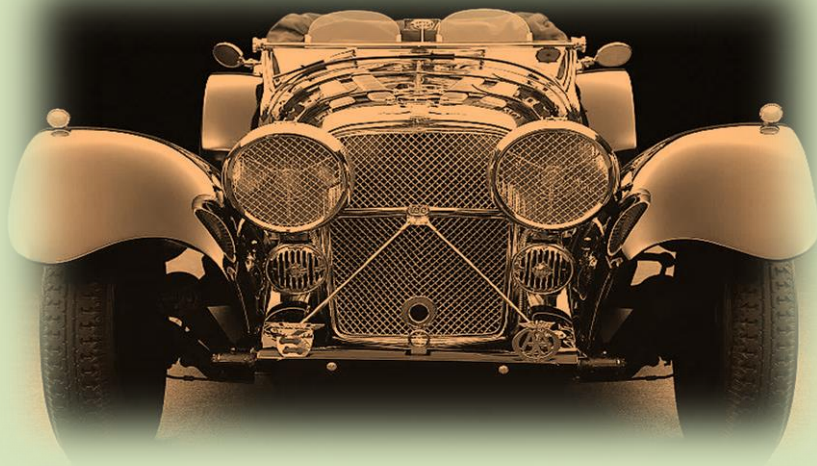




# *CatChat*

*The Wellington Jaguar Drivers Club Magazine*

**December 2024**



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

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# Editorial

It is what I call building highways and expressways by stealth! I am talking about the present Government and NZTA's plans to charge motorists to use the motorways and expressways presently under construction and to consider tolling some other Roads of National Significance.

Back in September, the Minister of Transport, Simeon Brown announced that the Otaki to North of Levin Motorway, which is due to start construction mid-next-year, "may be tolled" along with the Manawatu to Tararua Highway, which is due for completion by mid-next-year, while the new four-lane Takitimu North Link Expressway which is presently under construction between Tauranga and Omokoroa is also to be considered.

If we look back to when these highways were first mooted and indeed used as an electioneering 'sweetener' to garner votes, the National Coalition Government made no mention of tolling as a means of financing their construction. Now it seems the model of 'User Pays' for 'our' roads is alive and well despite it being 'hidden' from the public up until a few months ago. Public consultation on tolling these highways was carried out briefly between mid-September and early October and Minister Brown says: "Because the National Land Transport Fund is under increasing pressure to fund road improvements and maintenance, the tolling option provides an additional source of revenue to support this type of infrastructure and NZTA is expected to consider tolling to support the construction of new roads as tolling will play a key role in the delivery of a wider package of revenue and investment."

In this CatChat Christmas issue Club events of the last quarter are reported including the Christmas function and prize giving, which this year was held in Masterton. The Feature article looks at Jaguar's rebrand and the new EV that will debut in late 2025; I wander down Memory Lane with **Warren** and **Bev Charlton** and look back over 20 years of their Jaguar Club membership; cover the racing exploits of Jan Lammers; Comment on the end of fossil fuels and provide a Biography on Walter Hassan - a Jaguar auto-engineer who helped developed the XK and V12 motors. Answers to the August quiz are also included along with a new feature, 'Tech Talk' which looks at the Jaguar Ingenium V6 motor. Enjoy.

*Merry Christmas and all the very best for a very  
enjoyable summer and a joyous New Year.*

*Richard Silcock*

CatChat Writer & Editor



# From the President

Robyn and I are nearing the end of our nine-week extensive trip around Europe so I've had limited involvement with Club matters since the August AGM. However, this hasn't dimmed my interest in what has been going on and I have closely following the activities of the Club Committee via the Minutes of their meetings and I am pleased they have continued to plan and implement a number of functions and events for the coming months ahead.

As a keen follower of the Jaguar brand and a Jaguar owner for over 50 years, I have noted the presence of the Jaguar marque on the roads around Britain has declined significantly since we were last there. This is particularly noticeable in London and on British TV. Ten to twelve years ago you could spot XJs and XKs around the affluent suburbs of Chelsea, Mayfair and Knightsbridge, but now all you see are Merc's, BMW's and high-end Italian marques.

There are still a few Government-owned XJs around Westminster of course, but how long is it since you have seen a Jaguar featuring in a TV drama or in a film? Very few, if any, I bet. The Police in Britain don't use Jags these days. In the 1970's and 80's both the 'goodies and the baddies' had good taste and it was not unusual to see an XJ or Mk.2 in episodes like Inspector Morse or the Sweeney. Here in Eastern Europe, where we are presently, they are even fewer and far between, although I hope to see a few more when we reach Vienna.

The release of information about Jaguar's first all-electric GT prototype is expected this month and it will mark a new era for the marque. It will be interesting to see if this bold step "like no other" will "reimagine" the marque and more of them will be seen around the more affluent cities of the world.

*I wish you all a very Merry Christmas and a prosperous New Year.  
I look forward to catching up again soon at some of our upcoming  
events. Until then take care and enjoy driving your Jaguar's whenever  
and wherever the opportunity arises.*

*Philip Vavassour*

President, Wellington Jaguars Drivers Club Inc.





# ***Feature – Jaguar’s New EV and Rebrand***

***JLR have released limited information on the new Jaguar GT EV that was showcased in Miami earlier this week and is due for release in late 2025 or early 2026. Along with the new branding for the marque, the car has drawn a mixture of acclaim, astonishment and anguish from the motoring media and past and present Jaguar owners (Ed).***

**W**ith the new all-electric Jaguar prototype vehicles currently being tested on UK roads and in several other countries under tight security and camouflage, the showing of a Jaguar GT prototype (*known as Type 00 and pronounced Zero Zero*) at Miami’s glitzy Art Week on December 2 was eagerly ‘devoured’ by the motoring media and Jaguar enthusiasts alike.

“However JLR have given little away,” says *Whatcar*. “The two concept cars on show revealed a GT model, which is a sleek low-slung four metre long fastback, with razor-thin LED headlights and a sweeping windscreen merging with a moonroof, pop-out side camera’s in place of traditional side mirrors, a blunt angular front and a curved boat-tail rear-end with no rear window. Inside, the car has seating for four people, a minimalist digital dashboard, an oval steering wheel and infotainment screens for the passengers.



*The new GT Jaguar prototype (Whatcar).*

“Entry is via butterfly doors, opening to a spacious interior with seats covered in a wool blend fabric (*leather will be an option*) and a new immersive head-rest sound system, along with mood interior lighting, will envelope the occupants.

“Built on the JEA platform, It will be the most powerful Jaguar you can buy with more than 575bhp derived from two electric motors driving all four 23 inch wheels and it will be capable of reaching an estimated 0-100k in under 3.8 seconds. With fully charged batteries the range is expected to be around 770 kilometres.”

*Auto Express* hailed the car as striking and acknowledged that the Jaguar designers had delivered a dramatic statement with this design; while Richard Hammond said it was cool, impressive and a dramatic change for the marque. “It is boxy, with sleek lights and large wheels and is a complete visual change from the brands current sporty cars.”

*Top Gear* say it is the most outstanding car of the year and – “a break from convention and a car that would make you look at twice. It has a more angular, chiselled look, unlike the curvy style of previous Jag’s. The modernist surfaces are starkly simple, almost flat in places, but do incorporate compound curves where needed.”

*Autocar* exclaim the car has: “Imposing proportions akin to a Bentley or Porsche, but with a longer nose, a high beltline and a linear design element that cleverly conceals the full width tail lights.



*An artists composite impression of the cars front and driver position, indicating a minimalist cockpit concept with a oval ‘aircraft-like’ steering wheel (Autocar).*

Others, commenting on social media, say it is one of the ugliest cars ever, the leaping cats ninth and final life, while the UK’s *Mirror* compares it to the Pink Panther’s iconic ‘panthermobile’ and say Jaguar are committing commercial suicide.

