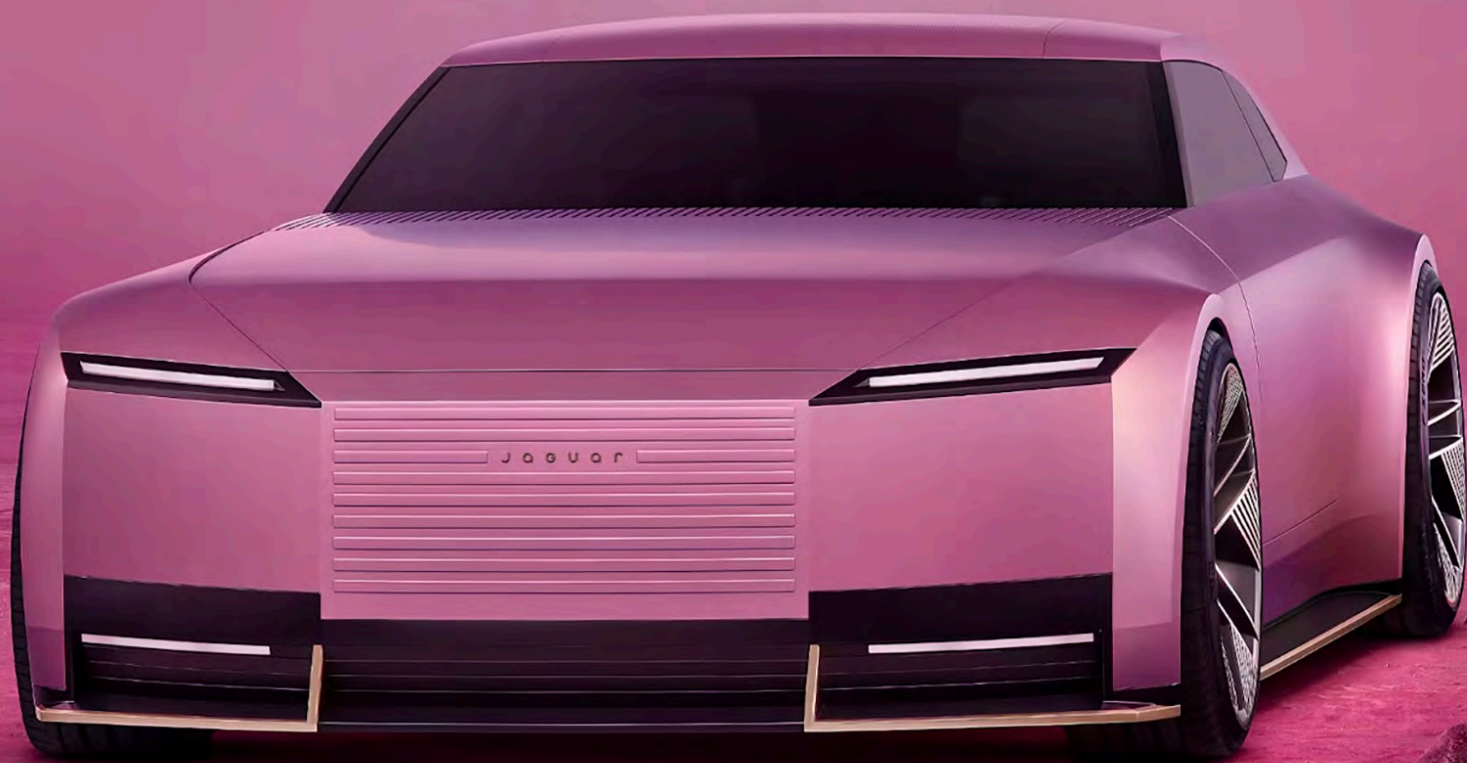




AUCKLAND
JAGUAR DRIVERS'
CLUB



MISGUIDED OR BRILLIANT? Jaguar



VOL. 53 | NOVEMBER | **DECEMBER 2024**



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A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

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

Cover image: The future face of the marque?

FROM THE EDITOR'S DESK

Merry Christmas and a happy New Year to you all. Well, it is that time of the year for the big family catch-up, the BBQ's and the opportunity to enjoy the long lazy crazy hazy days of summer. I trust we can all reflect on the year that has been and cement our New Year resolutions for 2025.

Welcome to another e-edition of our wonderful Club Magazine filled with all the recent activities, events, and special reveals. Plus, some very interesting other worldly Jaguar stories and media releases from Jaguar Land Rover.

What was interesting was the recent teaser in the middle of November regarding the 'Rebranding' of JaGUar. Was it misplaced, too woke, or a stroke of genius getting everyone talking about the brand again? Time will tell. By the time you have received this edition of the magazine, photos of the 'real' new JaGUar EV will have been revealed. If you missed it, then look on the cover of this magazine to see the artistic impression of Type 00.

Functioning without a current President or Vice-President, the club committee continues to push forward and the list of events these last few months has not stopped. The 'Super-Charged Sunday' event of Roses at Parnell was first up. The impromptu technical evening at Edgell Performance came next with a solid turn out. Once again, our mid-week lunch events organised by the Airey's at Ampersand and the Bay's club proved popular. The adventure to the Waikato for the Horsepower event was another special day in many ways. Our fundraising club display at the iconic Catalina Bay - Hobsonville Point proved to be an eye catcher. It turned out to be a great venue and the cats on display in the orange cage were spectacular. It is great to see club members stepping up to help the Committee run these events.

The 'Events' page keeps being updated with some very interesting events for early next year. Keep an eye on our 'Events' page of the website for more details. Organisation of the Leadfoot Event planned for early 2025 is well underway. The exclusive invitation to run at Rod Millen's property at Hahei on the Coromandel. We will be the first special marque invitation to roar up Rod Millen's private driveway. The Club is honoured to be asked, and the BOP/Waikato JDC has also expressed its enthusiasm to join in. The Giltrap Group are helping with some sponsoring of this event. Keep an eye on the events page on the website as more details become available.

Hope you enjoyed the last bumper electronic issue, and this one is shaping up to be equally packed with Jaguar stuff. Or should that be 'JaGUar' from now on? Remember that contributions to your club magazine are welcome so please pass any on to me. With many web and hypo-links on offer in this edition, I hope you enjoy the interesting reads available.

I encourage you all to thank our Advertisers in the best possible way by seeking their professional services and supporting their businesses. By simply clicking/tapping on their adverts in this issue, you can make quick and easy contact with them. Remember, the more we can do for them equates to more things they can do for us.

Merry Christmas

Gerard Leeuw Editor



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SUPERCHARGED SUNDAY

PARNELL ROSE GARDEN

Sir Dove-Myer Robinson! I remember in the early 70's often seeing this small-of-stature character following an XK engine around the city...huddled in the back of a huge black Daimler Limousine, the mayoral car of course. Even then I knew what was under the bonnet.

What does this have to do with roses? The Parnell Rose Gardens were renamed Dove Myer Robinson Park in 1981 in his honour. There are said to be over 5,000 roses but I lost count – it is a LOT.

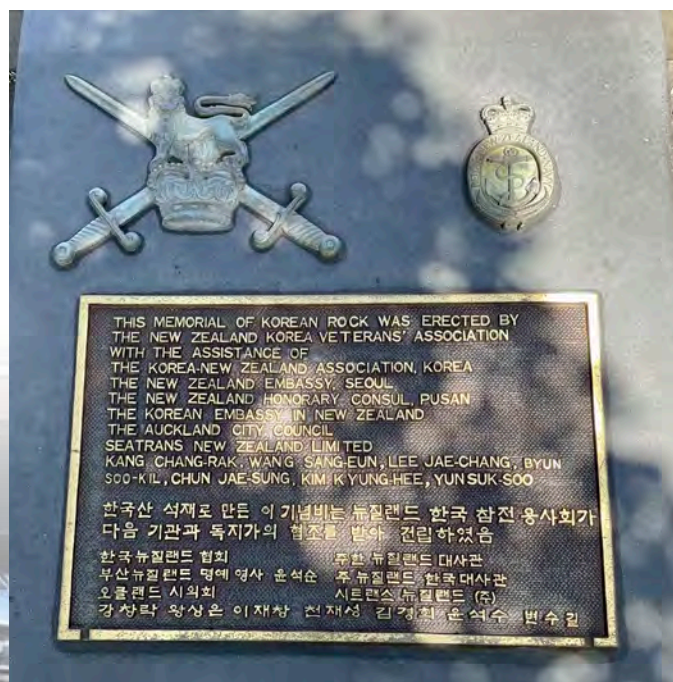
So, on Sunday 3 November, 16 hardy souls braved the Auckland summer to count roses. The venue was somewhat split with gardens a short walk from The Parnell café, so I stationed myself at the café and purported to any arriving XK owners that I was their parking valet. It didn't work.

The Rose Gardens are indeed spectacular at this time of year and were a real treat for those who were able to ignore the blustery conditions, there was surprisingly more to the gardens than appears from a first Gladstone Road glance.

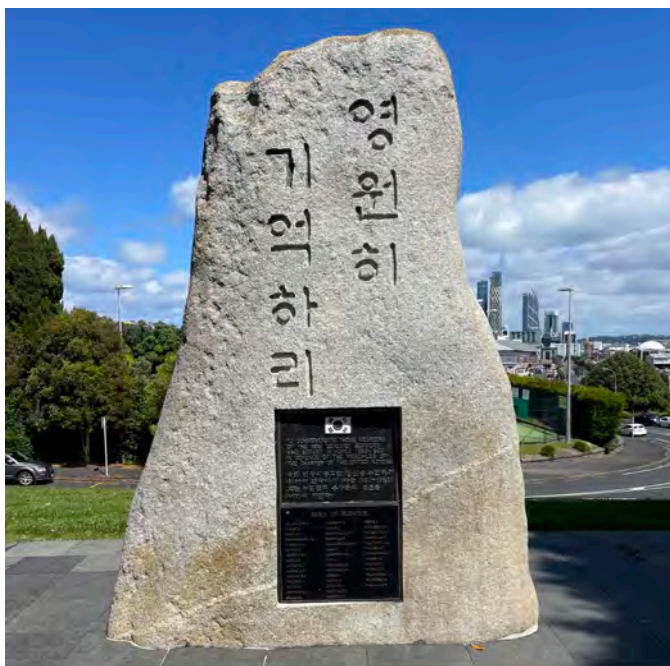
First, the garden extends all the way down to the edge of Judges Bay which provided some healthy Sunday exercise for those inclined to make the walk. Along the way there were two memorials, one for 38,000 Dutch WW2 resistance fighters and seaman, and the other for New Zealanders who

died in the Korean war (pictured). Neither were something most would associate with the Rose Gardens but somehow the tranquility of roses seemed entirely appropriate.

After some hours and undoubtedly countless photos, we retired to The Gladstones café/restaurant (which is actually a transformed historic house) for a pleasant lunch and some convivial conversation in quaint surroundings. Finally, a chance to get out of the harsh Auckland summer sun, so perhaps we weren't so hardy after all.



SUPERCHARGED SUNDAY PARNELL ROSE GARDEN



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

UPCOMING EVENTS | DIARISE



ELLERSLIE INTERMARQUE CLASSIC CAR SHOW

9 February 2025 10:00 am - 4:00 pm
The 53rd Show - Ellerslie Intermarque
Classic Car Show and Concourse
d'Elegance - Don't miss it!

#20250209



Club Mid-week Lunch Event – RNZYS

Coordinator: Bryan Airey

Further details via the website. Bookings
are essential.

#20250212



LEADFOOT FOR THE JAG

Coordinator: Simon Crispe

As invited marque, we have been given
permission to run on Rod Millen's driveway
in Hahei, Coromandel. More details on the
website.

#20250223

Dear members.

Events are now booked via website members only section, and invoices will be generated and sent out via e-mail. All payments are now electronic payments via internet banking.

Problems with event bookings?

please contact
events.jagclubak@gmail.com
or Chris Mills, Secretary -
jagclubak@gmail.com



Brit & Euro Classic Car Show

Coordinator: Laurie Haywood

This show continues to surprise. Our spacious area to display our club cars can easily fit 150 cars. The challenge this year is to get 100+ club cars on display. With the rain last year, let's make it happen in 2025. All registrations must be made through the club. Contact Laurie: landphayward@xtra.co.nz with your car model details.



#20250302



Go Karts Hampton Downs

Coordinator: Simon Crispe

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

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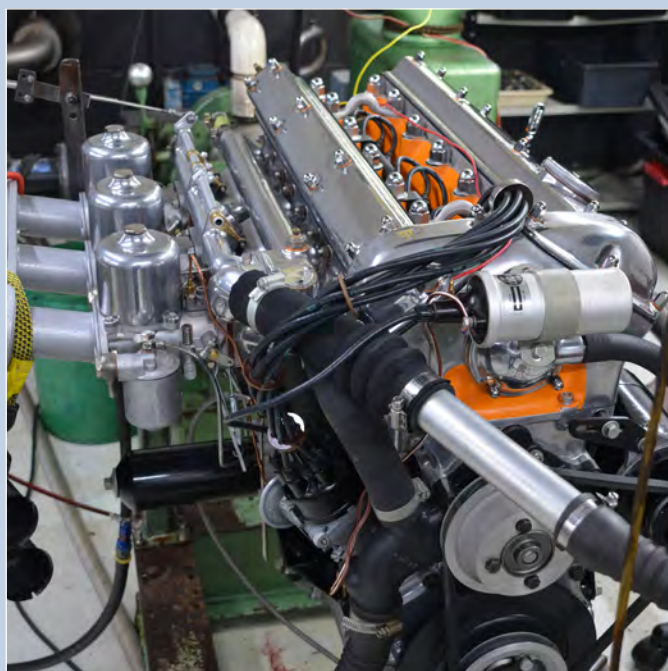
TECHNICAL VISIT TO EDGELL PERFORMANCE

Written by Don Bowater,
Photos by Gerard Leeuw

My ancient aunt always said that cleanliness was next to godliness! She would have been in seventh heaven if she had been able to join a group of 30 enthusiastic Jaguar Club members who recently visited Edgell Performance. Everything was squeaky clean and very shiny. They are located in the Wairau Valley on Auckland's North Shore and are high end motor engineers who are recognised as leaders in the industry.

