back in Rheims, and to cap the day off, stop at the Le Clos Lanson winery to view their barrel room (pictured right), with the strapped barrels made from oak. It is the only vineyard with a hectare of vines that remain within the historical walls of the city.



**Editors Note: While Dom Perignon is regarded as being instrumental in making the first Champagne, it was the English chemist Christopher Merret, who in 1662, by adding additional sugar during the fermentation process perfected the process that Champagne as we know it today was created, with the process known as 'Methode Champenoise.'*



A Racing Hero

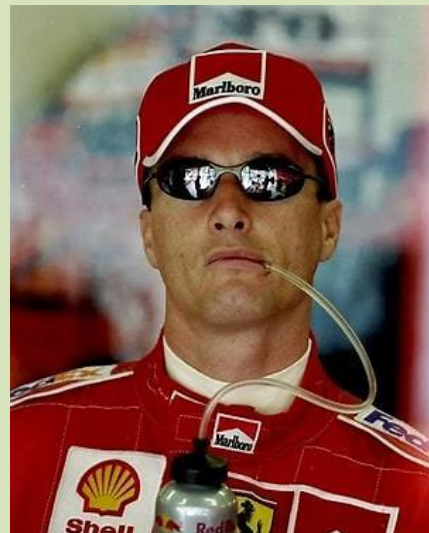
Irish motor racing driver Eddie Irvine drove for a number of marques, including Ferrari and Jaguar and he clocked up a number of wins and podium finishes over almost a decade of Formula-1 racing (Ed).

Eddie Irvine grew up in Northern Ireland in a small village where his father was a scrapyard dealer. His introduction to motor sports began in 1984, when at the age of 18 he won his first car race at Brands Hatch.

He was initially interested in motorcycle racing, but his parents thought it was too dangerous and encouraged him to race cars at local race meetings which his father funded.

His first break came when he joined the Van Diemen Team and won the Esso Formula Ford series followed by the RAC Formula Ford series. This was succeeded by races at Macau for Marlboro Racing and Pacific Racing in 1988 with him finishing the series in ninth place driving a Ferrari.

In 1990 he joined the Jordan Formula 3000 Team and won the German Grand Prix followed by podiums at Macau and Japan before he moved to Ceramco Racing, finishing seventh in the World Driver's Championship. 1992 saw Irvine enter his first Le Mans endurance race driving a Toyota Group-C car in which he came home second in the class.



1993 was the year Irvine debuted in Formula-1 as part of the Jordan Racing Team and he partnered with Rubens Barrichello at the Japan Grand Prix crossing the finish line in sixth place. This was followed by races in Brazil, where he was involved in a four-car crash and was subject to a four month race ban and a fine of US\$10,000. Races in Belgium, Italy, Portugal and Spain between 1995-95 followed without much success due to car mechanical failures and another race incident.

While he was contracted by Jordan for a further two years, the contract was taken over by Ferrari in 1995 and he was partnered with Michael Schumacher, finishing sixth in the European Grand Prix and fifth in the Japan GP. At the 1996 season opener in Australia he came home in third place, followed by lesser placing in Brazil and Argentina, however he regained championship placings with a fourth and fifth placing at the San Remo and Portuguese Grand Prix's.

The 1997 season started with Irvine crashing-out in Australia, but he was able to achieve podium placings in Argentina, San Marino, Monaco and in France over the next few months. This was followed by a string of poor results, but he concluded the season with a fifth place at the European Grand Prix.

He remained with Ferrari in 1998 and despite severe back problems he managed fourth at the Australian Grand Prix and podium placings at seven other international races, including a second place in France behind his teammate Schumacher.

In 1999 he scored his first Formula-1 victory at the start of the season in Australia, this putting him in the lead for the World Drivers Championship, however following races at San Marino and Monaco (where he set the fastest lap time) and in Canada, he finished third in the Championship behind Schumacher and Coulthard. This was followed by a second place at the British Grand Prix and then wins in Austria, Germany and Hungary – which put him back in the lead for the Drivers Championship.