JLR Creative Director, Gerry McGovern says the Type 00 is an expression of Jaguar’s new design philosophy that will present an unmistakable presence.

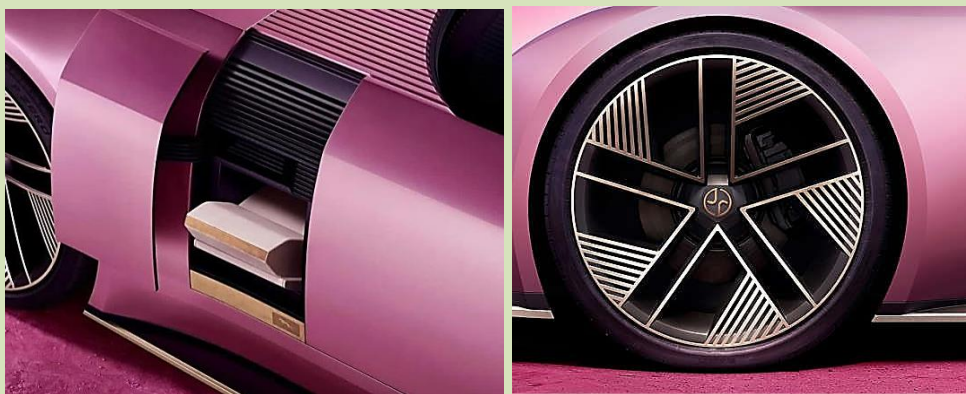
“It is the result of brave, unconstrained creative thinking and an unwavering determination to design a car that is futuristic and a *copy of nothing*,” he says. “It is our first manifestation of the foundation stone for a new family of Jaguars that will look unlike anything you’ve ever seen before. It is a vision which strives for the highest level of artistic endeavour.”

The cars Chief Designer, Constantine Segui Gilabent, says the new Jaguar embodies British

creativity and originality and commands attention like all the best Jaguar's of the past. Concept cars he says are used to gauge future customer interest and create feedback and are not meant to go into production entirely as they are – and are only intended to show the aesthetic of the car.



*A rear view of the concept Type 00 car (Whatcar).*



*An extended side camera which will emerge from behind an automated body panel, and right, the new stylised Jaguar 'J' logo on the centre of a wheel (Whatcar).*

Jaguar's Managing Director, Rawdon Glover, says in a statement that the brand needed to establish a completely new vehicle aimed at a higher price point.

"We needed to act differently and move away from the traditional automotive stereotypes and present a car that is different and futuristic while still retaining the Jaguar ethos."

He went onto say he condemned the level of: "Vile hatred and intolerance expressed by some people on the Jaguar marketing TVC" - and denied it was 'woke'.

"The double edged sword of social media and the other online forums is that everyone can have a say, and plenty have, but I am curious what these same commentators would do differently for the ailing Jaguar brand. Many it seems are wedded to a dream of Jaguar

going head-to-head with the other premium brand car makers in the world, but remember BMW sold eight cars in the UK for every one Jaguar sold. In Europe it was 73/1.

“The past decade has seen Jaguar pursue a mass volume strategy and the cars have not really been distinctive enough (*agree, Ed*). This is the time to do something special and exuberance is something that Jaguar has always been seen to have. The same excitement erupted with the E-Type back in 1961 and this new car is a clean-sheet approach to a *reimagined* brand with no limitations imposed on fresh ideas.

“I have never been more confident in Jaguar and in what it needs to be, the customer base it needs to seek and what it needs to be successful. The change from combustion to EV is only one part of the equation. The new design and new high spec luxurious interior will underpin a lower sales volume target but at a higher price point. Our research shows there is a market for it. Jaguar has always stood for fearless originality and a striving to be *a copy of nothing!*”

This GT is the first of the three new vehicles that Jaguar will release to the public during late 2025 or early 2026, with the other two being SUV configurations expected to be similar in size to the current Jaguar E-Pace and F-Pace.

The GT Type 00 has already begun on-road testing and JLR has released this photograph of a heavily camouflaged car doing speed trials somewhere in the UK.



(Above) A heavily camouflaged Jaguar prototype undergoing speed trials in the UK (Autocar).

Further details of the cars are otherwise slim and JLR are not releasing any further details until next year. However it can be assumed the ‘actual car’ is likely to be a fastback coupé along the lines of the concept car.

Full production of the new cars is not expected until mid next year with availability



now pushed back to late 2025/early 2026. There will in effect be no Jaguar cars available next year as the company 'gears-up' for the switch to all-electric. Only run-out models of the F-Pace and I-Pace will be available ex-factory, along with some run-out dealership stock. Some early models of the I-Pace will infact be bought back from owners by JLR, following the series of battery fires that beset the car and caused considerable perplexing publicity for the brand.

JLR is estimating a sales target of around 50,000 for its new vehicles across the Jaguar range by year-end 2026 and the cars are expected to launch with a price tag of between UK£110,000 – £150,000.

### ***New Branding***

Gone will be the the iconic chrome leaping cat mascot that has adorned many Jaguar bonnets since the mid to late 1940's. Likewise the 'growler' snarling cat badge will be replaced by a 'stylised' graphic with just the letter 'J' repeated in a circular design.

Car badging and marketing material will however retain an element of the leaping 'cat' silhouetted against a striped dark green (BRG) background (*below left*) and the word 'Jaguar' has been 'modernised' and given a new font with both upper and lower case letters, eg: JaGUar (*below right*).



Gerry McGovern says the new branding: "Will still capture the essence of Jaguar, but make it more relevent for a contemporary audience."

However, Jaguars relaunch as an EV-only brand has been as controversial as it's new marketing and advertising and it remains to be seen whether this bold step, which has drawn considerable criticism from many Jaguar traditionalists, will revitalise and mark a turning point in the future success of the marque. Many it seems doubt it! Over the past few years a number of automakers have announced plans to exclusively produce only EV's, but many have since backed-off amid slower than exected adoption of the EV vehicles by consumers.

Like anything new, time will be the arbiter as to whether Jaguar's new brand and new EV cars will meet with sales success in the reduced number of dealership showrooms.





# Club Events

*Over the last four months there have been three Club events, starting with a visit to an American car collection, then a ramble around South Taranaki followed by the Annual Christmas function and prizegiving, which this year was held in Masterton (Ed).*

## Car, Cars, Cars Incorporated – 22 September

Over 62 cars were on display at the Cars Incorporated Car Museum at Trentham and some 21 Club members took the opportunity to pay this family-owned and operated showcase of collectable, mainly American cars, a mid-September visit.

The museum, which opened just before last Christmas last year is located close to the Trentham Military Camp in an industrial estate and the cars are all housed in a 1800 square metre, purpose-built air conditioned display showroom.

After paying our \$15 entry fee and being rubber stamped (branded) as proof of payment it took a good hour and a half to meander the displays and marvel at the well-maintained cars, which included a number of Fords, Buicks, Chev's, Pontiacs, Cadillacs and Lincolns along with several Italian and British cars including a Vauxhall Victor, a Porsche 911 and a Fiat 500. Unfortunately there was not a Jaguar in the display.

Owner, Paul Boden is passionate about the car collection, which he has accumulated over many years.

"While most of the cars are modern American classic's dating from the 1950's through until the 70's, there are also a number of hot rods, muscle cars, circuit cars and dragsters along with a collection of motorbikes from the same era," says Paul.

"Fifty percent of the cars are from our own collection and the others have been loaned to the museum by other owners. My favourite is the 1958 Chev Impala 2-door hardtop."