Their founder Randell Edgell has produced some of the fastest engines in rally, speedway and V8 racing categories over his 56-year career. His son Tim, who now owns and runs the business, knows how to keep on the top of the game being a seasoned V8 racer and champion. We could see from our visit that they run a tight and disciplined operation.

The Edgell's have developed a significant range of plant and machinery over their many years in the trade, with in-house crack testing, a machine shop with an excellent milling machine, lathe and grinding machine for making tappet shims for overhead cam engines and two dynos. More importantly is their very high level of skill and exper-



TECHNICAL VISIT TO EDGELL PERFORMANCE



tise. There were before and after versions of two Lotus twin cam engines from original Mk1 Lotus Cortinas to inspect. We also saw numerous other examples of motors in various stages of construction. Of particular interest to our group were four XK engines getting the Edgell touch. These engines were from an XK 120, a 3.8 S Type, and two from club members' Series 1 E type 3.8 litre cars. These engines were all receiving a complete and most fastidious re-build including huge attention to achieving the exact detail specification and finish. The team take huge pride in preparing and painting both the internal and external cast surfaces in the correct heat- and acid-resistant paint specification and colours. All the engines look factory fresh and showroom ready when complete.

Much discussion between the Edgell team and members was observed, covering most aspects of these engines, the design skill of the early Jaguar engineers and the quality of the Edgell workmanship to make these engines truly better than new.

The star attraction for the evening was to see Simon Crispe's very early 1961 E Type engine running very smoothly on the dynamometer. Edgell have two dynos, a modern one for testing at the wheel, and we saw a static display of this. Their other dyno has been developed over many years and tests an engine on its own. This dyno is in a sound protected room and is operated from a separate remote-control room and monitoring station. Measurements include all the normal operating items such as temperature and oil pressure, revs etc. along with torque, power, fuel to air ratios through various operating conditions, ignition timing, knock propensity and probably a lot of other things

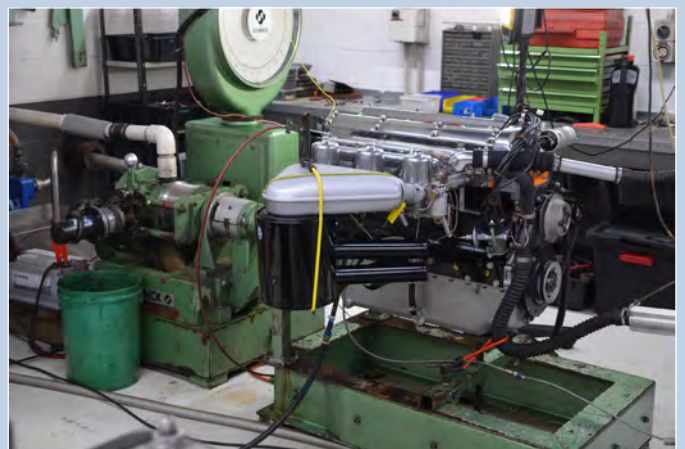


TECHNICAL VISIT TO EDGELL PERFORMANCE

that mere mortals like this writer could not understand. When you have Edgell Performance rebuild an engine, you can get it back after it has been tested, tuned, put through several heat cycles, fully run in and ready to drop into the vehicle and go.

We were also fortunate that Randell and the team were quite prepared to share some of their expertise and knowledge with us. An example of this was about engine balancing. Most of the rotary parts are sent to outside contractors where they are balanced in a fashion similar to wheel balancing. Pistons and gudgeons, for example are all finished to the weight of the lightest, and con rods are balance end for end. That means that the rotating portion of the con rod (from the centre of the small end to the big end) is balanced and then the overall weight of the con rod is balanced, but material is only removed above the centre of the small end. Congratulations to anyone who understands that!

On a less complicated note, the sausages cooked on the in-house barbeque were splendid. Thanks to Marianne Crispe and Janice Edgell for helping cook and serve the garage fare!



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MIDWEEK LUNCH AMPERSAND EATERY

Written & Photos by Bryan & Helen Airey

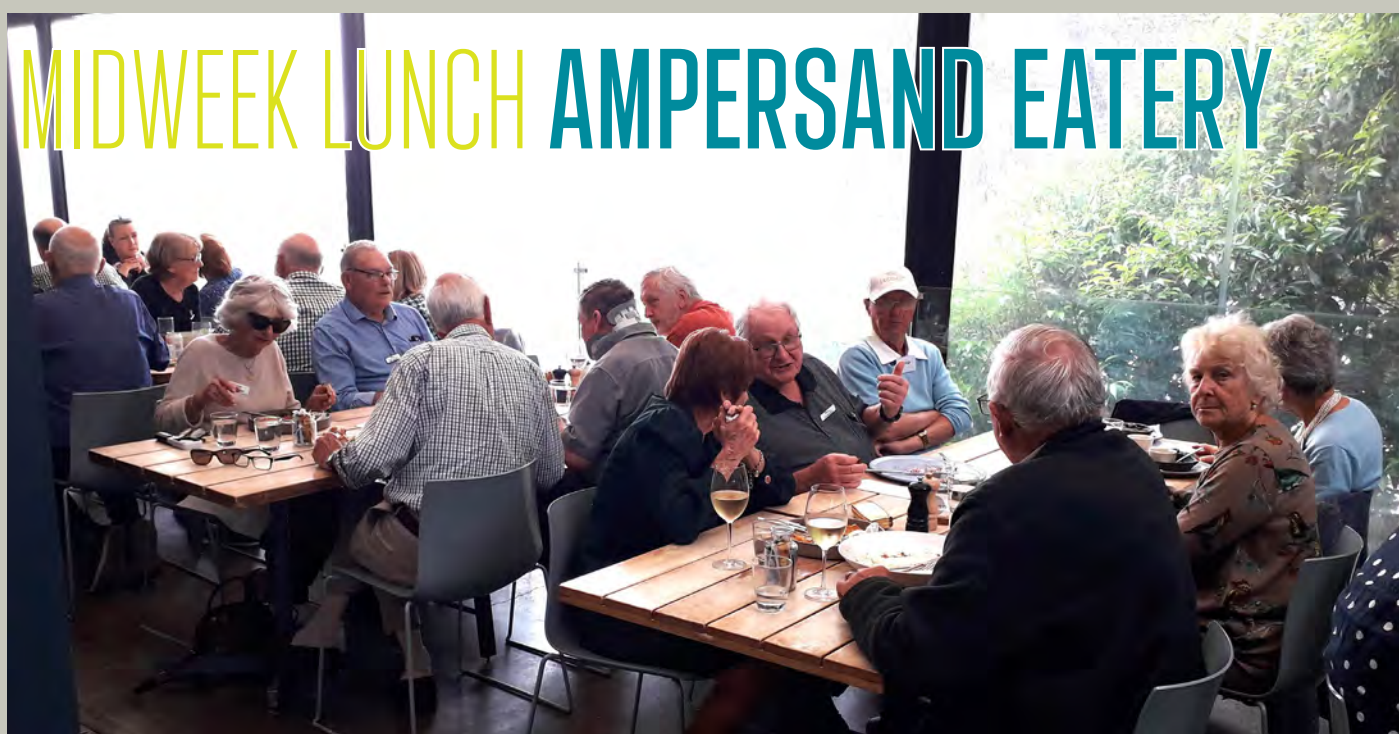
Thirty of us enjoyed lunch in the open space and high ceiling of an old gin distillery.

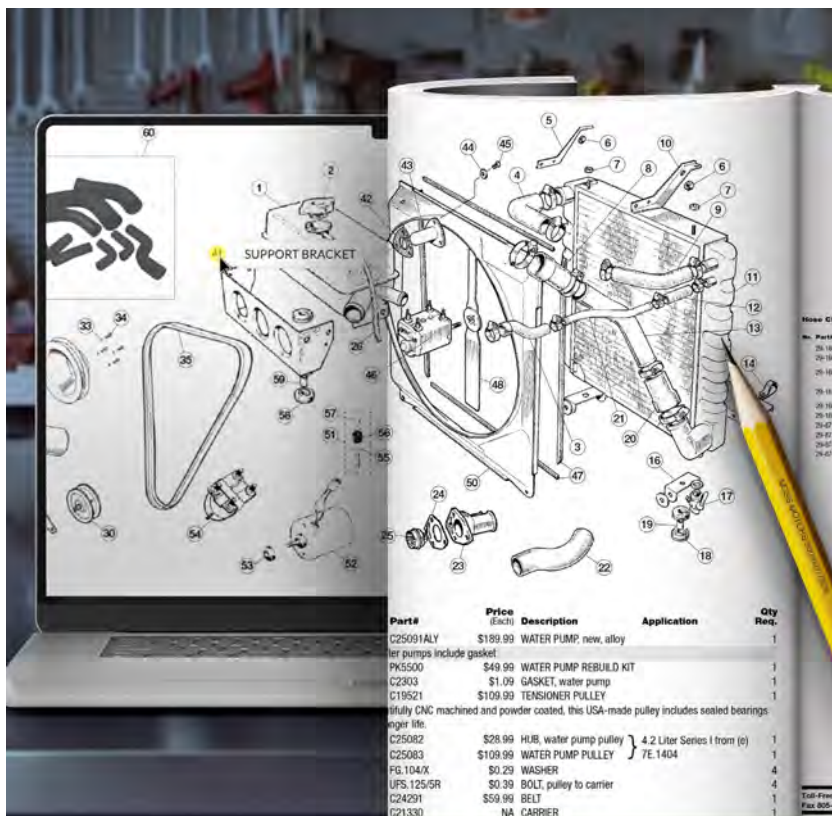
Originally built as a factory for Pye Radio & TV and sold in 1959 to The Distillery Company. Chaired by Sir Ernest Davis, the company modified and enlarged the building to create spaces big enough to accommodate the Distillery equipment. The ingredients were imported from Britain and distilled into gin for NZ and export. About 100 staff were on site, most of whom travelled by train. As a bye product a Demineralized water plant was established on the lower level to supply deionized water for batteries. The Distillery was eventually closed in 1992, and its production moved to Edgecombe.

The architecture and design of the building reflects the origin of the industrial site. It now houses the Orakei Bay Village with Ampersand enjoying the sun and views on the North side. It was rewarding to have such a great response. We all enjoyed good food, good company and slick service in a relaxed atmosphere.

This venue is highly recommended, and it will be a destination we will look forward to visiting midweek once again in 2025.







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JAGUAR DRIVERS' CLUB



This is YOUR magazine, please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.



HORSEPOWER TOUR

Article: Mike Percy
Photos: Simon Crispe

You might say a racehorse and a race car have something in common. They both are a mode of transport and have a racing history. Bred and designed to do one thing and that is to win and make money. Look more deeply and I'm sure you can find more association like a passion and performance culture to an individual racehorse and race car. Bring them together with a champion jockey and race car driver and you have a clear winner. All this wouldn't have been achieved without hard teamwork and some risk. Something that the Waikato Stud and Jaguar know something about.

So, when Lynne and I drove in the gateway of the Waikato Stud and saw the lineup of gleaming sunlit Jaguar cars the picture was complete.

This was the second time we had joined a Waikato Stud event but this time driving our newly acquired 2012 XJ. Credit must go to the estate-like surroundings, especially the abundance of mature trees, plantings, and animal husbandry all of which have been created by the present owners and Team Waikato Stud. After a few minutes of catching up with others, we were all ushered to a nearby reception building with plenty of indoor/outdoor seating and facilities to make tea/coffee. It wasn't but a minute before the TV playing the NZ v France rugby match became a distraction. Oh well, win some lose some, 'meilleure chance la prochaine fois' (better luck next time).

Our hosts for the day were Waikato Stud owners and horse trainers Mark and Pippa Chittick who warmly welcomed all 32 of us.

If that wasn't enough, free copies of their Waikato Stud Journal were made available including some very stylish Waikato Stud caps that were put to good use later for those who hadn't brought a hat along when walking the farm on this wonderful late spring day. To quote from the Waikato Stud Journal welcome page by Mark Chittick 'It was an opportunity for us to share with you our life of raising thoroughbred horses, and to explain, in colour and in words some of the success we've had for so long'. The Journal is also an ideal coffee table book, that's if you are into that sort of thing.

From the reception building, we were taken across the main drive for a short walk to see three thoroughbred stallions now retired from racing and their sole purpose is to be used for breeding.

The first stallion was a chocolate-coloured son of Zabeel,



HORSEPOWER TOUR



Savabeel. Second most successful stud horse in NZ with 134 group wins, 136 individual stakes, and 8-time champion sire. Netting \$2.7 million in prize money and now makes \$100K per service.

Then we were shown Ardrossan another younger champion stallion with a slightly lower service rate, followed by Super Seth who was crowned New Zealand Champion First Season Sire for the 2023/24 season.