It was late in the same year that he moved to Jaguar Team Racing, but a seventh placing at



the European Grand Prix due to tyre failure saw him miss out on the Drivers Championship by two points behind Hakkinen in a Ferrari. He was awarded the Hawthorn Memorial Trophy for being the most successful British driver for the season and was also named the *Autosport* British Competition Driver of the Year.

He suffered a poor start for the 2000 racing season due to spinning out at the Australian and Brazilian Grand Prix's and suffering a collision during the European Grand Prix, however at the next race at Monaco he came home in third place, driving a Jaguar R2 and scoring Jaguar's first Formula-1 podium finish.

He was unable to score further points at the next five international races but remained with Jaguar during 2001 without much success, but he managed to secure third place at the Monaco Grand Prix and secure his place with the Jaguar team for the 2002 season. However, Jaguar's Team Manager, Bobby Rahal attempted to 'sell' him back to the Jordan Team as he believed Irvine was not up for the job, an attempt that backfired and cost Rahal his job.

At the opening round in Australia in 2002 Irvine finished fourth and managed to clinch seventh place at the Brazilian Grand Prix, sixth in Belgium and third in Italy – missing out on

all other races for the season due to car mechanical issues. Frustrated by the car letting him down and with no agreement in place with Jaguar TC Racing for the coming 2003 season due to the team's financial problems he retired from Formula-1 racing despite being offered a position with the Scuderia Ferrari Racing Team.

He retired from racing, having amassed a fortune through property investment and his Formula-1 racing and is, according to the Sunday Times Rich List, worth over £160 million. He also owns Eddie Irvine Sports – a snooker, kart racing and football facility near Conlig, in Ireland.

His personal life, post Formula-1 has been punctuated by several Court cases, pub brawls, jail sentences, excessive speeding fines and fronting several TV programmes on car racing.

Irvine says the best thing in his life was meeting his former girlfriend, Maria Drumond at the Macau Grand Prix in 1988, with whom he partnered a daughter (Zoe).

Many saw him as a playboy with a tendency to speak his mind which often upset people in the racing world. He was nicknamed 'Fast Eddie' by fellow drivers and pit crews but was regarded as one of Formula 1's best drivers.



Irvine driving a Jaguar R2 at over 300 kph during a practice lap (Internet).



Joker's Corner

A shaggy-dog story from the annuals of tall stories (Ed).

Once upon a time, in Africa, there were two tribes who hated each other! One tribe lived on the high plain and panned for gold in the rivers and hunted the abundant wild animals for food. They were very rich. The other tribe lived by the sea and survived on just fish and were very poor.

The two tribes would periodically raid each other's village and plunder them.

One day the Chief of the rich tribe had a visit from his Witch Doctor who said: "Chief, the poor tribe have heard about your solid gold throne and they are planning to come over tomorrow and steal it from you!"

The rich Chief was beside himself, he loved his gold throne that weighed two tonnes and so he called in his Wise Man and asked him what he should do.

The Wise Man said: "Chief, you have got to make the throne disappear so I suggest you get your four strongest men to hoist it up into the roof space of your grass hut and stow it there on the rafters. The poor tribe will never think to look up there."

The Chief immediately ordered this to be done and four of the tribe's strongest men hoisted the gold throne up into the roof space of the Chief's grass hut and placed it on two of the wooden rafters and the Chief and the tribe then went and hid in the hills.

The next day the poor tribe attacked and swept through the rich tribes village searching everywhere for the gold throne, but they left having found nothing.

The rich tribe came out of hiding and went back to their village and began a great celebration of feasting and dancing. The Chief stood in the centre of his grass hut and looking up at the ceiling said in a very loud voice: "Those poor people, they had no idea, it was right over their heads!"

Suddenly there was a tremendous cracking sound and the two wooden rafters supporting the two tonne gold throne snapped and down came the throne, right on top of the rich Chief, killing him stone dead.

The moral of this story is..... People who live in grass houses shouldn't stow thrones!



The CatChat Quiz

Can you identify the year and model of the iconic Jaguar's in these photographs? Give it a go. Answers in the December edition of CatChat (Ed).