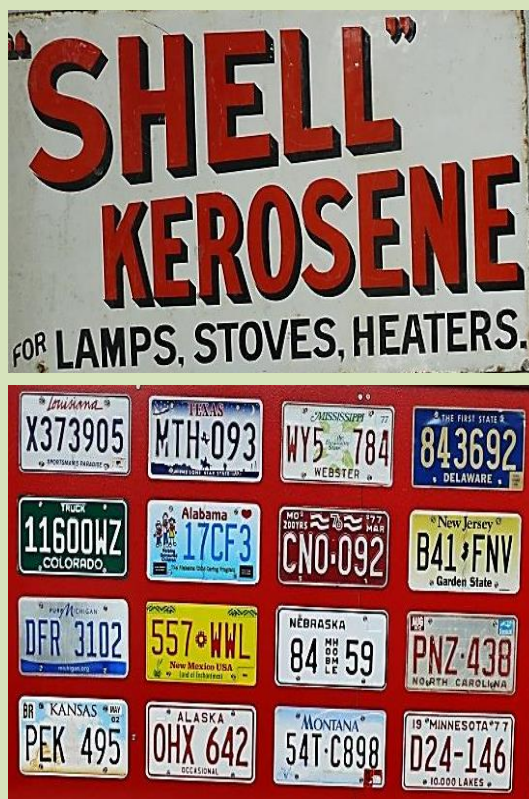


*Some of the cars on display at Cars Incorporated ranged between this sleek Dodge Viper sports car (left) to several Chevrolet's seen here at a mockup 1950's Caltex 'gas' station (Ed).*



*From the top clockwise: A general view of the car display in the main hall; a V12 motor in a 1939 Lincoln; red dice tyre pressure caps on the wheel of a Chevrolet; pedal cars; and the interior of a 1959 Chevrolet Impala left-hand drive convertible (Ed).*





A collection of pedal cars, miniature scale models in display cabinets along with a diorama of what the former site looked like when it was a General Motors assembly plant for Holden's, also drew lots of attention.

In addition to the cars on display the main exhibition space is well decorated with examples of auto memorabilia including posters, tin and plastic

advertising signs from yesteryear and many freestanding petrol pumps from the 1950's and 60's including one that had been restored and converted into a refrigerator and was for sale with a price tag of \$3,500 (*pictured above left*).

A selection of car number plates (*pictured above*) from various American States was also an interesting feature adorning the museum's café service counter.

Lunch followed at the café, with a good selection of both cabinet and menu offerings along with a wide choice of beverages including various wines and beers (Heineken Zero for those drivers respecting the 'no drink and drive' requirement). The service was exceptional, the food good and the company excellent.

All-in-all it was a pleasant couple of hours spent admiring the car collection, and eating and swapping yarns with fellow Club members. Thanks go to **Paul and Wivian Buckell** for organising it.

*Photographs, left to right above: Europa petrol pump refrigerator; 1930's Shell tin advertising sign; American interstate number plates (Ed) and on the right: **Madeleine Black** resplendent with colour co-ordinated clothes and drinks under a vintage Coca Cola sign (Paul Buckrell).*



## ***‘nearth the mantle of Taranaki – 1-3 November***

*Five Club members along with their partners enjoyed a weekend away at the beginning of November exploring the sights of Southern Taranaki and the captivating Tawhiti Museum. A few others circumnavigated Mt Taranaki (Egmont) via the coastal highway, or took in a unique car restoration museum at Kaponga.*

**D**ennis Rowe, who organised the event, said the weather was a pleasant 16-21 degrees for the drive north from Wellington on Friday 1 November and that it took the three XKR's and two F-Types around four and a half hour to reach Hawera, with the group arriving at their central motel and gathering for pre-dinner drinks before moving to the Hawera Club on High Street for dinner.



*A pen and pencil rendition of the historic Hawera Club and Old Fella's at the Bar!*



Unfortunately the weather on Saturday was not so good and as Dennis says: "It bucketed down for most of the day, but fortunately we were indoors at the unique Tawhiti Museum in the morning and following lunch at the museums café, we moved onto Roy Kings Restoration Motor Museum at Kaponga."



The Tawhiti Museum is the creative inspiration of local artist, Nigel Ogle, who has created what is regarded as one of the most innovative museums in the country. It features numerous life-size exhibits and realistic scale diorama's depicting aspects of the regions history.

*One of the steam traction engine displays.*



A large area of the various displays are devoted to farming equipment dating back to 1910/20's and include huge steam-driven tractors along with turn-of-the-century horse drawn rakes, hay baling, ploughing and other agricultural paraphernalia.

The many very life-like dioramas capture the early history of the Taranaki region in detail and include town, farming, mining, tunnel construction and Māori pa scenes.



*Two of the many diorama's at Tawhiti Museum (Tawhiti Museum).*

Roy King's vintage car restoration and museum at Kaponga was the other venue visited and Dennis says: "A number of cars were under-going restoration, including what would have to be one of the largest collection of one and two seater three-wheeler micro cars."



*Some of the cars on display and undergoing restoration at Roy Kings (Dennis Rowe).*



"One of the cars undergoing restoration was this left-hand drive, 4 litre, two-cylinder, circa 1930's Packard Custom 8, (pictured left) which in it's day would have been capable of 45mph. The wood coachwork frame is covered by manually folded metal bodywork and it will have a running board arching over the wheels when it is completed."



**Don and Bev Ryder** were the only ones in the group to drive around the coast via SH45, with the intention of visiting the Cape Egmont lighthouse.

“Unfortunately it rained heavily for most of the way, but we managed a walk along the beach at Opunaki,” says Don. “Heading on we passed a few vehicles that had pulled over due to the lack of visibility, such was the intensity of the storm. We had intended driving out to the Cape lighthouse, but decided that was not going to be a good idea given the torrential rain, so proceeded on to New Plymouth for lunch.

“For our return to Hawera we took the inland country road on the western side of the mountain as we had been to Stratford before. I counted 12 one-way bridges along the way and despite the weather it was a most enjoyable trip with some good views of dairy farms and the countryside along the way.”



Reunited, the group enjoyed further pre-dinner drinks at the motel before taking a brisk walk to the nearby South Taranaki Club for dinner.

*Dinner at the Sth Taranaki Club (staff member).*

“Sunday dawned brighter with the sun making an appearance, so a leisurely brunch was enjoyed at the nearby Upside Down Café before we headed back to Wellington with a stop at the well known Viv’s Cream Horn in Sanson for refreshments,” says Dennis.

All-in-all, Club members enjoyed some great Southern Taranaki hospitality at the various café’s and hosterilly’s along the way, took in the sights, sounds and smells of ‘dairy country’ and despite the rain were cativated by the Tawhiti Museum and Roy Kings. While the cloud enveloped Mt Egmont remained elusive, it was interesting to read that according to Māori legend, Egmont was banished from the Central Plateau by mighty Ruapehu who had won the heart and favours of Tongariro.

*Mt.Taranaki (Egmont) on a clearer day (Ed).*



## Club Christmas & Prize-Giving - 1 December

*This years Christmas lunch and prize-giving was held in Masterton at Lansdowne House\*. Around 47 attended the festive event, which this year was organised and arranged by Club Committee member **Chantel Smith**.*



*Lansdowne House was built at a cost of £8,000 on land that had once been part of a vineyard. The original owner, Hugh Williams, was a wealthy Wairarapa landowner and solicitor. The house, surrounding gardens and walled courtyard (pictured right) have subsequently been totally renovated in the style of the original by the new owners and is now used as a venue for private functions, weddings and conferences (Lansdowne House).*

Under clear blue Wairarapa skies and a temperature hovering in the mid 20's Club members gathered at Lansdowne House in Masterton to celebrate the festive season and enjoy a memorable Christmas feast.

Circulating on the outdoor veranda or in the turn-of-the-century timber-panelled bar, members enjoyed pre-lunch 'bubbles' courtesy of the Club accompanied by a selection of canapès prior to 'indulging' in a first class 'country style' smorgasboard Christmas luncheon, which was served in the adjoining dining room.