All in all, you would be looking at 100 mares at approximately \$20K per service. The breeding session starts in September and runs until the end of December. A 24/7 job for Mark and Pippa and their employees who can number up to 50 and come from all over the world. The gestation period is about 11 months. As you can imagine not all births go smoothly and unfortunately some mares lose their foal and vice versa.

Lastly, we all were taken in a jag convoy through part of the 2,000-acre farm

By pure chance, were able to see a mare who had just given birth. The care and attention to mare and foal by the staff was magic and is the key to Waikato Stud's success as a stud farm. We all wanted to see the little colt get up on all fours, but time was running out to get to our lunch venue.





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Lunch was at Café 77 in the old historic Manawaru Dairy Factory building just 10 minutes or so up the road and a chance to open-up the XJ and of course, being respectful of the speed limit.

Another opportunity to catch up with others and finally make our way home. What a great day. Many thanks to Mark and Pippa and Team Waikato Stud for having us. Also, not forgetting Team Simon Crispe for organising the event and lastly 'Vive la marque' (Long live the brand).



JAGUAR/MG SHARED XMAS DINNER

Article: Simon Crispe

Photos: Gerard Leeuw



At 6pm on Wednesday 27 November, Jaguars and MGs started arriving at the Remuera Club and it soon became clear that many of their drivers and co-pilots were dressed for a good time as we head into the Christmas season.

It also became clear that not only a good time mixing with fellow Jaguar and MG enthusiasts was awaiting in the large dining room, but on the way in was a treat to behold... There by the entrance was the original MG TF that kiwi racing legend Denny Hulme purchased new and is still owned by his widow Greta!

Greta and the wonderful little MG had travelled up from Rotorua (care of Giltrap Group), to enjoy a special celebration of Christmas, MGs, Jaguars, McLaren and NZ's illustrious international racing history, never more apparent than in 2024!

As the Jaguar Drivers arrived, they were greeted with the well-oiled machine of JDCA club officials handing out \$12 discount vouchers (complete with Club logo) for the special Christmas meal. Nothing like this seemed to be evident for MG however? Those "double agent" members of both JDCA and MGCC, who had elected to be MG-ers for this special mixed up club night, looked slightly perturbed as they sat down without their vouchers!

By 6.45pm, it was clear this was going to be a very big Club Night with more than 135 members of both clubs mixing and mingling in the very convivial atmosphere. Just in the nick of time before we started to tuck into a delicious seafood starter of king prawns and mussels served to each table, MG



JAGUAR/MG SHARED XMAS DINNER

President Derek Leifting arrived with the festive MG vouchers for the slightly less generous \$11 discount!

After both Club representatives welcomed everyone and plugged a few future events, we were called up table by table to select a delicious array of Christmas fare from the double rows of the buffet that Remuera Club had thoughtfully set up to reduce queue times.

After dinner Greeta Hulme was introduced by Paul Walbran. Greeta gave a most marvellous talk about her and Denny's lives in the racing world of the 1950s, 60s and 70s, including a photo of Denny in his pedal racer at the age of 3 in 1939; how they met as school friends in Te Puke and Greeta's career as a trained nurse before they started dating. They married in 1963.

After heading off to the UK, Greeta used to tow Denny's race car with their Mk 1 Ford Zephyr and entertained us with lots of photos of those early days that must have been a difficult struggle compared to today's F1 crews, but also incredibly exciting as Denny's career took off.

Greeta proudly retold the story of Denny's numerous successes, winning the Formula One World Drivers' Championship in 1967 with Brabham, then joining McLaren and achieving a total 8 wins across 10 seasons. The infamous dead heat at Le Mans in 1966; the great years with McLaren and successes at the Can-Am where he and Bruce McLaren were known as the "Bruce & Denny Show", such was their domination there.

Greeta also remembered the tragedy of Bruce's death in 1970 while testing a new Can Am car and how badly it affected Denny, whose hands were badly burned in a methanol accident while practicing at the Indianapolis 500. Undeterred as he felt he owed it to his friend Bruce to keep going. He continued racing and despite his emotional stress and serious burns, managed a creditable 4th in the 1970 championship. However, after another close friend Peter Revson, died in Denny's arms after an accident while testing at Kyalami, South Africa in March 1974, Denny retired from F1 at the end of the 1974 season and returned to New Zealand.

Back home he returned to touring car racing including the Benson & Hedges 500, also NZ's Production Car Series for Group A cars. Denny also raced again in Europe in the RAC



Denny Hulme's MGTF – one "spirited driving" owner, alongside the newest fully electric MG sportscar

Tourist Trophy which we won for the 4th time in 1986, 18 years after his 3rd win!

Greeta concluded with Denny's successes in Australia and podium finishes in the South Australia Cup and the Bathurst 1000, which he loved and where tragically Denny died of a massive heart attack while driving in that event in 1992.

The audience erupted with applause and grateful thanks to Greeta for her remarkable memory of such momentous times for all New Zealanders who love motor sport and Denny Hulme as one of our small nations most admired ambassadors of the sport.

More chat and reminiscing then continued and the evening gradually wound up with lots of mutual Christmas greetings and hope for a very happy, much more prosperous and peaceful world in 2025!



CLASSIC COVER

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CLASSIC COVER



HOBSONVILLE POINT FUNDRAISER CLUB DISPLAY

Article & Photos: Gerard Leeuw

The destination of Catalina Bay for our annual fundraising club display was an alternate venue seeing the downtown viaduct was still disrupted by road works and a pedestrian bridge that acts like a statue. It was a little unknown how this event was going to work or be received by the locals. Like the re-launch of Jaguar [or should I say 'JaGUar'?), it was going to be a stroke of genius or an almighty disappointment.

Arriving at the venue at 8:15am, there seemed to be plenty of parking for the 22 cars registered for the event. Peter McElroy was waiting with his magic button letting every Jaguar that came down hill into the fenced off area. This was a great way to get new club members. By 9am the area had filled and within the next half an hour, we had 26 cats corralled beautifully within the orange walled cage.

It was at this point the sun came out and the crowd visiting the local Hobsonville Point Markets began to meander through and admire what was on display. Some real personal highlights displayed today were, Barry Tremaine's lovely 1962 E-Type Road/Racer #62, Larry Price's D-Type Replica, Peter McElroy's beautiful original green 1960 XK150, Paul Marchant's 1996 XJR X300, and Dawn & Graham Judge's Series 1 E-Type. Imagine if this was your own private collection.

All the club cars were styled, cleaned, polished and presented elegantly, and it was particularly nice to see an array of different models and colours. The collection of E-types helped lure the crowds in and once inside the pen, the commentary, the photographs, the peering, and finger pointing continued well past lunchtime.



HOBSONVILLE POINT FUNDRAISER CLUB DISPLAY

Interesting to note via a private message, that Larry Price, some 63 years ago today (8 December), started his apprenticeship at this very venue – Hobsonville Air-force Base. I bet he noticed a few changes to this area since that day.

In summary, congratulations to Peter McElroy for his foresight in recommending this venue and negotiating with Kainga Ora to hold this event alongside the markets. In my opinion, it was nothing but a real stroke of genius. Not a disappointment to be seen anywhere. It was great to see that the membership supported the idea



HOBSONVILLE POINT FUNDRAISER CLUB DISPLAY

and enjoyed the ability to mix with the very interested crowd. Many positive comments were over-heard about how special something like this event was. Coming to visit the markets and get a free show of these beautifully presented caged cats open for all to see.

I would also like to thank the two charities that came to support the event. They were - Prostate Cancer Foundation of New Zealand and Make-A-Wish New Zealand. Thanks to all the members that contributed to the success of this event. I am sure this will become a regular event at this wonderful venue.



Jaguar TCS Racing unveil prototype Jaguar I-Type 7 ahead of ABB FIA Formula E pre-season testing



Jaguar TCS Racing – reigning ABB FIA Formula E Teams' World Champions – have unveiled their Season 11 title contender, the Jaguar I-TYPE 7, in prototype form. While testing ahead of the season opener in December, the Jaguar I-TYPE 7 will showcase a celebratory testing livery depicting Jaguar TCS Racing's 16 wins at 11 different venues in Formula E to date.

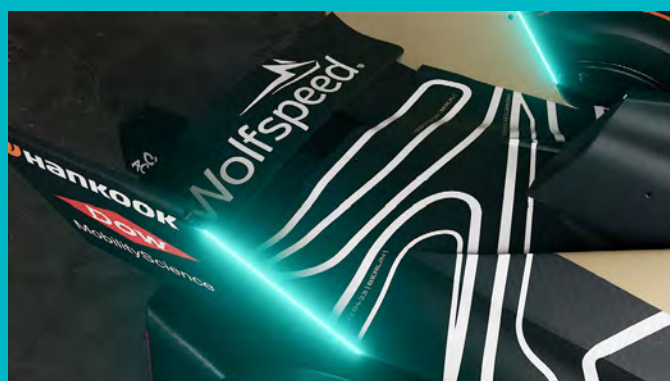




The 2024/2025 season of Formula E – the pinnacle of electric racing – represents another significant forward step in EV technology with the introduction of GEN3 Evo regulations. With new bodywork, allwheel drive capability for Qualifying Duels, the launch and Attack Mode phases of races, plus new Hankook iON tyres with 510% more grip, Formula E racing will be faster and closer than ever before.

The livery for the Jaguar ITYPE 7 prototype symbolises all 16 of Jaguar TCS Racing's victories in Formula E to date, depicting key corners from the 11 circuits on which those race wins have happened. These include their first time topping the podium at the 2019 Rome EPrix, to the momentous onetwo result at the 2024 Monaco EPrix. The official seasonlong livery for the Jaguar ITYPE 7 will be unveiled in due course.

The 2024 season was not only our best year to date in Formula E but also a landmark year with Jaguar TCS Racing winning both the Teams' World Championship and the inaugural Manufacturers' Trophy with the Jaguar ITYPE 6. As reigning World Champions, we can't wait to get going with the Jaguar ITYPE 7 prototype and the exciting technical developments and challenges that the GEN3 Evo era brings with it.



livery really resonates with me as I've won on nine of the eleven tracks that are featured and I hope to add to that list next season.

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

Heading into Valencia testing, I'm incredibly motivated to get to grips with the Jaguar ITYPE 7, understand its characteristics and try to get the most out of it ahead of the start of the season. The new allwheel drive feature will certainly bring a new element of excitement to the fans and a new challenge for us as drivers. I'm looking forward to racing again.

NICK CASSIDY

JAGUAR TCS RACING DRIVER, 37

"When we go testing in Valencia – a venue we and all the teams know well of course – we'll get a good first indication of the performance of all Teams and Manufacturers but most importantly the test will be the first steps for the ITYPE 7 in a competitive environment. A newly homologated Jaguar powertrain along with all the other enhancements the GEN3 Evo era brings – most notably new bodywork and all-wheel drive capability for specific phases of qualifying and racing – means it will be an intense test, but the team and our drivers Nick Cassidy and Mitch Evans will all be ready.

JAMES BARCLAY

I'm really looking forward to getting back on track. The GEN3 Evo specifications and new Hankook tyres will bring fresh challenges, so I'm looking forward to driving the Jaguar ITYPE 7 prototype in its testing livery in Valencia. The

The four days of testing in Valencia will additionally include a Women's Test session. The Jaguar TCS Racing drivers for that session will be announced soon.



2024 PEBBLE BEACH CONCOURS D'ELEGANCE CELEBRATES D-TYPE'S 70TH

A highlight of my "home" trip to New York this year, was a jaunt to California for the Laguna Seca Rolex Reunion celebrating 50 years of historic racing (my brother was racing his Formula Ford), along with many other events at the same time for Monterey Car Week, culminating in the amazing 2024 Pebble Beach Concours d'Elegance. The week's events were paradise for any historic car fan and particularly for this historic race car fan!

I didn't realise it was the 70th anniversary for the wonderful D-type until seeing number 4 on display at Laguna Seca and again at the Concours (described below). And the icing on the cake for historic flashbacks, was watching a friend racing (yes racing) his 1955 Ecurie Ecosse D-type (chassis XKD502 3.8 litre) at Laguna. There were many more fantastic historic cars at both events, but I'll just celebrate the D-type in this article, especially the 70th display at Pebble Beach.



2024 PEBBLE BEACH CONCOURS D'ELEGANCE CELEBRATES D-TYPE'S 70TH

The Pebble Beach 2024 Car Guide said, "Jaguar's D-type was an immediate success when it debuted in 1954". Following are detailed descriptions from the Guide of the three truly historic cars.

(Photo #1) 1954 Jaguar D-type Prototype (OVC 501). Jaguar Daimler Heritage Trust, Gaydon, United Kingdom.

This is the original prototype of the D-type, one of the most successful competition series, built between 1954 and 1956. Following in the wake of the indomitable C-type, which won the 24 Hours of Le Mans in 1953, the D-type was born into huge expectation. And it did not disappoint. Its chassis number XKC401 signals that it was the first competition car built in 1954, and on its first outing to Le Mans for practice sessions, broke lap records and reached speeds in excess of 170mph. Under the bonnet beats a finely tuned 3.4-liter XK engine with triple Weber carbs, producing 250 bhp. The light alloy monocoque was fused to a multi-tubular frame, with disc brakes on all four corners, and the low-drag body skin featuring a driver headrest melding into the stabilizing tail fin. In 1954, in the debut race for the new D-type based on this prototype, a team car came in 2nd at Le Mans and went on to win the 24-hour race in 1955 and 1956. Remarkably, in 1957 the model took 1st, 2nd, 3rd, 4th, and 6th places at the fabled endurance track.