New-in-Brief

Jaguar Land Rover (JLR) has teamed up with Allie Energy in the UK to create a battery energy storage and charging system (BESS). Old battery packs from EV Jaguar's and EV Land Rover's will be slotted into special customised racks to be recharged, with each BESS capable of storing 270kWh's of energy, which is enough to power an average house for a month or nine PHEV Land Rovers at a time.

The three all-electric Jaguar models due for release next year are reported to be dramatically different to previous and current Jaguars, with the sports Grand Turismo (GT) model expected to be long and sleek and sitting on Jaguar's new JEA platform with 20 inch wheels according to insider motoring sources in the UK.



An artists drawings of what the Jaguar grand turismo may look like (Motoring Buzz).

The 600bhp all-electric Grande Turismo is believed to be styled along similar lines to an Aston Martin, while the SUV may resemble the Bentley SUV. Both vehicles, along with the expected large luxury saloon will all share the JEA platform.

Victory eluded New Zealand racing drivers Mitch Evans and Nick Cassidy driving for the Jaguar TCS Racing Team in the final race of the 2023/24 Formula-E, 16 race series, which was held in London on July 21. The race was won by British driver, Oliver Roland, driving a Nissan-E with Pascal Wehrlein driving for the TAG Heuer Porsche team coming second.

Nick Cassidy, following contact with another car during the race, suffered a tyre blowout and steering issues and failed to finish and Mitch Evans came home in third place despite achieving the fastest lap.

Unfortunately this resulted in them missing out on the 2024 Formula-E World Championship, which went to Pascal Wehrlein (198 points) who had entered the final race tied with Evans on 155 points, however his second placing in London was sufficient to give him a six point lead ahead of Evans, who finished in second place in the Championship with 192 points followed by Cassidy in third place with 176 points.

The Jaguar TCS Racing Team did however achieve first position in the Team Standings (their first), while Porsche took the Manufacturers title.

The Jaguar Generation 3 (Gen-3) AWD cars are built of carbon fibre and aluminium and weigh only 750 kilograms without the driver. The cars are powered by a 350kW electric motor driving the rear wheels while the front wheels drive a regenerative braking system. They are capable of 600kW and hold the record for the fastest acceleration of an E car, achieving 100kph in just 3.3 seconds. The top speed is limited to 320kph.



Nick Cassidy driving one of the Jaguar Gen-3 electric race cars at Diriyah, Saudi Arabia to victory in race two of the 2023/24 Formula-E series (Internet).

Between 1968 and 2019, just over 1.4 million XJ Jaguar's were manufactured. When the first XJ6 was launched it was regarded as the best saloon car in the world for the money and the XJ profile went on to become the most iconic shape of Jaguar's for over four decades – a testament to Jaguar founder, Sir William Lyons styling prowess. The XJ's underwent a number of upgrades and exterior/interior restylings over the years and were later fitted with the 3.2 litre, 4-litre and 4.2 litre V8 motor or the 5.3 litre V12 motor.



An example of the first XJ series of Jaguars – in this case a 1968 XJ6 (Internet).

Dame Ngaio Marsh will be well known to readers of crime fiction as she wrote 33 crime novels, various plays and numerous short stories. She was also a talented artist and stage director and was very prominent amongst Christchurch's social scene.

What may not be so well known was her ownership of a Jaguar MK.V drophead coupè and a 1960 Jaguar XK150 (*pictured below*), which she purchased from Archibalds in Christchurch. She took delivery of the XK150 in England direct from the Jaguar factory at Castle Bromwich when she was living in London. On returning to New Zealand she had it shipped out and was often seen racing around the streets of Christchurch at speed.



Following her death in 1982 aged 86, her house in Cashmere, Christchurch was turned into a museum and it houses all of the original furnishing, artworks, note books, copies of her books, personal effects and her elaborate wardrobe of gowns.

The present owner of the XK150 is Steve Foster of Masterton who took the car to the recent National Jaguar Rally in Christchurch where it was on display. The car is in original condition apart from the seats which have been retrimmed and Steve still has the original toolkit, service handbook and previous ownership papers.