The main course featured a succulent 'pulled' shoulder of pork and chicken l'orange accompanied by a wide variety of cooked vegetable and salad dishes. A medley of desserts followed, with the eye-stopper, a pavlova tower filled with raspberry coulis and chantilly cream decorated with new season strawberries, a clear favourite, as was the platter of in-





house made icecreams with toppings that included passionfruit, chocolate and hazelnut, lime and caramel and rum and raisin. A wide selection of wines, beers and non alcoholic drinks (*for drivers*) accompanied the lunch which culminated in a choice of coffee or tea (or second helpings) amidst plenty of ongoing chatter and comraderie.



*Some Jaguars 'resting' in the shade (Ed).*



*Members mixed and mingled over the pre-lunch drinks and finger food morsels, with Father Christmas (aka Bill Knight) making an appearance (Ed).*

Between courses, the 'winners' of this year's annual WJDC Awards were announced, with



**Brett Newell** (standing in for Club President Phil Vavasour who is presently overseas) presiding and presenting the awards:



The **Archer and Lupp Award** – Paul and Vivian Buckrell, for preparing their outstanding National Rally concours Jaguar XKR entry.



The **WJDC Trophy** – Terry and Diane Dykes, for their commitment to the Club and for designing the Life Member Awards.



The **Points Award** – David and Madeleine Black for their support of Club activities and assistance in organising the Gymkana event.

The **Cook Trophy** – **John** and **Jean Kersel**, for organising the pre-National Rally Tour around the top-half of the South Island.

The **Sybil Lupp Trophy** – **Warren** and **Bev Charlton**, for their outstanding contribution to the Club over 20 years as members, Committee members and Warren's term as President.

Congratulations to all recipients of this year's awards. Unfortunately the Kersels, who now live in Christchurch, and the Charltons were unable to attend this year's Christmas function and prize-giving due to other commitments.



The **Bung** this year went to **Barry Drummond** for his vocal encouragement of bad behaviour (*in good humour*) at the National Jaguar Rally held in Christchurch over Easter.

The Christmas function was, by all accounts, enjoyed by all those present and it certainly set the scene for the festive season ahead.

*\*Footnote: Lansdowne House was built in 1922 on what was part of a commercial vineyard that covered most of eastern Lansdowne as far east as the Raumahunga River. The original owner, Hugh Williams was a wealthy Wairarapa landowner and solicitor and had the three-storey, 12,000 square-metre, Tudor style house built for his wife, Helen Jones, who had once been the Governess to the children of the Governor of Fiji. The house was built with the finest of materials with most of the timber and woodwork being either New Zealand Rimu or Totara. The leadlite windows were imported from England and the ceramic tiles from Italy.*

*The house has been extensively restored by the present owners, Richard and Kadia Merrall, with much of the original wood panelling and floors, fireplaces and rooms returned to their former glory as has the garden which features mature trees, flower beds and a water feature.*

*Richard was formerly a motor mechanic with Rolls Royce in the UK who also had a passion for restoring classic cars. Kadia, who was originally from Norway, has an MA in Tudor history and a passion for catering, entertaining and rearing St Bernard dogs.*





# Biography

***Walter Hassan, OBE was a distinguished English automotive engineer who was involved in the design and the development of three very successful car engines – the Jaguar XK, Jaguar V12 and the FW Coventry Climax (Ed).***

Walter (Wally) Hassan was born in London in April 1905, where his father owned a clothing store. He showed an aptitude for maths and making things at school and went on to study mechanical engineering at Regent Street Polytechnic (*now a part of the University of Westminster*) and was known for tinkering with motors to increase the power output.

His first job was working at Bentley Motors as a fitter in the motor shop before moving to the chassis assembly line where he gained valuable knowledge of car production.

Recognised for his mechanical skills, Wally was appointed Chief Mechanic and worked on Bentley's racing cars. In this capacity he formed a close friendship with Woolf Barnato, Bentley's chairman and their top racing driver.

When the company was taken over by Rolls Royce in 1931, Hassan resigned and worked directly for Barnato building racing cars and car engines in a joint venture with him. Their first car was one of the fastest cars to lap Brooklands and their winning cars were in demand throughout the 1932-36 racing seasons.

He married in 1933 and seeking more stable employment he teamed up with ERA Racing in Lincolnshire working on motor development and assisting in John Cobbs first land speed record attempt.

Following this success he was invited to join SS Cars (*Jaguar*) doing similar work on motor development. World War 2 intervened in 1939 and Hassan was seconded to the Bristol



Aircraft factory working on aero engine development.

After the war he rejoined Jaguar as Chief Experimental Engineer, working with Bill Heynes (*refer CatChat December 2023*) on the highly successful XK motor (*pictured left*).

The XK motor remained in production for 45 years and powered the winning Jaguar XK120's at Le Mans between

1951 and 1957, a success that saw Jaguar become one of the top sportscar manufacturers in the UK.

So successful was the XK motor, that it was used in Jaguar's flagship Daimler limousine, the MK.X and the MK.1 and 2 saloon cars. Versions of it were also used to power Scorpion tanks, armoured cars, fire-engines and speed boats.

After a brief stint with engine specialist Coventry Climax, where he designed the FW series



lightweight overhead camshaft motor that was used by Team Lotus to win many Formula 1 races during the early 1960's in what was a 'rear-engine' revolution, he reunited with Jaguar when Coventry Climax was bought out by Jaguar in 1963.

Hassan, Heynes and Claude Baily went on to

design and develop the famous Jaguar 5.3 litre V12 motor as used in the E-Type and later in the XJ12 saloon and XJS (*pictured above*). The same modified 5.3 litre motor powered the Jaguar XJ9-9 to win Le Mans in 1988 and, with further development, again in 1990 with a seven litre, SOHC V12 motor that was capable of propelling the car to 353 km/h.

He retired in 1972 and was awarded an OBE for his services to motor sport and engine development. After his wife's death, he lived with his son before moving to a retirement home where he died in 1996 at the age of 91, ending a chapter of British motoring history.

It has been said that Wally Hassan knew every nut and bolt of the cars he worked on and retained a detailed memory of all the motors he helped develop. Motoring enthusiasts remember him for the Jaguar XK and V12 motors, the XJS and the racing cars produced by Jaguar for Le Mans such as the XK120 and C-Type.



*Walter Hassan (far left), with other Jaguar executives at the 'roll-out' of the Mk.X saloon in 1961. (Jaguar Heritage Trust).*





# Car Review

*The Jaguar XJS was produced for a period of 21 years, the longest period of time a Jaguar model has been in production. There were three distinct iterations – a coupè, a convertible and a cabriolet - housing either a 5.3 litre V12, a 4 litre V6, or in latter years the 3.6 litre AJ6 motor. The XJS was designed as a sporting Grand Tourer (Ed).*

The Jaguar XJ-S (later referred to as the XJS without the hyphen) was produced from 1975 until 1996 making it the longest running production model in the company's history. A total of 115,413 XJS' were assembled at Jaguar's Browns Lane plant.

The XJ-S was designed by Malcolm Sayer, who was one of the first car designers to apply advanced aeronautical principles to cars. Following his untimely death in 1970 design upgrades were taken over by Doug Thorpe. The later facelifted models were the work of Geoff Lawson, following the acquisition of Jaguar by the Ford Motor Company in 1999.



(Left to right) Assembly of XJ-S' at Browns Lane in the mid to late 1970's and a 1978 XJ-S V12 (Internet).

Based on the same platform as the XJ saloon, the XJ-S was noted for its two prominent rear 'flying' buttresses when it launched in September 1975. Initially powered by Jaguar's famous 5.3 litre V12 motor (as used in the E-Type) they were delivered with either a manual or Borg Warner automatic transmission. With a top speed of 230km/h the heavy all-steel car was able to accelerate from 0-100 kilometres per hour in just 7.6 seconds.

Initially sales of the car were slow, due essentially to the fuel crisis at the time and various authorities criticising the driver's rear view. Because of the slow sales, British Leyland (then owners of Jaguar) reduced production, redesigned the rear window and upgraded the motor, with a revised combustion chamber to increase the power output to 220kW's resulting in the XJ-S HE (High Efficiency) V12 motor which provided better fuel economy.