(Photo #2) 1955 Jaguar D-type Le Mans Race Car (Number 4). The JSL Motorsports Collection, Redwood City, California.

"This D-type (chassis XKD501) won the 24 Hours of Le Mans in 1956. It was the first D-type built for a private outfit and was sold to the Scottish racing team Ecurie Ecosse, which



2024 PEBBLE BEACH CONCOURS D'ELEGANCE CELEBRATES D-TYPE'S 70TH

traditionally raced in blue and white livery. The D-type was the successor to the steel-tubed space frame C-type. The D-type inherited its predecessor's 3.4 litre straight-six engine, but was graced with a new monocoque construction, in which the body and frame combined for structural integrity, bringing aviation technology to the track. A dry sump lubrication system allowed the engine to be mounted lower in the frame for aerodynamic efficiency. Today, this iconic D-type retains its original chassis, body and engine, as raced in Le Mans."

(Photo #3) 1955 Jaguar D-type Race Car (Number 11). Mark Haddawy, Los Angeles, California

The Guide says "it is one of three D-types originally exported to Australia. It was purchased in British Racing Green by a racing consortium, and successfully campaigned through 1959, with several first and second finishes. In July 1959 the D-type (chassis XKD526) was updated to the 3.8 litre specification and its livery changed to pale yellow with a black stripe. In 1961, it was famously fitted with an aluminium hardtop to facilitate its participation on the GT racing circuit, but this unique feature was removed by Keith Berryman in 1967, who continued to race the Jaguar until 1970. Berryman eventually restored it to its original configuration and sold it in 2014, having owned it for 45years."

While the Prototype and Number 4 were on exhibit only, Number 11 was one of eight cars entered in the Postwar Sports Racing Category. The Guide says that "the cars in this class are sporting, but they were built specifically to be raced, often on winding circuits and road courses such as Le Mans and the Mille Miglia. Build with lightweight coachwork and powerful engines, the cars in this class were campaigned everywhere from France, Italy, and the UK to the US and Australia." The Number 11's competition in the class included a 1956 Fiat 8V Zagato Berlinetta, two Aston Martins (1960 DB4GT and 1956 DB3S), 1960 Porsche 356B Carrera GTL, 1966 Ford GT40, and two 1954 Lagonda V12s.

The winner was the D-type! I had the pleasure of meeting the winning team and they were "chuffed" to know I'd tell JDCA about their win.



JAGUAR UNVEILS TYPE 00. UNMISTAKABLE. UNEXPECTED. DRAMATIC.



Introducing an unmistakable, unexpected and dramatic physical manifestation of Jaguar, as the brand continues its transformation.



THE FUTURE OF JAGUAR

Introducing an unmistakable, unexpected and dramatic physical manifestation of Jaguar, as the brand continues its transformation. Type 00 (pronounced Type Zero Zero) embodies Jaguar's creative philosophy of Exuberant Modernism following the debut of its new brand identity.

The world premiere of the design vision concept at Miami Art Week – as South Florida becomes the centre of the art world for six days – previews what's to come from Jaguar, as the brand recaptures the original 'Copy Nothing' ethos of its founder, Sir William Lyons.

The magic of Jaguar is close to my heart – an original British luxury brand unmatched in its heritage, artistry and emotional magnetism. That's the Jaguar we are recapturing and we will create the same sense of awe that surrounded iconic models like the Etype. Our journey is already underway, guided by our original ethos to Copy Nothing – and the results will be spectacular."

Adrian Mardell: Chief Executive Officer, JLR

In Miami, Jaguar's transformation into an electrified brand with an elevated family of highly desirable and exclusive new luxury vehicles continues. This transition extends beyond the products Jaguar designs and engineers; it represents a reimagination of the entire brand.

We have forged a fearlessly creative new character for Jaguar that is true to the DNA of the brand but future facing, relevant and one that really stands out.

Rawdon Glover: Managing Director, Jaguar

World premiere: Type 00

The 'Type' prefix is a link to the brand's

provenance, to models like the pioneering Etype. The first zero references zero tailpipe emissions. The second represents its status as car zero in our new lineage. Its visionary design defies electric vehicle convention with a long bonnet, sweeping roofline, 23inch alloy wheels, fastback profile and boattail to create a dramatic silhouette with sophisticated, modernist surfaces. This design was enabled by our unique and dedicated architecture

JEA (Jaguar Electrical Architecture)

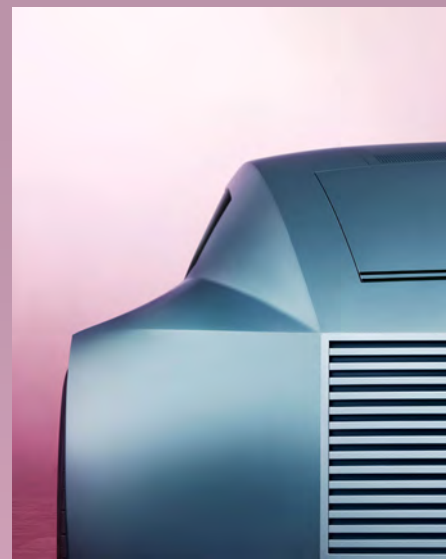
Type 00 is a pure expression of Jaguar's new creative philosophy. It has an unmistakable presence. This is the result of brave, unconstrained creative thinking, and unwavering determination. It is our first physical manifestation and the foundation stone for a new family of Jaguars that will look unlike anything you've ever seen. A vision which strives for the highest level of artistic endeavour."

Professor Gerry McGovern OBE: Chief Creative Officer, JLR

Exuberant Modernism

Jaguar's new creative philosophy is founded on three fundamental characteristics and expressed in every part of the brand and everywhere it appears – represented in both a new artistic visual identity and the way it builds relationships with clients.

- **Exuberant.** Vibrant, uninhibited and fearless. In the vehicles it creates and moments it curates
- **Modernist.** Futurefacing, curious and inspired by the world. Respectful of the past, not dictated by it
- **Compelling.** Holistic, sensory and



extraordinary. Generating meaningful connections with clients

Type 00 is a prelude to a future generation of Jaguars that will recapture the spirit and essence of the brand at its best. Our start point was a blank sheet of paper from both a design and engineering perspective. A new and unique architecture, JEA, was developed from scratch to enable the dramatic design of Type 00. This dedicated technology platform will ensure clients experience a captivating driving experience, engaging handling and exemplary ride comfort.

The latest electrification technologies and aweinspiring designs will make future Jaguars stand out in an increasingly homogenous EV market.

Built in the UK, the first new generation production Jaguar will be a four door GT to be revealed in late 2025. It will target a driving range up to 770km (478 miles) WLTP* or 430 miles (692km) EPA*, on a single charge and adding up to 321km (200 miles) of range in as little as 15 minutes when rapid charging.*

Exclusive brand stores

Jaguar will come to life in a select number of exclusive brand stores for clients around the world. These environments will present an immersive step into the world of Jaguar, embracing their setting and local culture and be complemented by a wider global network of luxury retailers. Jaguar's first new brand store will be in the heart of the luxury fashion district of Paris, in the 8th arrondissement.

Dramatic exterior

The confident new face combines up-



THE FUTURE OF JAGUAR

right, flush surfaces with the new Jaguar device mark at its centre. A distinctive and precise front light signature emphasises the corners of the car, giving width and grounding it.

The side profile is dominated by bold proportions, with the Jaguar 'leaper' laseretched into a handfinished brass ingot on each side of the car. These ingots theatrically deploy to reveal rear-facing cameras that – like the charging ports and front air intakes – remain hidden until needed.

The rear continues the bold statement. A glassless tailgate and panoramic bodyharmonised glazed roof create a sense of sculpture. The rear elevation is defined by distinctive horizontal Strike-through graphics, which hide dramatic fullwidth taillights and emphasise the power and scale of Type 00.

Jaguar is no place for ordinary. When you see a new Jaguar for the first time, it must have a sense of awe, of never having been seen before. Type 00 commands attention, like all the best Jaguars of the past. It has a dramatic presence, channelling a unique spirit of British creativity and originality. It celebrates art and embodies the essence of Exuberant Modernism.

Constantino Segui Gilabert: *Chief Exterior Designer, Jaguar*

Just as a pair of Etypes attended its 1961 launch at the Geneva Motor Show, the reveal of Type 00 celebrates two contrasting interpretations of Jaguar's new design vision. A Satin Rhodon Rose example – dubbed 'Miami Pink' in honour of the pastel colours of the city's iconic Art Deco architecture – is inspired by the distinctive rose colour that brass takes on as it ages. It is joined by a striking Inception Silver Blue model. Dubbed 'London Blue', it is inspired by the Opalescent Silver Blue of the 1960s and was chosen to reflect Jaguar's British heritage.

Captivating interior

A pair of dramatic butterfly doors and 'pantograph' tailgate open to reveal



a modernist interior that shares its exuberant proportions with the exterior. The aweinspiring cabin features three handfinished brass lines which run the length of the interior, with a central 3.2m long brass spine that splits a pair of floating instrument panels.

The Materiality ideology for Type 00 embraces authentic, unexpected materials and captivating colour, with our new creative philosophy visible at every turn. We have three key materials – brass, travertine stone and textiles – and the way we use these materials represents bold pieces of art and creates a unique atmosphere.

Mary Crisp: *Chief Materiality Designer, Jaguar*

Soothing travertine stone functions as a plinth, supporting the floating seats and central spine. It inspires the rich layered tonal colour palette of the interior. Woven textiles add to the sense of craftsmanship. A tactile wool blend, inspired by handwoven yarns, envelops the two seats, sound bar and flooring.

Just as on the outside, deployable technologies are a hallmark of the interior. Screens glide silently and theatrically from the dashboard, while powered stowage areas slide open softly on demand, revealing hidden splashes of

exuberant colour. We believe technology should enhance the modern luxury experience, not dominate the architecture, and the digital screen at the centre of the dashboard is an example of this philosophy. The Clearsight display replaces the traditional rearview mirror, improving overall visibility.

Tom Holden: *Chief Interior Designer, Jaguar*

A sensory experience

Type 00 is an experience for the senses. Its bodyharmonised glazed roof casts a subtle pattern onto the materials inside, bringing textures to life and changing their character throughout the day.

Jaguar's design team explored new ways of enhancing the interior. Occupants can tailor the cabin to suit their mood using the uniquely crafted Prism case. The objective of this feature is for occupants to engage with the vehicle and extend the concept of customisation and personalisation. It stows behind an exquisitely engineered powered door on the bodyside and contains three totems of natural materials – Brass, Travertine and Alabaster.

Placing one of the totems inside the centre console tailors the mood of the interior. Everything, from the ambient lighting and unique soundscape to the tailored screen graphics, reflect the properties of the chosen material. Bespoke scents interact with the materials for unprecedented personalisation.

This exuberant and artistic approach to engaging the senses extends to the display screens, where animations are formed through the creative technique of 'Chiaroscuro' – using light and shadow to define threedimensional objects.

Symbols of change

Type 00 showcases Jaguar's new identity with powerful symbols of the change



THE FUTURE OF JAGUAR



highlighting the transformation, all inspired by Jaguar's precious provenance. These include:

Device mark: Jaguar's signature.

A celebration of modernism – geometric form, symmetry and simplicity. Inspired by Malcolm Sayer, Jaguar's designer of the C, D and Etype who uniquely blended science and art to produce timeless shapes in these cars. The geometric letter forms are rotated to create perfect visual symmetry and balance. It creates a modernist form that spells out the distinguished Jaguar name.

Maker's marks: The Jaguar 'leaper' and monogram.

The 'leaper' is a precious mark of provenance. Now, always leaping forward it is a signpost of our forwardfacing outlook and a representation of excellence. It is the hallmark of the brand, as it has been since the beginning.

The new monogram replaces the 'Growler' that represented the sound of combustion engines of the past. The new monogram is a discreet artistic motif that incorporates the 'j' and the 'r' from opposite ends of the device mark. The term 'opposite' signifies our approach to do things differently and defy electric vehicle convention.

Strikethrough: This bold linear graphic generates a presence and an immediately recognisable visual for Jaguar and symbolises striking through imitation and the ordinary.

Exuberant colours: The exuberant and bold use of colour is a cornerstone of Jaguar's new brand identity, embedded

in its association with art. Always presented with texture or movement.

Artistic endeavour

Jaguar has earned a reputation for original thinking inspired by the singular vision of founder, Sir William Lyons, who believed that Jaguar should be a 'copy of nothing' and that its cars should be considered as artforms.

Jaguar showcased its creative reimagining at Miami Art Week with a series of curated gallery spaces in two locations. As the Official Luxury Automobile of Art Miami, it presented 'Jaguar. Exuberance.' – an immersive exploration of its dramatic new visual language featuring original works by British artists. Then, at the fashion and architectural playground of Miami Design District, Jaguar unveiled its 'Copy Nothing' installation for the public global debut of Type 00.

Our presence at Miami Art Week emphasises Jaguar's purpose as an advocate for art and creativity in all its forms. We know that art is a passion point for our future clients, so what better way than to go and talk to them directly, at one of the world's premier art festivals.

Rawdon Glover: Managing Director, Jaguar



JAGUAR AROUND THE WORLD

— NEWS CLIPS

1. Two Bespoke Jaguar E-Types Will Be the Last to Leave the Factory

By Tara Hurlin

Jaguar is celebrating 50 years since the E-type was discontinued in June of 1974 by bringing the nameplate back for two very special Works bespoke Jaguar E-types. The duo was built on commission by Jaguar Classic, the automaker's historic division, with inspiration taken from the original Commemorative Edition models from 1974.