Editor's Note: There will be an interview with Steve Foster and details of the car in the next edition of CatChat.

The Jaguar XJ Daimler LWB V8 that was once part of the Royal household stable of cars between 2000 and 2006 during the reign of the late Queen Elizabeth 2, was sold to a private buyer earlier this year for an undisclosed sum following a no reserve Bonhams



online auction in the UK.

The car had been owned by the Jaguar Daimler Heritage Trust since it was 'disposed' of in 2007 by the Royal household, who in-turn sold it to a private buyer in 2013.

The British Racing Green specially modified car came with a raft of additional features that were fitted by Jaguar. These included side armour plating, bullet proof glass and security controls located where the ashtray normally is on a standard XJ8 (*pictured above*) and comprised of a GPS tracking facility, flashing headlamps, siren and a rear fog emitting system. The drivers armrest included an in-car satellite telephone and the rear storage bin was large enough to house Her Majesty's handbag.



The 2000 Jaguar XJ Daimler LWB once owned by Queen Elizabeth 2 (Jaguar Trust Collection).

Based on the X300 generation XJ, the four-litre V8 motor developed 300bhp and was capable of propelling the heavy car from 0-100kph in 6.5 seconds with a top speed of 242kph. The car had only travelled just over 26,000 kilometres when sold. A distinguishing

feature was a thin, red pin-stripe along each side of the car. Papers showing the history of the car and its ownership were provided with the vehicle.

New regulations are now in place to manage the 6.5 million used tyres that are accumulated each year in New Zealand. The Waste Minimisation Regulations now replace the ad-hoc disposal charges imposed by tyre retailers when replacing worn out tyres on vehicles with a nationwide set tyre fee. This will be charged on new tyres to cover the cost of their later disposal. All wholesalers and retailers involved in the tyre supply chain from the point of import to end-of-life must be registered with Tyrewise who will administer



the scheme. A fee has been set at \$6.65 plus GST for a standard car tyre (more for truck and heavy machinery tyres) and this will be consistent throughout the country.

“It shifts the burden of managing end-of-life tyres at the point of disposal to the time of purchase,” says Mark Gilbert, of Tyrewise. “We will manage the tyre disposal scheme by collecting the fee from the retailer right through to processing the old tyres for conversion to other products.”

Editor’s Note: Currently only 40 percent of worn ‘dead’ tyres are recycled or used in the creation of new products in this country.

At the New Zealand Future Roads Conference earlier this year one of the Australian guest speakers spoke about the longevity of concrete roads. He said only 0.5 percent of concrete roading slabs used for roading in NSW needed to be replaced after a period of 10 years and the slabs showed very little rutting or pot-holes.

In America, concrete pavements last for around 35 years and apart from the economic benefits gained through less replacement and maintenance, there are also environmental gains compared to asphalt and chipseal, with greater fuel efficiency due to the smoother surface, less reflected heat and a greater resilience to weather events.

The Director of Technical Services for the American Pavement Association, Eric Ferrebee says that while concrete roads cost more up front, they bring considerable economic and environmental savings, even when laid over existing pavements.

“Around 12,000 kilometres of concrete pavement is laid every year across all States of America, in all climatic zones and all types of topography,” he says.

The Annual General Meeting of the New Zealand Federation of Motoring Clubs (NZFoMC) of which the WJDC is a member, was held at the Wellington Vintage Car Club in Petone back in May. This was followed by a presentation on the results of the Historic and Classic Vehicle Survey, which had been carried out by the Federation.

WJDC President **Philip Vavasour**, who attended the meeting says that apart from the usual matters considered at an AGM, the meeting spent some time discussing and considering the following three main items of business:

- >The Survey of Historic and Classic Vehicles in New Zealand.
- >The submission to NZTA/Waka Kotahi on WoFs and CoFs for vintage and classic cars.
- >The future direction of NZFoMC and how it goes about facilitating and promoting membership.