The Borg Warner auto transmission was replaced by GM's hydramatic transmission in 1977 and the original Dunlop 205/70/R15 tyres were replaced by Michelin's higher rated tyres. In 1980 Jaguar switched to Pirelli 215/70/R15 P5's following a request from Jaguar to supply a tyre more suited to the heavy car. The car interior was also upgraded, including the dashboard trim and chrome inserts were fitted to the upper part of the rubber bumpers.

In 1983 a targa-cabriolet model was introduced with the rear squab seats removed to allow sufficient space for the folding rear soft-top and there was a non-removable targa spa-like structure arching over the centre of the cabin. The 'fixed' rear quarterlight windows were to minimise wind buffeting the occupants when driving at speed.



*An example of a 1986 targa cabriolet XJ-SC (Internet)*

Between 1983 and 1986 the 3.6 litre XJ-SC was only available with a five-speed Getrag manual transmission. In 1987, a four-speed ZF automatic was introduced with improved fuel injection along with a V12 version, however neither met with much success, sales were slow and only 5014 were built.



*An example of a 1988 twin headlight (USA market) convertible XJ-S (Internet)*

A 'special' XJ-SC was built for Princess Diana with the rear bench seat intact and the rear roof section made into a fixture.

It wasn't until a 'true' convertible was introduced in 1988 that sales picked up, especially in the USA, where it proved to be very successful. These initial XJ-S convertibles were 'converted' from XJ-S coupe's and built by the American coachbuilding firm, Hess and Eisenhardt under licence to Jaguar and had unpadding soft-tops which allowed them to be stowed in a near flat down position resulting in a 'cleaner' profile. To accommodate this conversion, the single fuel tank was replaced by two separate tanks mounted on either side of the boot, the body of the car was strengthened and extra weight was placed at the front to provide better balance and eliminate harmonic resonance caused by the 'removal' of the roof section.

When Jaguar took over the assembly of 'purpose-built' XJ-S convertibles the following year, the collapsible soft-top was well padded with horse hair resulting in it sitting along the top of the rear seat when in the down-position.

In early 1988 -1990 a special HP (*High Performance*) version of the car, the XJR-S was produced with the 5.3 litre HE V12 motor in collaboration with TWR. These cars had a distinctive body kit, 15 inch alloy wheels, 235.60/R15 Pirelli tyres, CAT suspension and a heightened interior finish with walnut wood trim and superior leather seats. 100 cars were initially built, however this increased to 326 when the displacement of the motor was increased to 6 litres with a new forged steel crankshaft, an increased bore, alloy pistons, a modified air intake, Zytek fuel injection and an electronic engine management system mated to a 3-speed GM-400 auto transmission. This resulted in the power output being increased to 245 kW with a top speed of 260 km/h - outperforming the BMW 850i, Porsche 928GT and a Ferrari Mondial.

Under Ford's new ownership in May 1991, further refinements and upgrades took place, with the removal of the rear quarter window pad, the buttresses were replaced with smaller ones, the chrome bumpers were replaced with solid rubber ones and the rear light clusters was modernised. The car was offered with the new (*at the time*) 4 litre AJ6 straight-six producing 206kW's. The V12 5.3 litre variant (the XJR-S) was also still available and in 1992 the engine capacity was increased to 6 litres (similar to the TWR XJR-S) and the rear brakes were replaced with larger inboard units. The auto transmission was also updated to provide an overdrive or fifth gear.

In 1992/3 a 2+2 convertible was also introduced and all the XJS variants were further upgraded with a more aerodynamic body and matching painted bumpers with rubber inserts. The instrumentation was also changed from revolving drum gauges to the more acceptable binnacle style ones.





*A 1994 XJRS showing the facelift with rubber bumper inserts, smaller rear buttresses, revised front lights and the removal of the rear quarter pads with larger rear windows (Internet).*

1994/5 saw changes made to the 4 litre AJ6 motor with coil-on-plug ignition and the last cars to be produced in 1996 were referred to as the Celebration model and featured special wheels, Jaguar embossed leather seats and a wood insert steering wheel.



*The sumptuous interior and dashboard of a 1996 Celebration model XJS (Internet).*

Next year (2025) marks the 50<sup>th</sup> anniversary since the first XJ-S debuted and those in good condition are becoming very desirable and are appreciating in value.



# Tech Talk

*This is a new feature for CatChat and it is hoped we can continue with similar articles in the future on a regular basis. The following article was written by Paul du Lautour of the Manawatu Jaguar Drivers Club and it is reproduced here with permission (Ed).*

*“Jaguar was never afraid to experiment with various engine configurations and the very successful AJ126 V6 was one of them.”*

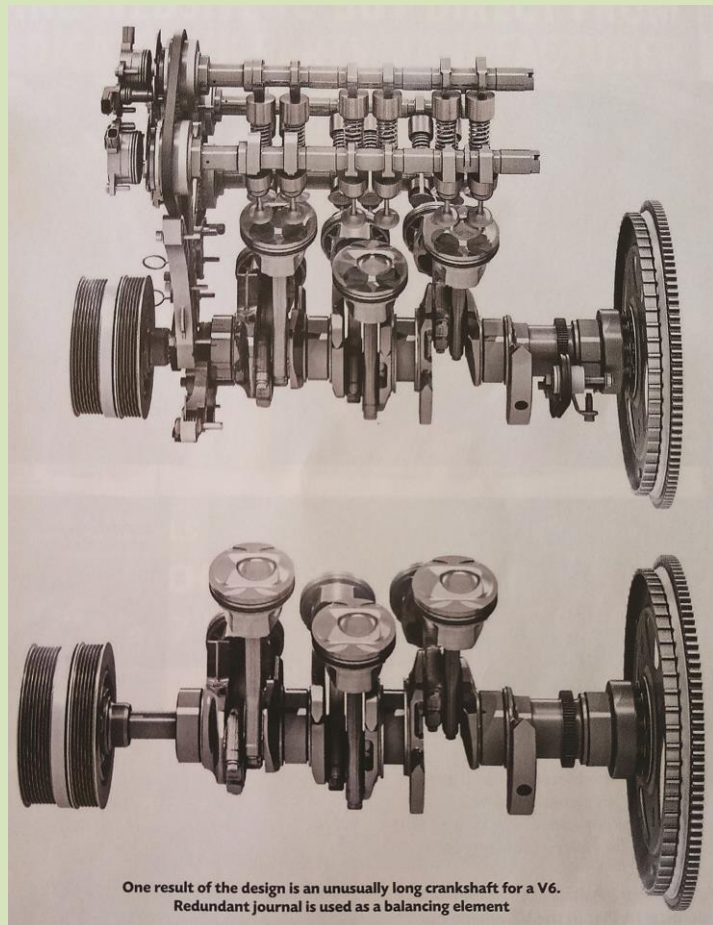
This is the power-plant that first appeared as an option for the F-Type in 2013 and was later seen as an option for the XJ, XF, XE and F-Pace, as well as Range Rover and Land Rover Discovery models.

JLR went down a very unusual path in developing this motor. They simply left the V8 block intact, removed two pistons and shortened the cylinder heads. Normally a V6 motor has its cylinder banks set at an angle of 60 degrees (*in the interest of even-firing intervals*) or 120 degrees if a flatter and hence lower architecture is desired. For Jaguar engineers, this was both good and bad, but the advantages outweighed the disadvantages.

## So what were the good points?

Firstly, being a forced induction motor, the space between cylinder banks allowed room for the Eaton twin-screw supercharger to fit snugly in this space. Secondly, with the two pistons removed, the redundant ‘journal’ is used as a balancing element. The extra bearing provides a degree of refinement, although it also adds friction and the block carries extra stiffening ribs where the rear-most cylinders would have been.