Before you get your hopes up, we should make it clear that both sports cars have been spoken for and will be sent to a customer located in Southeast Asia.

Said to officially be the last original E-types to roll out of Jaguar's factory...



Read more:



From JLR Media - Fifty years since the last Jaguar Etype rolled off the production line, two rarefied Series I Jaguar Classic Etype Commemorative models have been exclusively created for a loyal, discerning client in Southeast Asia to celebrate the iconic sports car.

Each example carries references to key moments from Etype history, from the blueprint of its inception to the last Series III models. Celebrating the style and sophistication of the original with new, precious details, the two beautiful vehicles are the finest examples of Works Bespoke creations by Jaguar Classic.

The pair of Jaguar Classic Etype Commemorative creations bring the Etype story full circle, inspired by the final 50 Commemorative Editions from 1974 - and they will be the only two examples ever to leave the Jaguar Classic workshop.

The Jaguar Classic Etype Commemorative vehicles are the ultimate expression of Etype, with a unique hand built specification making each one a truly individual collectors' item. Every detail - inside and out - receives the careful attention of the dedicated Jaguar Classic experts, with upgrades meticulously orchestrated over more than 2,000 hours.

With Etype Commemorative, our Classic team set out to improve on an already nearperfect design. As the original creators of Etype, we are uniquely positioned to subtly integrate both aesthetic and engineering enhancements borne out of decades of knowledge, skill and passion. The unique specification and our collaboration with renowned jewellers Deakin & Francis has resulted in a machine as close to driveable precious metal as it is possible to conceive.

Lennard Hoornik: Chief Commerical Officer

Timelessly crafted with unparalleled finishes

The two Jaguar Classic Etype Commemorative vehicles are both drophead coupes, in oneofone specifications. One is finished in Signet Green, while the other is Opal Black - both updates of original colour schemes from 1974.

The elegant exterior is matched by a timeless interior, featuring Bridge of Weir tan leather seats handwoven and stitched in the Jaguar Classic trim shop - with matching black and tan leather trim. This uniquely tactile woven finish has never been made available at Jaguar Classic before and blends traditional skills and design inspiration with a contemporary aesthetic.

Bespoke elements adorn the interior, with an anodised aluminium centre console bearing a unique engraving of a genuine early Series I Etype blueprint sourced from within the archives. The blueprint was previously displayed alongside Etype at the New York Museum of Modern Art (MOMA), with the anodised aluminium centre console becoming a hallmark of each Etype produced at Jaguar Classic.

Custom jewellery

Setting the Jaguar Classic Etype Commemorative vehicles apart is jewellery adorning the interior and exterior of each model by Deakin & Francis. England's oldest manufacturing jeweller has been crafting masterpieces over seven generations, since its inception in 1786.

A collaboration of passionate craftspeople bridging local industries, each Etype Commemorative is adorned with mother of pearl, hallmarked solid silver and 18ct gold details.

In the same spirit as Jaguar Classic, the renowned silversmiths live and breathe their timehonoured craft, working locally to exacting standards in nearby Birmingham's legendary Jewellery Quarter.

At the front, the motif bar badge is finished in silver with guilloché mother of pearl and an 18ct gold Growler icon, while at the rear, badges are enamelled sterling silver.

Inside, the steering wheel horn push is finished in silver with an 18ct Growler badge and mother of pearl inlay, while a sterling silver gear knob with mother of pearl and 18ct gold Growler detail provides decadent tactility.

Deakin & Francis is proud to be a part of this inspiring collaboration with Jaguar Land Rover Classic, bringing together two of Britain's most iconic heritage brands.

Such a partnership reinforces each brand's complete commitment to superior quality and celebrates a shared passion for pushing boundaries in design and craftsmanship, while offering our discerning customers a truly oneofakind experience.

Techniques honed by Deakin & Francis, which have never been seen before in the automotive world, have been seamlessly integrated into these incredibly rare vehicles. Together we have created two extraordinary classics that blend the artistry of Deakin & Francis, with the expertise of Jaguar Land Rover Classic.

Henry Deakin: Managing Director, Deakin & Francis

The exquisite detailing extends to the instrument panel switches, which are finished in knurled silver with a hallmarked silver bezel. This attention to detail extends to the key cover, which is



JAGUAR FUTURE

finished in silver with matching mother of pearl and 18ct gold.

Technical specification

Under the elegant bonnet of each Etype Commemorative is the famous 3.8litre engine, now with Electronic Fuel Injection and a Jaguar Classic fivespeed manual gearbox. This combination delivers the perfect blend of driving engagement and everyday usability.

Making the vehicles even more suited to use in the 21st century, they are fitted with a discreet Jaguar Classic Bluetooth radio and heated windscreen, providing modern comforts while retaining all the character and authenticity of an Etype interior.

2. Cold And Shocking: Have You Checked The Voltage Of Your Coolant?

By Jeff Smith

A little-known cooling system condition diagnostic trick is to measure the acidity level of the anti-freeze by reading the voltage of the coolant. No kidding. This is a simple test using either a digital voltmeter or an old school analog voltmeter. With an analog meter, set it to read to measure in the under 1-volt scale.

Place the negative lead on a suitable ground on the radiator – usually right on the body of the radiator assuming its aluminum or brass. Place the voltmeter's positive lead so that the lead only touches the coolant and not the body of the radiator. This technique will generate a milli-volt reading on your digital voltmeter. OE specs generally accept 300 milli-volts or 0.30-volt (or less) as an acceptable level. Numbers approaching 600 milli-volts or higher indicate a very acidic coolant that needs service.

Wait... The Coolant Has An Electrical Charge?

What the voltmeter is measuring is essentially a very mild version of a lead-acid battery.



Read more:

3. Jamie Chadwick and Lilou Wadoux to drive for Jaguar tcs racing in women's test

Jaguar TCS Racing have announced that Jamie Chadwick and Lilou Wadoux will take part in the 2024/25 ABB FIA Formula E official women's test, the first of its kind in any FIA Championship, taking place in Valencia, Spain in November.

British driver Jamie Chadwick is not unfamiliar with the allelectric world, having previously driven for Jaguar in the Marrakesh rookie test in 2020. Over her 14year racing career,



Chadwick has built up an impressive ontrack record. She made her single seater racing debut in 2017 competing in the BRDC British Formula 3 Championship and, in 2019, entered the inaugural season of W Series. She went on to become an undefeated triple W Series champion and finished the 2022 season with a total of 11 victories. In August 2022 Chadwick was announced as a test driver for Andretti Autosport in Indy NXT and was signed as a driver for the 2023 and '24 seasons. This year, she became the first woman to win an Indy NXT race in 14 years and finished the season in 7th place.

Jaguar TCS Racing have also confirmed that 26yearold Chadwick will take part in the Formula E rookie test at the 2025 Berlin EPrix.

Joining Jamie at Jaguar TCS Racing in Valencia will be Super GT driver Lilou Wadoux, who began her racing career in karting age 14. Wadoux graduated to competitive circuit racing two years later, starting with onemake saloon car championships. In November 2021 Wadoux entered into endurance racing with the allfemale LMP2 Richard Mille Racing Team and, in 2023, was signed as Ferrari's first female factory driver. She became the first female winner in the FIA World Endurance Championship (WEC) in any class after winning the 2023 6 Hours of SpaFrancorchamps. In 2024 Wadoux entered the Japanese Super GT series and has raced in the endurance rounds of the IMSA SportsCar Championship.

Chadwick and Wadoux will be joined by many other talented women who will drive the Season 11 GEN3 Evospec Formula E cars for the test on the afternoon of Thursday 7 November, where the Jaguar ITYPE 7 will run in a celebratory test livery.

I'm very excited to be back working with Jaguar TCS Racing – a team that have seen so much success recently – and to be back in the world of electric racing! Formula E is such an exciting, futurefacing championship and I'm really looking forward to testing out the Jaguar ITYPE 7. It will be a great opportunity to grow my relationship with the team, meet many other talented drivers and get to experience the mindblowing technology in these cars.

Jamie Chadwick: Racing Driver

This will be my first time in a Formula E car and I can't wait for the experience. This test is an amazing opportunity for me to get involved in the sport, one that is so well known for inspiring the next generation, and to get women more involved in motorsports. I'm so grateful for the opportunity and look forward to getting behind the wheel of the Jaguar ITYPE 7.

Lilou Wadoux: Racing Driver

It's fantastic to be working with Jamie Chadwick again and to welcome Lilou Wadoux into the team. They've both achieved amazing results in their careers to date and myself and the team look forward to what will be a very exciting test for FIA Formula E. I have no doubt that we have two of the best drivers joining us.

"The test provides an important opportunity to showcase this highly talented group of women drivers in the pinnacle of electric racing. We're looking forward to building on our relationship with Jamie after witnessing her amazing success in W Series and recently in Indy NXT. Lilou has gone from strengthtostrength with some impressive results in WEC, IMSA



and other series, so I'm really excited to work with her for the first time and see her excel in Formula E with all of us here at Jaguar TCS Racing."

James Barclay: Team Principal at Jaguar TCS Racing

4. Distracted Driver Annihilates Rare Jaguar in Head-On Collision

The driver of an Opel sedan crossed into oncoming traffic and crashed into the classic Jag.



By: Jeff Perez

Classic cars aren't meant to be stored, they're meant to be driven. Unfortunately, that puts them at risk of being dinged, scraped, or even worse, severely damaged—as the driver of this once-pristine 1948 Jaguar XK120 found out.

Giuseppe Cerbone and his co-driver Nicolo Bottini Bongrani were doing a test run for the Mille Miglia in their 1948 XK120 when they nearly collided head-on with an Opel Insignia. According to Austrian publication Kronen Zeitung, the driver of the Opel was distracted and crossed into oncoming traffic. The right front end of the Opel smashed into the right front end of the Jag, and both cars sustained serious damage.

In a video posted to X (formerly Twitter), the driver of the XK alleges that the driver of the Opel was looking at her phone when the accident happened. The 23-year-old woman admits that she "had a call" and looked down at her phone briefly. Thankfully nobody was seriously injured in the crash, but the driver and passenger of the XK did sustain minor injuries.

As for the Jag, it's still unclear if it's a total loss or not. But the damage looks severe. A classic XK120 could set you back as much as \$100,000 or more, depending on the condition and model year. The only bit of silver lining for the owner is that the next Mille Miglia doesn't take place until June of 2025, which gives them enough time to repair the vehicle for the race. If it's even able to be fixed, that is.



Video:

5. The Jaguar C-X75 Is Back (Again)

The gorgeous supercar with a supercharged V-8 returns—and this one is street-legal.

By: Adrian Padeanu

Comments

1. Callum Designs has made a second road-legal conversion of the Jaguar C-X75.
2. The stunning coupe is powered by a supercharged 5.0-liter V-8 engine.

3. More than 1,000 hours of work were needed to perfect the body.

Jaguar's supercar that never was, the C-X75, premiered as a concept at the 2010 Paris Motor Show. A production version was announced shortly thereafter, but it never materialized due to the global recession. But that wasn't the end of the C-X75's story. The gorgeous coupe went on to star in the 2015 James Bond Spectre movie, and earlier this year, the man who designed the car debuted a street-legal conversion. Now, Ian Callum has finished another one.

Like the original, this is one of the seven stunt cars manufactured by Williams Advanced Engineering for the 24th installment in the James Bond franchise. After wrapping up filming, four prototypes were sold to private buyers. Callum's eponymously named company had the opportunity to work on one of those cars once again after turning chassis 007 into a street-legal machine. This time around, the designer of the C-X75 sought to bring chassis 001 even closer to what the supercar would have been if Jaguar had built it a decade ago.

The Willow Green bodywork took over 1,000 hours to complete, which involved implementing active aerodynamics that kick in after 37 miles per hour. Another notable improvement is the addition of a hydraulic lifter on the front axle, allowing the vehicle to clear potholes and speed bumps without risking damage to its precious underbody. When it's time to stop, there's now an air brake. New software improves ride quality after giving the C-X75 a license plate.

As with the other stunt cars built for Spectre, this C-X75 uses Jaguar's supercharged 5.0-liter V-8 engine. The original concept had an entirely different powertrain since it used a turbocharged and supercharged 1.6-liter four-cylinder engine with dual electric motors at each axle. In this new conversion, the mid-mounted eight-cylinder powerhouse routes its output to the rear axle through a seven-speed, dual-clutch automatic transmission.

Inside, it's a lot more civilized than the first conversion we saw in February. The three round screens on the center console remind us of the Bugatti Tourbillon. Callum Designs installed a new steering wheel machined from a solid billet of aluminum. There's even wireless smartphone charging, Apple CarPlay connectivity, and a digital rearview mirror. Moreover, a roof-mounted console accommodates the start button and other controls.



Jaguar C-X75 road-legal conversion by Callum Designs

We reckon this is exactly the sort of car Jaguar needs to get back in the game. But sadly, that ship has sailed for internal combustion engines. The Tata Motors-owned brand is going fully electric. Production of most ICE cars has ended ahead of the brand's rebirth in 2025 as an EV-only, ultra-luxury automaker. Meanwhile, the transition has been "hugely frustrating," according to Jag's managing director Rawdon Glover.

We'll also remind you that the C-X75 isn't the only exotic refurbished by Ian Callum and his team. Shortly after retiring from Jaguar to make his own company in 2019, the designer rejuvenated the original Vanquish with a special edition of 25 cars featuring over 350 changes.