“During the ensuing discussions it soon became abundantly clear that the Federation needs to have a united voice backed-up by detailed research” says Philip. “This was seen to be of paramount importance towards getting their message across.

“The survey, which was conducted last year, is regarded as the basis upon which the Federation can demonstrate its importance and that their requests to Government should not be ignored.

“The submission to NZTA has evidently been very well received and discussions are ongoing at a high level with the President of NZFoMC, Garry Jackson, saying he is very encouraged by the reception he has received to date and that the Minister for Transport is very supportive, but as it is primarily a matter of operational safety, the final decision lies with the NZTA.”

Philip says our Club stands to benefit significantly if the NZFoMC submission is accepted and acted upon.

“Full details of the meeting are available on the NZFoMC website and our Club Committee and I will keep you informed as individual outcomes are confirmed.”

Following lunch, Garry Jackson spoke on the strategy for strengthening the NZFoMC going forward and attracting new members.

The last Jaguar models to roll off the assembly line at the Castle Bromwich JLR factory on 22 May this year saw the end of the XE sedan, XF sedan and the F-Type convertible.

This discontinued assembly line is to make way for the production of Jaguars’ all new electric vehicles, with the first expected to debut late this year and go on sale early next

year. The Castle Bromwich plant will now focus on the production of pressed metal panels for the new era of Jaguar and Land Rover EV vehicles.

Originally owned by aircraft company Supermarine, the history of the Castle Bromwich plant



The last XE, XF and F-Type models to roll off the assembly line at Castle Bromwich (Jaguar UK).

dates back the mid-1930's and the construction of aircraft during WW2 when it was involved in the production of Spitfire fighter aircraft. The factory was acquired by Jaguar in 1977 and was used originally for the assembly of XJ, XK and S-Type cars.

Jaguars Canadian dealerships have threatened to take JLR to Court over their planned reduction in the number of different Jaguar EV models available. They are also concerned over JLR's planned 'cut-back' on the number of Jaguar dealerships across the country.

They see the brands ultra-luxury strategy of going all-electric with only three models, the downturn in EV sales worldwide and the discontinuation of all petrol fueled cars will result in a drastic reduction in the number of retail sales.

Likewise in the UK, JLR is set to drastically cut its dealer network from 80 to less than 20 over the next two years.

According to industry insiders JLR has planned to initially reduce the number of cars produced to just 700 per year and is looking to transition from conventional dealership sales outlets to an online retail sales platform model.

The dealerships, who have invested heavily in the brand over the years with new showrooms and marketing based on JLR's previous goal of producing 8,000 Jaguar's per annum want compensation and have been trying to resolve the issue with JLR, with the Canadian dealers saying that unless a resolution is found soon they will seek legal action.

Blog writer, Tim Stevens has rekindled a passion for the Jaguar XJS and what it was like to lap the Goodwood circuit in a retro-fitted and stylish 1996 XJS convertible.

“The 21-year staying power of the Jaguar XJS is nothing short of remarkable, especially if you look at the decades it spanned in production,” says Tim. “Introduced in 1975, the XJS continued in production before running out of its nine lives, albeit with some subtle visual tweaks and motor upgrades. The 1996 convertible model is as new as it got, yet it looks, feels and even smells much like a much older version.



A drivers view of the beautifully polished walnut and leather on the dashboard and steering wheel of a 1996 Jaguar XJS (Internet).

“The car I drove around the Goodwood circuit had a 4-litre, inline, six-cylinder motor with 242 horsepower under the bonnet and driven through a four-speed ZF auto-transmission which produced a somewhat lazy gear change and the ride around the track turned out to be very relaxed in this beautifully preserved example of the car even at speed.

“There were some Goodwood rules I had to obey with no drifting allowed and a helmet to wear as the course is regarded as a race track. I’m six foot and the XJS is not a small car, but I found I had to duck down low to get in, such is the low roof line. I also quickly learnt that neither the seat nor the steering wheel would move until the ignition was turned on.

“With these and the wide rear view mirror adjusted I took a moment to admire the interior of beautifully polished walnut and leather. The tall, somewhat spindly gear selector reminded me of a manual and the polished silver ashtray was reminiscent of many high-end 60’s GT cars, while the cassette tape deck and digital clock smacked of the same era.