Having a cylinder block which retains the original V8’s overall dimensions means the same mounts can be used when either sized motor is installed in a car. There are also cost savings as there is no need to remove the costly body-shell alterations.



One result of the design is an unusually long crankshaft for a V6. Redundant journal is used as a balancing element

*One result of the design is the unusually long crankshaft (Supplied).*



In order to retain the even-firing intervals of the V8 motor, the crankshaft was redesigned by separating the adjoining connecting rods so that each cylinder fires at every 120° of rotation. The motor has a bore and stroke of 84.5 mm x 89 mm, giving it a capacity of 2,995 cc (3 litres). It has been utilised in a number of different Jaguar/Land Rover models with horsepower figures of 335, 340 and 380 – all at 6,500 rpm and the four-valve, quad-cam layout of the V8, on which the V6 is based, is naturally retained.

This motor was replaced in 2019 by Jaguar's 2.0 litre 4-cylinder, turbocharged Ingenium petrol motor. The F-type benefited from an extra 20hp, while all other Jaguar models experienced a reduction of up to 40hp and an associated drop in performance but with a small improvement in economy.



*Jaguar's 2-litre, turbo-charged V6 Ingenium motor (Jaguar UK).*



*A 2015 Jaguar XE 2-litre turbo V6 (Internet).*



# Jaguars in 1:43 Scale

*In this article Alan Race of the Otago Jaguar Drivers Club provides details about the Jaguar C-Type, its success on the race track and his former collection of replica scale models. All photographs were supplied by Alan. The article has been edited and abridged (Ed).*

The impressive performance of the three XK120's at Le Mans in 1950 led to the creation of a lightweight racing version known as the XK120C or C-Type as it later became known. The car combined the running gear of the road-proven XK120 with a lightweight tubular frame and a aerodynamic aluminium body. A total of 53 C-Types were built, 43 of which were sold to private owners in the UK and USA.



The C-Type was hugely successful, winning many races, most notably at Le Mans in 1951 and 1953. The 1951 winning car was driven by Walker and Whitehead (*pictured above*) and was the only factory entry to finish the gruelling 24 hour race.

The car has been made in model form and this one (*pictured*), car number 20 was the one driven by Walker and Whitehead. It has been modelled by several manufacturers and this die cast one by IXO (Ref LM1951) is excellent with the added detail of an etched grill behind which is the centrally located driving light. The scale is very good and represents the car well. The other models do not represent the shape well and lack detail.



In 1952 a last minute change to the design of the car was made to achieve a higher top speed, resulting in a more streamlined aerodynamic shape to the car, with a longer nose and an elongated tail (*pictured below at Le Mans*).

The three Jaguar entered cars all qualified for the race but succumbed to overheating and engine failure during the race. They were later reconverted to standard C-Type configuration and sold to private buyers. Ironically the race was won by another marque in a slower time to that achieved by the 1951 winning C-Type, so there is every reason to believe, had the three 1952 cars not been altered they may have also won in 1952.



At least one full size replica of the car, known as the C-Type Streamliner is known to have been built under private ownership.



The C-Type Streamliner models are rare. This is a resin model made by Top Models (Ref TCM094) of car 19 which was driven by Whitehead and Stewart during the race and was the most photographed of the three. My model is well detailed but the wheels have been replaced with more accurately scaled versions.

Jaguar went back to the design drawing board and the 1953 cars were built specifically to compete at Le Mans, this time following the basic original design concept but were built with thinner aluminium and the twin carburettors were replaced with triple webbers and an



air-scope was mounted on the right hand side of the bonnet to allow more air to be forced directly into the carburettors. Although the Ferrari team were the favourites to win the race, the upgraded Jaguar had increased power output, giving the car even better performance and this, coupled with the evolutionary new disc brakes, which allowed later braking into a corner, made it far more competitive.

Such was the C-Type's success in winning the 1953 Le Mans that other manufacturers followed suit and disc brakes were fitted to many production cars.



*Jaguar C-Type number 18 wins the 1953 Le Mans.*

Auto Art have produced a die cast model (*pictured below*) of the winning car, car number 18, which was driven by Rolt and Hamilton in record time. There are several models of the car available but this version (Ref 65387) is the best reproduction of the actual car and has excellent detailing and finish.



This series on scale model race car Jaguars will be continued in the next edition of CatChat.



# My Jag

*Jag Club member Ron Haliday tells readers about his 1997 Jaguar XJ6 'Heritage Special Edition' which he has owned since new (Ed).*



What year and model is your Jaguar?

*1997 Jaguar XJ6 Heritage Special Edition (commemorating 75 years).*

What size is the motor?

*3.2 litre.*

How long have you owned the car?

*Since new - 27 years.*

Why did you purchase this model Jaguar?

*Suitable size as a family car.*

How many kilometres has the car done?

*137,000 kilometres.*

How would you describe the cars performance?

*Superb.*

What do you like best about the car?

*The comfort and reliability.*

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

*No.*

Who does the Servicing and Mechanical work?

*Woodman (Supershop) Automotive in Waikanae.*

Have there been any mechanical issues with the car?

*No.*





# A Racing Hero

*While never a world champion, Dutchman Johannes (Jan) Lammers was most notable for winning the 1988 Le Mans 24-hour endurance car race driving a TWR/Jaguar works entered XJR-9, the first win for the marque since 1957 (Ed).*

Jan Lammers was born in Holland in 1956 and after leaving school got a job washing cars at a driving school owned by Dutch touring car legend Rob Slotemaker. Rob recognised Jan's driving ability and encouraged the teenager to enter the 1973 Dutch Grand Prix in the Group 1 production touring car class driving a Simca Rallye. He won the race and became the youngest Dutch racing car champion at the age of 17.

More wins followed in 1974 and in 1976 Jan switched to the Dutch Opel Dealership Team, where, driving an Opel GT in the touring car category, he again scored a first placing. Alongside his touring car successes he was also instrumental in securing a place with Formula Ford and winning at both Jyllandring (Denmark) and Brands Hatch in the UK.

In 1978 he again switched camp, this time to Racing Team Holland with whom he won the European Formula 3 Championship after a close fought battle with the likes of Olofsson, Prost and Mansell. Wins were repeated at Zandvoort (Holland) and Monza before he moved up to Formula 1 driving a March Racing Team BMW in front of a hometown crowd at Zandvoort in 1979.



A number of non-podium finishes followed and he narrowly missed out on securing a place with the Ferrari Racing Team to replace Gilles Villeneuve who was killed at Zolder. Likewise the newly formed Lotus Team passed him over, so Lammers sign-up with the underfunded

German ATS Team driving a Mercedes D4 in which he qualified fourth at Long Beach.

Moving to Team Ensign in 1981 he failed to qualify on a number of occasions and following an internal dispute he again moved – this time back to ATS and securing second place at the South African Grand Prix. However when Swedish driver, Slim Borgudd joined the team supported by a massive sponsorship contract from the pop band ABBA, Lammers was forced out so he joined Renault for a short time, as he again missed out on a drive for Ferrari.

A series of underfunded racing attempts followed and fed-up with the politics and funding/sponsorship issues of Formula 1, Lammers moved to sportscar racing in Group C

and made a mark racing for Richard Lloyd Racing driving a Porsche and finishing sixth in his debut race at Le Mans in 1984.

In a mid-season switch Lammers was snapped up by Tom Walkinshaw and the TWR/Works Jaguar Team and he brought the Jaguar XJR-9 home in second place at the Malaysian Grand Prix and at Spa and a third placing at Jerez.

Now sponsored by Silk Cut and appointed official TWR/Jaguar Works driver for the season, he and veteran driver John Watson won at Jarama, Monza and Fuji and took podium placings at Silverstone, Brands Hatch, and Spa.

1988 was Lammers most successful season in Group C and he, along with co-driver John Dumfries, finished in second place at Spa and third at Brno, before they were joined by Andy Wallace to win at Le Mans - a first for Jaguar since 1957.