6. Jaguar TCS Racing have completed the 2024/25 ABB FIA Formula E World Championship official preseason test at Circuito del Jarama in Madrid.

JLR TCS Racing Media Release



The 2024 Teams' World Champions put the Jaguar ITYPE 7 Prototype - with allnew GEN3 Evo specification - through its paces with drivers Mitch Evans and Nick Cassidy behind the wheel.

The British team had a constructive week in the Spanish capital across six test sessions in preparation for the new campaign, with Mitch Evans setting the fastest time overall at the preseason test with a 1:27.461.

Jaguar TCS Racing's 2024/2025 challenger took to the Jarama track, running in a celebratory testing livery symbolising all 16 of the team's victories in Formula E to date. The official season-long livery for the Jaguar ITYPE 7 will be unveiled ahead of the season opener in São Paulo, Brazil.

The official preseason test is a key opportunity for the team to test and develop the new GEN3 Evo technology, including allwheeldrive capability, new bodywork, tyres and allnew Jaguar powertrain. The team's test schedule in Jarama included a race simulation over 24 highspeed laps, as well as getting to grips with the allnew Pit Boost charging procedures, updated Attack Mode and latest Hankook iON tyres.

The ontrack action in Jarama concluded with the first allwomen test session in any FIA Championship, with all 11 Formula E teams fielding some of the most talented drivers in motorsport. Britain's most decorated female racing driver Jamie Chadwick got behind the wheel of the Jaguar ITYPE 7, faring strongly in a competitive field finishing second overall. Unfortunately, Lilou Wadoux was unable to take part in the session due to a seat fit issue but will be given the opportunity to test with Jaguar again in the future.

The team gained crucial learnings from the three days of testing in Spain, which will be put into practice when the 2025 ABB FIA Formula E World Championship gets underway in Brazil for the São Paulo EPrix next month.

Firstly, I would like to say thank you to Formula E Operations who have done an incredible job to move the preseason test to Madrid in such a short timeframe and to ensure our testing activity didn't impact the emergency services in Valencia. On behalf of the team, we would like to express our gratitude to all those involved and most importantly our thoughts go out to everyone in Valencia at this terrible time.

"With regard to the test this week, it has been a really constructive week for the team. We showed positive signs of performance across the week and especially here on the final day. Most importantly the team and drivers have worked incredibly diligently through our planned programme with our new Jaguar ITYPE 7. As always, it's clear that it is going to be a very competitive season of Formula E.

"Finally, it was fantastic to see the firstever allwomen drivers

test in Formula E. There was huge strength in depth throughout the field, and we were pleased to welcome Jamie and Lilou to Jaguar TCS Racing. Jamie settled into the GEN3 Evo Jaguar ITYPE 7 incredibly well, it was a very professional performance in and out of the car and her speed was clear to see on the timesheets. It was very unfortunate for Lilou that she was unable to get out on track with a seat fit issue, she integrated very well with the team, and she will return to test with us.

James Barclay: Jaguar TCS Racing Team Principal

Overall, it's been an important week of testing. It is still early days with the Jaguar ITYPE 7 and there is a lot to learn in terms of performance, but we've gathered lots of information and as the week progressed I believe we've got the car into the right window. We've made good progress which is the main thing and hopefully we can continue that development as we head towards the Season 11 opener in Brazil.

Mitch Evans: Jaguar TCS Racing driver, #9

We've carried out a lot of crucial mileage over the course of the week in Madrid, which will hopefully put us on the right path for the season ahead. Everyone in the team has worked extremely hard over the course of the week and I think we've been able to make a big leap forward. There is still a lot to do and we have a lot to discover still with the Jaguar ITYPE 7 in terms of performance, but it has been encouraging throughout the week.

Nick Cassidy: Jaguar TCS Racing driver, #37

It was a really, really enjoyable day here in Madrid. It was great to get a proper taste of the Jaguar ITYPE 7 Formula E car, and this track is awesome to drive too. I am a little bit disappointed in the end that my final run got a bit messy on my new tyre run with red flags and traffic, I think I probably had more in it. But overall, I enjoyed working with the Jaguar team and I will now look forward to Berlin.

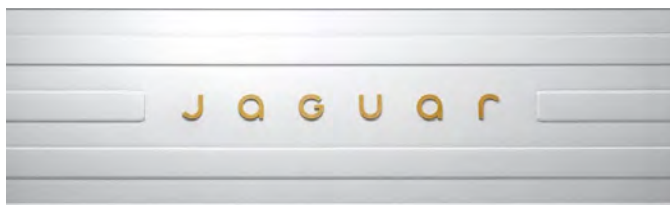
Jamie Chadwick: Racing Driver

Despite not being able to get out on track in the test, I learned a lot as part of Jaguar TCS Racing this week. I have enjoyed being a part of the setup which won the championship last year and how competitive Formula E is as a series. It has been a great experience with Jamie [Chadwick] and the team this week and I hope there will be more opportunities in the future.

Lilou Wadoux: Racing driver

7. Jaguar unveils new logo ahead of electric relaunch

Shehnaz Khan



BBC News, West Midlands

The new bespoke logo, written as JaGUAr, has "seamlessly blended upper and lower case characters in visual harmony", the company said.

Luxury car manufacturer Jaguar has unveiled a new logo and branding ahead of its relaunch as an electric-only brand.

The British vehicle maker, owned by Tata Motors, will launch three new electric cars in 2026, having taken new cars off sale more than a year ago to focus on reinventing the brand.



JAGUAR FUTURE

As part of its rebrand, Jaguar revealed a brand new logo on Tuesday, alongside a new prancing "leaper" cat design and marketing slogans such as "delete ordinary".

The new bespoke logo, written as JaGUAr, has "seamlessly blended upper and lower case characters in visual harmony", the company said.

Jaguar, which has sites around the country including in Warwickshire, Coventry, Solihull and Castle Bromwich, announced its transition to electric vehicles in 2021.

Jaguar's rebrand also includes a new prancing "leaper" cat design, embossed on brass

Managing director Rawdon Glover said taking new cars off sale was "intentional" as it looked to create a barrier between the old models and the new Jaguar vehicles.

"We need to change people's perceptions of what Jaguar stands for," he said.

"And that's not a straightforward, easy thing to do. So having a fire break in between old and new is, actually, very helpful."

Jaguar Land Rover (JLR) chief creative officer Gerry McGovern said Jaguar had "its roots in originality" and that its founder, Sir William Lyons, believed it "should be a copy of nothing."

The new Jaguar brand was "imaginative, bold and artistic" and "unique and fearless," he added.

The first car within the new brand would be a four-door GT built in Solihull, West Midlands, JLR previously said.

8. Madonna's Jaguar goes up for auction

Written by - Stuart Maisner



Madonna bought the Jaguar for her son Rocco in 2021

A luxury classic car which was owned until recently by Madonna is going up for auction.

The Queen of Pop purchased the rare 1967 Jaguar Mark X 4.2 three years ago for her son Rocco and sold it a year later, according to auctioneers.

The car is being sold at Mercedes-Benz World in Weybridge, Surrey, on Saturday with an estimated value of between £16,000-£22,000.

Matthew Priddy, from Historics Auctioneers, said Madonna "used the car for photo shoots" and "was seen in it in and around London".

The star used the car for photo shoots published on her social media

Mr Priddy said: "This car is interesting because of who owned it.

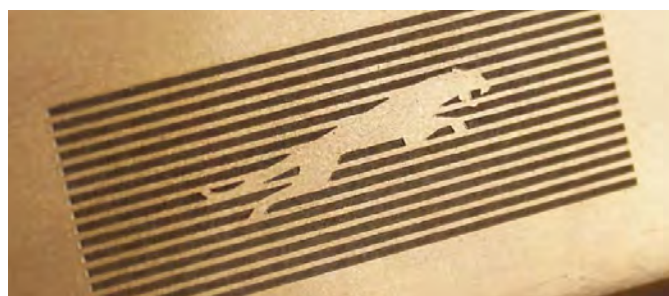
"It could sell for significantly more than the estimate."

The Jaguar is a "rare 4.2 example that was only in production for two years", according to the auctioneers.

Madonna staged a photoshoot in the car with images posted on her Instagram account.

9. The American marketing guru who masterminded Jaguar's woke rebrand: BLM-supporting designer from New York who lives with Scottish husband and their cockapoo Mia boasted of British car icon's 'transformative journey'

By JAMES FIELDING and JON BRADY Daily Mail UK



This is the self-styled marketing guru who masterminded the 'woke' rebranding of the iconic Jaguar car which has sparked furious reaction and ridicule around the world, MailOnline can reveal.

Santino Pietrosanti, who boasted at an awards dinner that Jaguar had 'established over 15 DEI groups' as part of a 'transformative journey', is head of brand at the historic British car company.

Originally from the USA, Pietrosanti lives in a £975,000 house in Milton Keynes with his Scottish husband Paul, who he has been with for 12 years, and cockapoo Mia.

Speaking at the Attitude Awards last month while wearing a spangled dinner jacket over a see-through t-shirt, he promised ...

[Read more:](#)

10. This Is Jaguar's Future Six-Figure EV

Even though it's still camouflaged, Jaguar's first high-end EV already looks promising.

By: Alessandro Lago



Imposing, massive, and somewhere between a four-door coupe and a shooting brake. This heavily camouflaged prototype is our first look at Jaguar's future. The company published these initial photos of the prototype undergoing test sessions in England.

This will be the first in what Jaguar calls its "new species" of



JAGUAR FUTURE

high-end vehicles. It will be shown on [Read more:](#)
Is this our first teaser of what the new Jaguar sedan will look like?

11. Jaguar's New EV Doesn't Have a Rear Window

A recent teaser image doesn't show any taillights, either.



By: Christopher Smith

Update: Jaguar already followed up its chunky EV teaser image with two more glimpses of what could be an external camera, mounted behind a panel bearing the company's new logo. We're getting the impression that straight lines will factor heavily into the new design.

We will see Jaguar's future on December 2, when the covers are lifted

[Read more:](#)

12. TWR Supercat: Jaguar XJS Returns with Dramatic Styling

The all-eyes-on-me restomod features a supercharged V-12 making 660 horsepower.



By: Adrian Padeanu

Jaguar as we know it is dead. It's about to enter a new era by ditching combustion engines to compete in ultra-luxury EV territory. But if you long for the good old days of the leaping cat, the XJS is making a spectacular return. No, Jag isn't bringing it back. Instead, TWR is reviving the posh grand tourer through a boldly styled restomod with a carbon fiber body penned by Khyzyl Saleem.

Founded in 2020 as a separate entity from the legendary Tom Walkinshaw Racing, TWR is an engineering company. It won't do

[Read more:](#)

13. Opinion - Jaguar Needs a Miracle. Is This It?



by James Mills

Jaguar believes its future lies in "exuberant modernism," as evidenced by this concept to be unveiled on 2 December in Miami. (Jaguar)

When it comes to cock-ups, mismanagement, and hoping for fair winds and following seas, Jaguar is right up there.

If you haven't heard, the Jaguar part of JLR - Jaguar Land Rover - is in a pickle. Earlier this year, it stopped selling the XE and XF sedans as well the F-Type sports car. Now it's pulled the plug on the I-Pace electric car, the E-Pace junior SUV, and its primary cash cow, the F-Pace SUV.

This means you now can't buy a new Jaguar in the UK. And that means Jag dealers can't sell you one. The last time this happened was when bombs were falling on factories, during World War II.

Yet for reasons best known to Jaguar.....

[Read more:](#)

14. 10 Concept Cars of the '60s We Wish They'd Built



by Nathan Chadwick

We always want what we can't have. A limited Japanese-only version of a record? People will pay high sums for those. A rare



JAGUAR FUTURE

mistake on a pre-production watch? Gold dust. You get the idea.

However, few consumer goods have painted such vibrant visions of the future than cars, and fewer still have disappointed more in the transition from sparkly auto show stardust to dowdy showroom stodge.

The 1960s was the true golden era of the concept car - everything was new, the future unspooling with rapid experimentation in aerodynamics, materials, and engineering know-how. The likes of.....

[Read more:](#)

15. This Jaguar XK120 is a Road Legal Kiwi Racing Legend



By Ben Selby [Waimak Classics]

Any Jaguar XK120 is special. Built from 1948 to 1954, the XK120 was the car which made Jaguar as we know it today. With its XK straight six and gorgeous flowing lines, the XK120 quickly became the must-have accessory for all tycoons and celebrities, such as Clark Gable and Frank Sinatra.

The XK120 also saw its fair share action on the global motor-sport stage. Le Mans, the Ulster Tourist Trophy and the Monte Carlo Rally were all the stomping ground for this new cat. While XKs like the famous Monte NUB120 took all the sporting headlines, one competition XK120 in New Zealand gained all manner of attention from Kiwi racing fans throughout the fifties and sixties. Called the Silcock/Middlemass XK120 racer, it is one very special car.

The car, rego AL6246, was bought new by

[Read more:](#)

16. Fastest Jaguar - reached over 225 mph at Bonneville Salt Flats

By Jaguar Daimler Heritage Trust

This Jaguar XFR prototype is the fastest Jaguar ever made (as of 2008), an XFR fitted with the supercharged 5.0 litre engine.

In November 2008, it was driven by Paul Gentilozzi of the US racing team Rocketsports at the Bonneville salt flats in Utah, and was timed at 225.675 mph (363.2 km/h), beating the previous record set in the early 1990s by an XJ220 super car, which reached around 217 mph (349 km/h). To get it to reach that speed, Jaguar engineers gave the XF a remapped ECU, a modified air intake and exhaust, and a revised supercharger. The car was also fitted with a parachute to assist with slowing down from such high speeds. The engine internals were unchanged from the production car and it retained the standard six-speed automatic.