“The XJS is of course perhaps best remembered with its V12 motor in either 5.3 or 6 litre form, but I was quietly confident as I pulled out onto the circuit and began to wind up the speed.

“Goodwood is a simple track, but a beautifully flowing one consisting of multi-apex right handers and is perfectly designed for machines with simple suspension and rudimentary brakes – all of which are descriptors that can be applied to the XJS. The steering was a bit vague and it took a moment for the long ‘nose’ to journey to the inside of a turn but once you get used to it the onward flowing nature of the car was enjoyable. The trick was to hold a consistent and steady line and use the accelerator to pull out at the end. When I got the car up to 5,700 revs there was some decent power and a nice sound too, though the wind noise was louder than most modern convertibles I’ve driven with the hood down.

“So in summary: Not ideal for a speed track and the relaxed transmission and power delivery left me a bit frustrated, but on an open road with miles and long straights stretching ahead of you I could see the XJS providing a rewarding ride with effortless gait – it’s a sporting tourer after all!”

Jaguars are an endangered species due to the deforestation of their rain-forest habitat and the cleared land being used for farming arable crops and the growing of coffee and soya-bean. Over-hunting by game trophy shooters has also led to their demise. The WWF has estimated the number of jaguars still left in their natural habitat is around 64,000 worldwide with 89 percent of the global population living in the Amazon River basin.

In order to restrict the declining population, trophy hunting is now prohibited in Argentina, Belize, Columbia, French Guiana, Honduras, Nicaragua, Panama and Paraguay. It is restricted to the shooting of ‘problem animals’ in Brazil, Costa Rica, Guatemala, Peru and southern Mexico but is still permitted in Bolivia, Ecuador and Guyana.

Jaguars are excellent tree climbers and will often ‘hang-out’ on a tree branch waiting for prey to pass below before dropping down on top of it to carry out the kill.



Current conservation efforts to help save the jaguar are focussed on educating farmers not to shoot any wild jaguars and with the advent of ecotourism and safari tours, the Brazilian Government is encouraging tourists to just observe and photograph the ‘cats’ in the wild.





Directory

The Wellington Jaguar Driver's Club Inc (WJDC) was formerly established in 1977 for the purpose of fostering an interest in and owning, driving, maintaining and restoring Jaguar cars and in so doing providing members with information, advice and assistance on matters pertaining to the marque.

A number of Club events are held throughout the calendar year and an Annual Meeting is held in August to report on the status of the Club and to elect or re-elect the President and executive Committee.

Membership is by way of an annual fee which also covers the members spouse or partner.

An online Club magazine (CatChat) is published three times a year and a monthly eNewsletter is distributed to members advising of coming Club events.

The WJDC is one of 10 similar Jaguar Drivers Clubs in New Zealand who interact with each other on an informal basis and hold the triennial Jaguar National Rally, which is organised by one of the nominated Clubs.

The Wellington Jaguar Drivers Club Inc executive currently comprises of the following elected and appointed officers:

President: Philip Vavasour	027 440 0696
Secretary / Treasurer: Rezea Morgan	04 293 3305
Committee: Paul Buckrell	04 479 5995
Noel Morgan	04 293 3305
Brett Newell	04 475 9001
Dennis Rowe	04 973 7399
Don Ryder	04 479 1367
Chantel Smith	021 377 213
CatChat Editor: Richard Silcock	021 08534550
E.News Co-ordinator: Chantel Smith	021 377 213





Jaguar

again makes
motoring history

On 30th May, 1949, an entirely standard Jaguar 3½ Litre XK 120 Sports car running on pump petrol was officially timed in attaining a speed over a flying mile of:

132.6 M.P.H.

This speed, observed and recorded by the Royal Automobile Club of Belgium on the Jabbeke motor road, has gained for Jaguar four Belgian speed records and is

**THE FASTEST SPEED EVER
RECORDED BY A PRODUCTION CAR**

Marketing poster, circ 1949.