*Jan Lammers in the Silk Cut sponsored Jaguar XJR-9 in-which he won the 1988 Le Mans (Le Mans)*

Lammers went on to win the Daytona 24-hour race and secured podiums at four other races in the USA.

Outclassed by Mercedes in 1989, the TWR/Jaguar WorksTeam came second at Jarama, but did well again on the American circuit with wins at Portland and Del Mar, a second place at Daytona and a third placing in the Sebring 24-hour race.

With the Jaguar turbo motor proving to be very fast but a bit unreliable the team switched back to a V12 6 litre motor to gain both first and second placings at Le Mans.



Opting to move to the Toyota Racing Team in 1992, Lammers gained podiums at both Suzuka and Magny-Cours and won the Japanese Sports Prototype Championship. In 1993 he managed sixth place for Toyota at Le Mans.

Further podium placing followed between 1994 and 1999 before he joined Konrad Motorsport driving a Ford-engined Lola. In 2001 he set up his own racing team with support from Japanese manufacturer Dome to race their Judd-engined S101 in-which he gained three wins and five podium finishes, a feat he repeated again in 2002/3 along with a third placing at Sebring driving an Audi R8 for Audi Racing. A guest appearance driving a Ferrari 550 Maranello at the Petit Le Mans saw him finish fourth in the GT class.

Podium placings followed during the 2004 racing season, but with the collapse of the FIA Sportscar Championship and the Dome car being outclassed, Lammers shut down his racing team and joined the Swiss Lista Racing Team driving a Porsche RS Spyder to finish fourth overall in the GT World Championships.

Between 2005 – 2010 and heading into motor racing retirement, Lammers did a number of stints driving for various Dutch racing teams without much success, with a final Le Mans race in 2018 as third driver for Racing Team Holland. This marked the end of his active racing career, although he did participate in a number of GT race meetings driving a Lotus Elise GT but the car was outclaased by Ferrari, McLaren, BMW and Mercedes.

Now fully retired from competitive race car driving, Lammers is currently in a relationship with Mariske Hoyinck and he and his 18 year-old son (*from an earlier marriage*) compete in the European Go-Karting Championships.



*Lammers in action at Long Beach, USA( Murphy)*



# Down Memory Lane

***Retired civil engineer and Jaguar/Ferrari aficionado, Warren Charlton has rekindled some of the highlights of owning Jaguar's and his 20-year tenure as a member, Committee member and a past President of the Wellington Jaguar Drivers Club (Ed).***

"My interest in Jaguars began in 2004 when Bev and I purchased our first Jaguar, a champagne gold, 4 litre XK8. We had recently been on a trip to the UK and had visited the Jaguar assembly plant in Birmingham where they were producing the new XK8. This wet our appetite to own one, so on our return home we placed an order with Williams and Adams, the former Jaguar dealership in Wellington.

"We were the first to own an XK8 in New Zealand (*pictured below*), and such was its rarity at the time, the dealership gave us a discount on the understanding that they could display the car around the country for a short time before we took delivery of it, at which time Bev was presented with a large bouquet of flowers and the car keys in what was a celebratory event arranged by the dealership.



"We simultaneously joined both the Wellington and the Hutt Valley Jaguar Drivers Club's and I can recall the first event we went to was a dinner at the Tinakori Bistro. **Erica Newell** was the Club's President at the time and there only 20 members.

"Perhaps the most memorable Club event in those early years of being a member was the tenth National Jaguar Rally which was held at Palmerston North over a weekend in 2009. Time trials were held at the nearby Manfield Park racetrack in Feilding and I recall driving our car around the track and going faster each time. However it was Bev who stole the limelight, winning the trophy for the fastest woman driver to circuit the track.

"As we got more involved in the Club I was nominated to join the Committee and by attending most of the monthly events Bev and I we soon got to know the other members, a great bunch of people and many of them still members to this day.



"In an effort to increase membership numbers, Bev would often leave a Club application form on every Jaguar we spotted around town. Despite these best efforts, the Hutt Valley



Jaguar Club was wound up due to a dwindling membership but some of their members transferred to the Wellington Jaguar Driver's Club.

"To avoid a similar fate and to retain/increase membership of the Wellington club we decided more new events were needed to ignite member's interest along with the proven ones. Taking a leaf from our past experience as members of the Toyota MR2 and Harley Motorcycle Club's we looked to introduce some more exhilarating and exciting events. This led to the Poker Run, Movie Night, Collectables Run, the New Members evening and some overnight trips away.

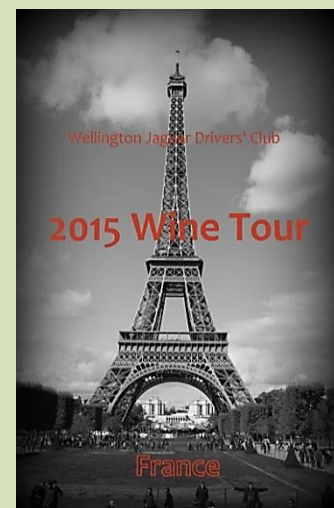
"One of our first trips away was to New Plymouth for a long weekend, which we combined with a visit to several private car collections and dressing-up in bright yellow lifeboat gear and life jackets for a trip on a lifeboat. However once we got out of the harbour it was so rough we had to return to port with the skipper suggesting we jam toilet paper in our ears to stop seasickness!

"On another occasion we did the Rail Trail – the Forgotten Highway trip to Whangamomona in a rail 'jigger' and staying overnight at the local 'wild west' Whangamomona pub, which created a lot of good humour and merriment.



"Our previous trip to the UK and a subsequent trip to Adelaide for a vineyard/wine tasting tour was our catalyst for 'thinking-big,' to use a Muldoon saying, so we embarked on planning a trip to the UK and France in 2015 for Club members to visit one of the Jaguar assembly plants and attend the Goodwood Revival event.

"**Brett Newell** was able to arrange visits to a number of vineyards and wineries around France – with the whole event a great success, despite the fact that neither Bev nor I were able to go on the trip due to ill health. This was a big disappointment for us as Bev had spent many long hours



planning the whole itinerary, making all the travel, accommodation and restaurant bookings, organising the tour of the Jaguar assembly plant and securing tickets for the Goodwood event.

"I was elected President of the Club in 2013 and in my four year tenure that followed I became more aware of what our members wanted from their Club to make it successful, namely: more social events and opportunities to meet like-minded people and participate in activities relating to our cars. To achieve this I could see it was essential to have a Committee who could plan and orchestrate interesting events and provide regular monthly communications on upcoming events and produce an online and well-illustrated magazine.

"I believe these requirements are now well provided for and must be continued as these days we compete with many other social clubs for membership.

"Pleasingly membership has grown steadily over the years, indicating we are offering what the majority of the Club membership want.

"When I look back, it has been interesting to see how the Club has evolved since 1977. In the early days it was more centred on technical issues, and men learning about the mechanics of their Jaguar(s) and car rebuilds.

"So what does the future hold? Perhaps more of the same, but with a new twist to keep it interesting! As Jaguar and other marques move towards full electrification and even driverless vehicles, motoring will, as we know it, change. We may even see the day where, even if we can't attend an event in person, the car may well take it's self as the technology already exists.

"What won't change is the comradery of our Club and all of what that brings. We now have over 140 +/- members plus their partners, a strong Committee and an excellent online magazine so we can look forward to a robust Club going forward."