The XF saloon had made its debut at the Frankfurt Motor Show in September 2007, and....

[Read more:](#)

[Video:](#)



17. Jaguar does the worst rebrand EVER!

By Carchat Corner



Now, Jaguar has always had a rich legacy. We're talking about some of the most beautiful cars ever made—the Jaguar E-Type, often regarded as one of the most stunning cars of all time. Then you've got the Jaguar XJ sedan, the F-Type sports car, and the XK series, all of which represented the perfect blend of British luxury, performance, and style. Jaguar wasn't just a luxury brand; it was a symbol of understated class. But somewhere along the way, Jaguar seems to have lost its footing. Instead of building on the foundation of what made them special, they decided to take a sharp turn—and not a good one. So, what exactly did they do?

[Read more:](#)

18. JLR Closes the loop with industry first breakthrough using recycled seat foam

JLR Media Release November 2024

JLR has made a significant technical breakthrough in the closed-loop recycling of polyurethane seat foam from its used vehicles by successfully reintegrating it back into the production of new seats.



JAGUAR FUTURE

In collaboration with Dow's MobilityScience™ material innovations and global leader in automotive seating Adient, this is the first time closedloop seat foam content has been successfully used in automotive production.

Luxury vehicle manufacturer JLR is now putting the material through its full production process aiming to test its use at scale in preproduction vehicles early next year.

Polyurethane foams are known to be challenging when it comes to recycling and are designed for durability, meaning they end up in landfill and can remain in the environment for several generations. By creating a closedloop supply chain, JLR will be able to reduce emissions, eliminate waste and enable a secure supply of low carbon seat foam for its vehicles.

The recycled foam will be one element to a new 'circular seat' that it is estimated will half CO2e emissions impact while maintaining high performance, avoiding over 44kg of CO2e per seat, the equivalent of charging almost three thousand smartphones².

I am so excited about the potential of this way of working. It represents a collective commitment to doing things differently, challenging us to rethink our approach from all angles to find the solutions needed to design and build the cars of the future.

Close collaboration with experts from the recycling and materials science industries, with our supply chain partners, and colleagues from design and engineering is key - we need to work as a collective value chain to unlock meaningful change at scale. The knowledge and applications found demonstrate that full circularity is feasible and as a business this is critical to our transition.

Andrea Debbane: Chief Sustainability Officer, JLR

This collaboration highlights Dow's MobilityScience™ initiative to drive sustainable mobility through advanced material science. By leveraging our expertise and collaborating with Adient and JLR, we are developing technologies that support our netzero carbon emissions and our circular and renewable solutions goals. Through Dow's RENUVA™ sustainability program, Dow addresses the growing demand for recycled materials by converting End of Life waste into new raw circular materials, helping our customers meet their recycled content targets. Through chemical and advanced recycling processes, this breakthrough depolymerization closedloop recycling solution meets the requirements and maintains the superior comfort and quality of JLR seats.

Jon Penrice: Mobility President, Dow

At Adient, we are proud to lead the change in integrating closedloop recycled materials into our seating solutions. Our collaboration with JLR and Dow not only showcases our commitment to sustainability but also demonstrates how innovative partnerships can drive significant advancements in the automotive industry. By leveraging recycled polyurethane, we are setting new benchmarks for environmental responsibility while ensuring our products deliver the luxury and comfort our customers expect.

Mick Flanagan: Vice President Customer Group, Adient

The breakthrough is a result of ongoing research and testing at JLR's Circularity Lab in Gaydon, which aims to reduce waste and boost the recyclability of its luxury vehicles.

Historically, vehicles have been designed with limited consideration for how easy it is to take them apart and separate materials once they reach endoflife. The use of mixed materials that are difficult to separate, fixing methods and adhesives can make the challenge of reducing waste and recycling for reuse almost impossible.

JLR's Circularity Lab aims to troubleshoot these challenges by bringing together crossdisciplinary squads comprising sustainability, engineering, procurement and design. The teams disassemble vehicles in a collaborative 'learn through doing' approach, working closely with suppliers and experts

in materials to understand and overcome the barriers to reuse and recycling.

Data is fed from the Lab directly into early decisionmaking for vehicle development and testing for the technical feasibility of returning materials such as glass, steel, aluminium, and polymers back into its supply chain for reuse in the production of new vehicles whilst retaining the same highquality standards.

For example, initial tests on front bumpers found the same quality and performance could be achieved using a reduced number of polymers, saving 177,500 kg CO2e over a single model line³, whilst also saving £560,000 in cost. The approach means JLR will be able to deliver lower carbon bumpers physically on new cars from next year.

JLR has already had success in closedloop innovation through an awardwinning landmark project, which saw postindustrial waste from aluminium body panel stamping recycled back to the supplier to be incorporated into new body panels. This involved technical innovations, such as the creation of a new aluminium grade that would be best suited to the closedloop process and could only have been achieved through true supply chain collaboration.

The Circularity Lab supports JLR's Reimagine strategy which aims to set new benchmarks in environmental, societal and community impact for business. Central to this is its ambitious vision for circular economy, which aims to achieve a more resource efficient economy through the elimination of waste and repeated circulation of products and materials.

JLR has been an Ellen MacArthur Foundation Network Partner since 2023 and is applying circular economy principles to all aspects of its business, including its industrial transformation, which has seen thousands of pieces of equipment refurbished and redeployed to balance capability requirements, energy efficiency and CO2e impact as it prepares for its allelectric future.



19. Mad On Cars: Jaguar E Type Dilemma #1 - "The wife"

By Barry Tremaine



I was fortunate enough to have owned the Scott Wiseman Jaguar E Type. The car was



Read more:



20. Mad On Cars: Building a Road & Race Jaguar E Type

By Barry Tremaine



My obsession with E-Types began when I was

 **Read more:**

21. You Could Own the Famous 'Shaguar' Austin Powers Movie Car

By Tara Hurlin

The 1967 Jaguar E-Type Roadster Series I that starred in all three Austin Powers films, plus a Madonna video clip, will cross the auction block in January 2025. Will the famous 'Shaguar' sell for "One million dollars", as Dr. Evil, Austin Powers' evil nemesis, would say with his pinky held up to his lips?

The British-themed Jaguar starred in the swinging sixties-themed Austin Powers film trilogy made between 1997 and 2001, which included the movies International Man of Mystery, The Spy Who Shagged Me, and Goldmember. It was also seen in the music video

 **Read more:**



What's on your mind?

email: Editor.jagclubak@gmail.com

Dear Editor.

The New Jaguar

So here we are in 2024. Jaguar Stuns Again!

Let's look at a very brief history Jaguar.

The D-Type was stunning. Quite apart from the first to use disc brakes, and that tail fin!

The E-Type was stunning. All-time stunning and remains so.

The XJ-S was stunning. Stunning because it was unexpected and controversial at the time (could

anything replace the E-Type?), yet went on to a 21-year career with an enviable reputation as a luxury Grand Tourer.

The XJ6 was stunning. I remember when I first saw one in 1970, it looked like all-glass compared to previous models. The new "design language" at the time. (in those days the language was English)

The XK8 (and sedans of the late '90's) were stunning. I reveal my penchant for the feline lines that Jaguar is famous for, never mind.

The XJ/XF/XE/SUV's of late 20's were stunning. Complete new direction, different from old. One must remember that marques like Porsche, Bentley were bringing out 4-doors, SUV's...

The I Pace was stunning. When I first saw one I followed to find out which Supercar it was.

The Type 00 is stunning. The jury is out and it's only a "concept car" at this time.

I'll take a blue one please.

Chris Mills

JDC AUCKLAND JAGUAR DRIVERS' CLUB



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Sensational win for Mitch Evans and Jaguar TCS Racing – from back of the grid to top of the podium – in dramatic Sao Paulo season-opener

The New Zealander, taking his thirteenth Formula E victory with the team, becomes the first driver in the championship's history to win a race having started from the last position on the grid. Mitch also now equals Lucas di Grassi and Sébastien Buemi as the drivers with the most wins since Formula E began in 2014.

The incredibly dramatic race followed a difficult first Qualifying session of the season in which Nick narrowly missed out on the Duels by a tenth of a second – meaning he started the race in tenth. Separately, a technical problem for Mitch prevented him from setting a lap time at all in Group B and, consequently, a race starting position all the way down in P22.

At lightsout, the new AllWheelDrive launch saw both drivers deliver a positive first lap with Nick moving up one place and Mitch progressing to P15 with an incredible fivecar overtake in turn four. Despite a brief period under the Safety Car on Lap 3, both drivers continued to make strong progress through the field. Executing Attack Mode early to climb up the order, Nick managed to take the lead of the race on Lap 8 and Mitch ran as high as third by the halfway point.

A red flag on Lap 21 brought all drivers back into the pit lane, pausing the race. Upon restarting, Nick was in P6 and Mitch in P10, both with a second Attack Mode still to take. After taking his, Nick quickly moved up the order and closed in on the race lead, taking back first place on Lap 28 once Nissan's Oliver Rowland pitted to serve a drivethrough penalty. Mitch had jumped up to second by this stage making it a Jaguar TCS Racing onetwo, and with some of his Attack Mode remaining he overtook Nick to take first place.

As the field bunched together, Nick was then sandwiched between DS Penske's Maximilian Günther and Porsche's Pascal Wehrlein, the impact breaking his ITYPE 7's steering. On the following corner Nick was then a passenger and unable to avoid a further impact with Wehrlein, which saw the Porsche driver's car flip over bringing out another red flag.

When the race restarted again, an amazing effort from Jaguar TCS Racing's mechanics meant Nick was able to return to the race albeit in 15th place, only to be forced into retirement with a lap remaining.

Upfront, having taken the restart in the lead, Mitch defended his position in an incredibly intense final four laps, securing



ON THE TRACK



Mitch Evans wins the 2024 São Paulo EPrix after starting from the back of the grid, sealing a remarkable comeback for Jaguar TCS Racing, as the 2024/25 ABB FIA Formula E World Championship got underway in thrilling style.

the Jaguar TCS Racing #9 driver his second victory in São Paulo.

After an incredibly intense and dramatic race, the most important place to begin is to say that I'm delighted to hear that Pascal did not sustain any injuries. Noone likes to see a car upside down, but it's testament to the strength of these latest GEN3 Evo cars that he's unharmed and I wish him all the best for the next race.

"I feel for Nick, too. He'd executed an incredible race to the point where contact - through no fault of his own - damaged his car and led to the incident with Pascal, when he'd worked perfectly with the team on strategy throughout. Nick was on for the possible win or podium and his performance today was once again world class."

"What a drive from Mitch and the team though - he came from last to win which is quite simply incredible at this level of motorsport. It's an absolutely brilliant and memorable result for us all. It's testament to the entire team here at the track and back at base. We also know there's still much work to do. The pace in the Jaguar ITYPE 7 is clearly there, but we need to work hard on optimising its full potential. Rest assured, that's what we'll be focusing on ahead of Mexico."

JAMES BARCLAY

JAGUAR TCS RACING TEAM PRINCIPAL

I am still trying to process this one - it was a crazy race. I made up 10 places on the first lap and found myself in the mix quite quickly. After that my focus definitely shifted to getting some big points and possibly a podium, so to come away with a win is incredible. I had some good fortune out there with the red flags, and obviously it was great to see Pascal walk away from that accident, but we managed the strategy really well and the team guided me through, so credit to everyone at Jaguar TCS Racing - that was a sweet one."

MITCH EVANS

JAGUAR TCS RACING DRIVER, #9

First of all, I'm relieved to know Pascal is ok. That's the most

important thing. I felt like I was a passenger as I had no steering. Obviously, it's terrible for him and for me, but I'm really glad to know he's OK. As for the race before then, I approached today in a different way than I ever have in Formula E and I think it worked for me. I've come off the lessons I've learned from last year. There's a new group of people on my car and they've done a really, really solid job to put us in the box seat again."

NICK CASSIDY

JAGUAR TCS RACING DRIVER, #37

Mitch Evans leads the Drivers' World Championship with 25 points, with teammate Nick Cassidy in 16th, whilst Jaguar TCS Racing are positioned second in the Teams' World Championship.

Round 2 of the 2024/25 ABB FIA Formula E World Championship takes place in Mexico City on 11 January 2025.



JAGUAR AT PEBBLE BEACH

Jaguar Cars continued to celebrate the 50th anniversary of the Etype at the Pebble Beach Automotive Weekend with a series of memorable heritage events, featuring an array of significant vehicles representing the past, present and future of the brand.

The weekend culminated at the Pebble Beach Concours d'Elegance, where Stefan Ziegler's 1960 Jaguar E2A race car received a specially designed trophy by Ian Callum, Director of Design, Jaguar.

Key historic Jaguar Etypes on display included:

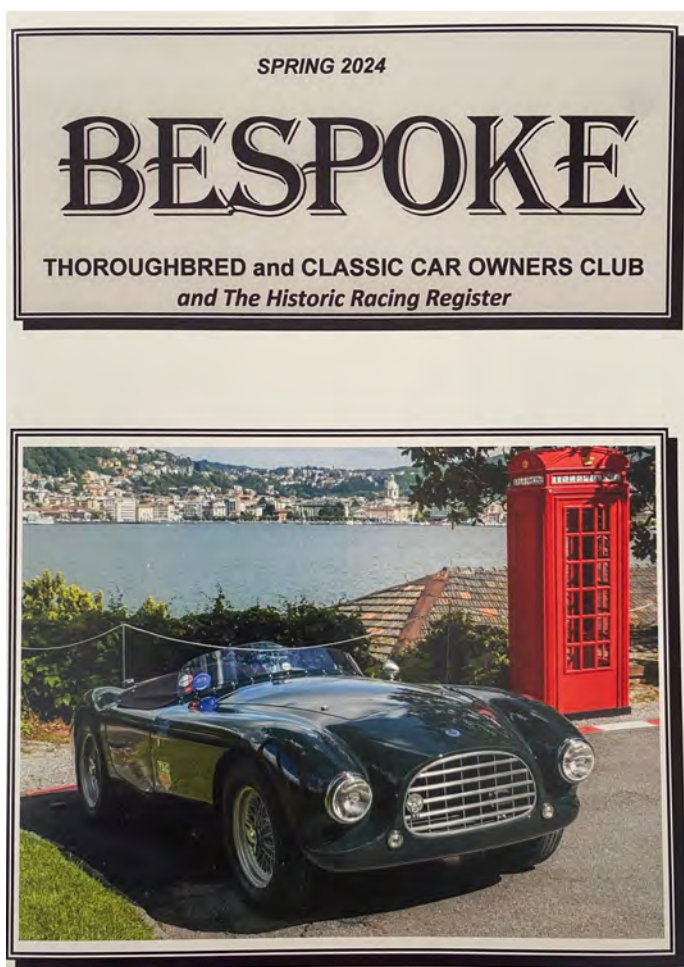
- 1959 Jaguar E2A, a racing prototype that retired from 1960 Le Mans
- 1961 Jaguar Etype introduced to the world at the 1961 Geneva Motor Show
- 1961 Jaguar Etype introduced to the North American media and public on March 15, 1961 at the New York International Auto Show
- 1963 Jaguar Etype Lightweight Competition Alloy Roadster



LOOKING BACK 2011

JAGUAR AT PEBBLE BEACH





JAG ON THE NET

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



How to destroy a car brand in 30 seconds.



Jaguar's rebrand - Fearless or Foolish. Waste, haste and no taste?



More Tom Cruise in Austinpussey



JDC

AUCKLAND
JAGUAR DRIVERS' CLUB

Welcome! new members

- Leslie Dewhurst
1963 Mk2 3.4 Manual White
- Darren Blomfield
2012 XFR Red
- Andrew Aitken
2019 F Type Coupe Green
- Rod Higgs
2006 XK8 - Dark Green

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



JDC

AUCKLAND
JAGUAR DRIVERS' CLUB

This is YOUR magazine,
We want your club articles and travel stories.
Send them to Editor.jagclubak@gmail.com.





1965 JAGUAR E-TYPE FHC REGISTRATION DU1883

New Zealand New: Imported by Archibald's in Christchurch May 1965 and sold to The Capital Trust Company. Original registration IM 9769.

Contact: Michael Sexton <sexton@amlh.co.nz>

The car had many owners before being acquired in 1989 by Roger Flatz, under who's ownership it underwent a comprehensive restoration. The photographs and documentation that accompany the car are extensive and detail every aspect of the car's circa 129,000 mile journey through to the present day. Roger's restoration was a full body off and mechanical component rebuild, including the engine and driveline. The mileage when acquired by Roger was 106,268, which if subtracted from the current mileage of 129,000, indicates just 23,000 miles since its restoration and explains the excellent mechanical condition of the car. Records show that in excess of \$100,000 was spent restoring the car in the early 1990s.

Roger parted with his pride and joy in 1999 and the car was to have two more owners before ending up in the hands of well known restorer Rob McNair around 2007, until sold to me via FAZZAZ in 2010.

It is testament to the car that both Roger and Rob have been in touch during my ownership and have visited to reacquaint themselves with the car. Rob has since purchased another lovely original Series 1 E-Type.

During my time with the car, I have completed a number of improvements, which are detailed below.

- On acquiring the car, we determined that the head gasket was leaking and so I took the car to Dave Silcock in CHCH.

Dave explained that the 4.2 I cylinder head had the same inlet valve size as the 3.4 I XK engine and as such somewhat stifled the engines' ability to flow air. He suggested slightly opening the intake ports and fitting larger valves, which was done in 2010.

- Also, while with Dave he lightened the flywheel, fitted a new clutch and repacked and set the rear crank seal amongst other small tidy up jobs, including a 2" first section for the exhaust.

- Driving the car back to Auckland I became aware of it doing 2700 rpm at around 100 kph, which surprised me given the 5000 rpm redline and a claimed 150 mph top speed. A little research established that the NZ cars were all fitted with a shorter CWP ratio. This had me locate the correct "E-Type" 3.05:1 CWP set and have this installed.

- Driving an E-Type FHC through Auckland in summer proved to be a rather warm experience and by chance I read about a firm in the UK who were making an air conditioning system for E-Types. No prize for guessing what came next! The kit is very well integrated and in part uses the cars existing air ducting system. It is a very welcomed addition.

- At the same time as fitting the air conditioning, we installed a high output alternator.

- The standard Series 1 engine cooling fan proved to be severely challenged by an Auckland summers day, when combined with a bit of traffic. To over-



come this we fitted a large, high power electric fan, thermostatically set to turn on at 72 degrees C. The car now sits happily in traffic rarely going above 72 degrees C.

- Sometime post Roger's restoration and prior to Rob McNair's ownership, Beecham installed a small electrically driven hydraulic pump, that connects to the rack to give very good power steering.

- Knowing the car now had a much better ability to breathe in air and fuel, I decided to upgrade the entire exhaust setup to a full stainless steel 2" system, with long individual primary pipes. The supplier was Scottish company, Classic Fab. The quality of this system is very high and adds a great deal to the engines throttle response as well as being visually stunning.

- We fitted a 123 distributor to remove any issue that might arise with points.

- The front brakes have been upgraded to billet 4 pot clippers on vented discs.

- An extended rear brake bleeding kit has been fitted, what a great help.

- The car has original competition chrome wire wheels.

All the original manifolds, front brakes, heater box, distributor etc have been retained.

The car is a delight to drive and never fails to attract positive attention.



CLASSIFIEDS

More photographs & details on
JDC website

Jaguar XF 2016 Auto

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

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



2006 XJ6

At only 75800 KM this car is in excellent condition.

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

Alloy body. Reluctant sale due to another project.

Contact Hamish Russell

027 4931 896



For Sale – Personalised Plates

Two sets plates 'JAGACE' for \$5,250. One set plates 'XJLR' for \$2,250. Excellent condition.

Contact Larry Raynor Olive

Mobile 0212610499



For Sale, Sills for a Mk2 Rob Andrew

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

Rob Andrew

at arjay2@extra.co.nz or 0212417591

Rare Jaguar XJ 220 - P.O.A.

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

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



2003 Jaguar XKR

NZ New with low kilometres of 52,000. This handsome red 4.2L V8 supercharged version has a 6-speed automatic gearbox. The 20 inch alloy wheels comes with performance 4 pot Brembo brake calipers all round. The interior is Beige leather upholstery, electric seats with driver's side memory including exterior mirrors. Automatic headlights and wipers.

Price: \$46,000 ono.

Any questions please contact me.

Mike Dalton. E-mail: tifoso1@gmail.com



XJ8 2003

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

Asking price \$10,900

Contact details. Logan Leeuw

Mobile: 02108415751



JDC AUCKLAND JAGUAR DRIVERS' CLUB



This is YOUR magazine,
please send us articles of interest or technical requests, there are many riveting stories that are just waiting to be published. Remember the cutoff date for all any submissions is the 20th of the month.



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More photographs & details on
JDC website

1986 Jaguar XJ6 Series 3

Covid CASUALTY (Need the Garage Space)
Any interest in this lovely 1986 XJ6
Series 3? Spent good money restoring it
(receipts available). Offers considered.
Ph: Barry 0274192256



2001 Daimler Majestic driven.

One of two imported into New Zealand
that year. This version is red with pale
bone upholstery, sun-roof and "dazzle"
hub caps.

A daily-driver with 230,000 genuine kms.
Asking price: \$12,000

Contact Cedric - 021 928 038.



1967 Jaguar E Type - Rare Series
1.25 4.2 FHC, Chassis 1E21674.
Matching numbers engine and
transmission. White with original blue
interior. I have owned the car for 16
years. Official Heritage Certificate.
Condition: A well maintained never
restored car. Full service history.
Current mileage: 72,942 miles.

Asking price: \$185,000

Contact: Chris Paddon

chris.paddon@extra.co.nz

021 044 1501



For Sale

'XK GB' personalised plate for sale.
Asking \$1200
Contact Adrian 027 656 3732

Genuine Jag & Daimler brochures

A rare opportunity to purchase genuine
Jaguar and Daimler original factory
brochures. Brochures range from
1949–2015 and are in as new condition
unless stated. Also available are some
Jaguar and Daimler books, calendars,
handbooks, some signed by Lofty
England and Paul Skilleter. Calendars
ideal for framing the 12 photographs of
rare Jaguar models.

Mark Shorter 021 613616

David Shorter 021 610910

Email david@shortercars.co.nz

1960's Jaguar MK2 Racer

ex John Ure's classic race car - For Sale.

Contact: Phil Hall, 021 757 410
or sales@primespeedsport.co.nz



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JAGUAR DRIVERS' CLUB



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Jaguar Drivers Club Discount Card

Dear Member,

Attached is an information sheet and application for NPD's offer of a Jaguar Drivers Club Discount Card.

The offer is for 12 cents/litre off to members. Please read the details carefully as the offer may well be better on the day, our intrepid investigators of the E-Type variety have been pleasantly surprised. Weekly pricing is emailed to members.

There are no administration or transaction fees (an initial \$5 card fee).

For those still dissatisfied with your V8's and V12's, NPD is the only outlet offering 100 octane fuel!

NPD currently has 3 stations in South Auckland all near the motorway, and Pukekohe as well as many major North Island towns. If you are planning a South Island tour there are NPD stations everywhere.

[NPD retail network - Find discounted fuel, petrol or diesel near you](#)

Best regards,

Chris Mills

Secretary, Auckland Jaguar Drivers' Club

www.jaguardriversclub.co.nz

NOTE: Members who wish to apply must add their Membership Number on the first page of the credit application form. There are a number of fields where this info can be written in.

Please note that members don't have to use a company or fill in the guarantee form if they wish to apply as a private person. If members do want to run their account through a company all the pages need to be completed.

Member ID (Drivers license), proof of address and bank details for direct debit are also required to be submitted with all applications.

[www.npd.co.nz]www.npd.co.nz



MEMBERSHIP BENEFITS

Do not put your Membership Card in a safe place and forget about it. Put your membership card to good use.



1. Fuel Discounts:

Offer to the Auckland Jaguars Drivers Club members from NZ Fuel Cards

- BP: 9 cents per litre off BP's National Price
- Mobil: 11 cents per litre off the pump price
- Caltex and Z:
 - 7 cents per litre off the pump price
 - Fly Buys or Airpoints at Caltex and Z service stations and truckstops. Each customer can load either their Fly Buys or Airpoints number against their account with us. This is added in the appropriate field in the online application. You get 1 Fly Buys point for every 20 litres of fuel purchased, or 1 Airpoints dollar for every 100 litres of fuel purchased. Please note, Fly Buys and Airpoints are not available at Challenge Service Stations.
- Card fees are only \$1/card/month (normally \$1.53 incl GST)
- No transaction fees
- Payment by Direct Debit, twice-monthly.

If you are interested, please contact Robin O'Connor, robinocconnor29@gmail.com to receive Online Application Details.

2. Archibald & Shorter: 10% discount on ALL Parts and Service.

3. Mainland Motoring: NZ's largest domestic shipping forwarder - See Advert in this Edition.

4. Rodney Jaguar Rover Spares: 10% on ALL parts - See Advert in this Edition.

5. A1 Hearing: Free audiological assessment worth \$75 - See Advert in this Edition.

6. Clubs Tool Hire: Contact John Munroe - See Advert in this Edition.

7. Swann Insurance: Classic or Modern Classic Car insurance at very competitive rates. Phone: 0800 807 926

8. Arvensis Consulting: GPS Tracking for your Jaguar. Contact; info@arvensis-consulting.com. Quote 'trackmyjag' promo code to enquire about a 24 month subscription.

Watch this space for further deals...

Auckland.

BRIT & EURO



CLASSIC Car Show

WELCOME!

Whether you're a lifelong lover of classic cars, seasoned collector, or just fancy a look at some beautiful vintage vehicles, you've come to the right place.

Hundreds of smooth-bodied beauties will soon be coming together for your viewing pleasure. If that sounds a bit saucy, don't worry - it's a family show!

The *Auckland Brit & Euro Classic Car Show* is a **FREE** fun day out for people of all makes, models and ages.

With quintessential classics like speedy Mini Coopers, fierce Ferraris, luxury BMWs and dapper Bentleys on display, there's something for everyone - whatever gets your pistons pumping.

For the coming 2025 show the central Brit & Euro Revival Theme is yet to be confirmed but the show committee welcomes the chance to celebrate the 50th anniversaries of the TR Register, Porsche and Alfa Romeo Clubs.

**LLOYD
ELSMORE PARK
PAKURANGA**

**SUNDAY
02 MARCH
2025**

10am - 3pm

*new
date*

**Registrations for the 2025 show
are now open. Please see the
Registration page.**