*Bev with their current Jaguar, a 2006 4.2 litre XK and Warren with his replica 1930's (Jaguar) SS100.*



## SS100 (Jaguar) Replica – FOR SALE



*This authentic SS100 Jaguar replica (VIN:7A9TVS005YA014074) is offered for sale with an asking price of \$32,000. Beautifully maintained since it was built in 2000, this two-owner car has travelled only 40,700 klms and has been meticulously serviced every 12 months by Tom Wilson Motors in Martinborough.*

*With a steel chassis and fibre-glass body the car is powered by a 3.8 litre VP Commodore V6 motor and is equipped with power steering, power assisted brakes, auto transmission, a radio and heater. Finished in glistening Ferrari red it features removable side panels and a folding fabric roof with tan leather upholstery and a English burr walnut dashboard with full authentic instrumentation. A car cover and a strap-on travel trunk are also included.*

**Full documentation of the cars components will be provided with the sale and a detailed description of the cars assembly by the original owner is available on request.**

***Stand out in the crowd. Enjoy 'wind-in-the-hair' motoring as it was in the 1930's, but in a car fitted with today's technology, comforts and refinements.***

**Contact the owner on 0274 496 405 or email [warren.bevcharlton@xtra.co.nz](mailto:warren.bevcharlton@xtra.co.nz)**





# Comment

*The following article by Charles Morris was originally published by EVANNEX who make and sell EV aftermarket accessories. Article abridged (Ed).*

## Is the Oil Age coming to an End?

Six years ago, the end of the Oil Age was considered a crazy dream. Today it is a reality in a growing number of countries around the world.

There is good reason to be skeptical that the proposed phase-outs and bans would actually take place as scheduled. However, a major conceptual barrier has been crossed and that is; the idea of no more fossil fuelled cars can no longer be dismissed as the ravings and crazy pipe-dreams of 'green-eyed' conservationists.

In 2017, a Bill that would phase-out the sale of 'gas' burners by 2040 was introduced in California. *(A similar proposal was announced by the previous Labour Government here around the same time, Ed).*

In 2020, California's Governor, Gavin Newsom issued an executive order requiring all new passenger vehicles sold in the State had to have zero-emissions by 2035. This was followed by Washington State raising the stakes and proposing that the phase-out should be in place by 2030. Massachusetts and New York State followed suit.

However a lot has changed since. What was once a 'fringe' idea is now a global trend. Tesla for example has become the world's leader in this regard and its success has resulted in many other 'legacy car brands' following suit and accelerating their own electrification programmes. Some car manufactures have announced their own self-imposed deadlines to end the production of fossil fueled cars *(including JLR, Ed)*.

"More and more countries have now joined in announcing targets to phase-out the internal combustion engine," says Sandra Wappelhorst of the International Council on Clean Transportation.

"At the last count 25 countries and a number of USA States have announced plans to end the sale of petroleum powered vehicles, with the European Union advocating a zero-emission mandate to start in 2035 and various capital cities including London, Amsterdam and Oslo are proposing a ban on petrol powered vehicles in their central business centres.

"Many urban public transport operators have also set dates to convert their fleets to all-electric and automakers such as GM, Honda, Mercedes, Jaguar, VW and Volvo have

announced plans to wind down or stop the production of petrol fuelled motors for their vehicles and move entirely to electric.”

However despite these intentions many are skeptical, as many of the announced ‘bans’ have not actually been put in place or legislated. Toyota, for instance, recently announced it would continue producing petrol fuelled cars as they accounted for 60 percent of their sales.

Announcements, such as those made at the Climate Change Conference in 2021 and this year, that all vehicles have zero-emissions by 2040 were non-binding and US President Biden’s call for 50 percent of all car sales in the USA should be EV’s by 2030 have amounted to no more than statements of ‘nice to have’s.’ The automakers themselves invariably use ‘weasel’ statements like: ‘If the market conditions allow”.



Furthermore the timelines attached to most of these proposals are in the future, with no immediate action required except perhaps the commissioning of consultants to prepare lengthy reports and market assessments at the Taxpayers expense. The policymakers who crafted these ‘vague’ proposals will be out of the office and on the golf course long before their successors have to figure out how to implement them.

This does not mean that all the proposals are meaningless. Some automakers are taking them seriously as is the oil industry judging by the number of anti-EV communications in the media and on-social media. Likewise, in a few years time we may see Los Angeles and Amsterdam instituting a ban on fossil fuelled vehicles entering their CBD’s.

Perceptions matter and right now the public perception is coming around to the idea that the Oil Age is drawing to a close. The question is when?

The total demise of fossil fuelled vehicles may be ‘into the future’ and may turn out to be a ‘messy affair’ but it’s no longer a crazy idea!



# Wine and Food

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

Having spent many pleasant times at the InterContinental's signature restaurant Chameleon over the years, a recent visit to the new GPO Restaurant that has replaced it was eagerly anticipated.

There has been a complete makeover of the space on the ground floor of the hotel, but pleasingly the restaurant has retained the full-length windows looking out towards Post Office Square and the 'open kitchen' which looks



out over the 'pass' and the new dining area. Quality furnishings and tableware complement the ambiance of the décor adding a degree of modern New York chic to the atmosphere.

The scrupulously clean kitchen is presided over by Executive Chef, Carl Maunder, who has two decades of culinary experience which has seen him working in top restaurants all over the world, including La Caprice and Scotts in London's West End and other award winning eateries in Australia, Singapore, Hong Kong and Dubai.

With a bias towards modern Italian with a touch of Turkish and Moroccan cuisine our dinner lived up to my expectations. A shared plate of Shelley Bay Organic Rye Sourdough set things going and was perfectly chargrilled and served with *Cacio e pepe* butter and a glass of a dry-style prosecco from premium producer *Ca'di Rajo*. It was a great way to start the evening.

My starter was Yellowfin Tuna Tatar with an avocado and truffle mayo. The tuna was nestled in a 'bowl' made from fresh avocado slices and it not only looked beautiful, it was delicious. We chose to partner this with a glass of Graham Norton Rosè, a dry style wine which went well with the tuna.

The main was a barbecued Angus Beef Scotch Fillet served with Brussel sprouts, mustard and black garlic paste. Not everyone likes sprouts, but I do and they were perfectly cooked, having been pan fried with bacon and the black garlic paste. The beef fillet was served rare



and cooked to perfection. The roast potatoes and the well-presented cos-cos lettuce side-salad were both excellent accompanying dishes.



*Some examples from the menu at the GPO Restaurant.*

A fine red was called for and in order to keep with the Italian theme we ordered the *Frescobaldi Castiglioni Chianti DOCG* produced by one of Italy's greatest wine families. Smooth but full bodied, it was just right for this dish.

We finished with a Granny Smith puff pastry terrine served with caramel and vanilla mascarpone which was a good foil to the rich main course. It was a different, but very enjoyable dessert.

The GPO wine list includes a large selection of wines from the wine-growing regions of France, Italy, Spain and Australasia, so there is a good choice.

Excellent service was provided throughout the evening by the formally attired waiting staff, all of which made for a rather special experience and occasion.

Sometimes we shy away from hotel dining, but the GPO I found to be very enjoyable and a worthwhile restaurant to visit for lunch or dinner. As a bonus you can have a pre-dinner cocktail or a glass of champagne in the adjacent and delightful lounge bar beforehand.

I can thoroughly recommend it, but book to ensure a window seat.



*The GPO was a winner of the 2023/24 Cuisine/Amex Good Food Award.*



# Film Review

***This Bond film hit the cinema's back in 2008, but a recent showing on Netflix prompted me to re-watch it as it was the highest grossing film of that year and was nominated for two BAFTA Awards (Ed).***

**F**ilmed in over six countries, Quantum of Solace was one of the most expensive of the Bond films to produce at the time despite it also being the shortest Bond films to date (105 minutes). It followed on from the Casino Royale remake, where Vesper, the woman James Bond loved, is killed and he sets out to take his revenge.

In the opening scene, a bloodied Bond wrecks his Aston Martin DBS in a car chase around the twisty mountain roads of the Italian Alps hotly pursued by the villains, in this case Quantum, a mafia environmental cartel and sinister organisation headed by mafioso Dominic Green with agents spread around the world, including, it transpires, within Britain's MI6 and the USA's CIA.

Produced by Barbara Broccoli and directed by Marc Forster the film stars Daniel Craig as James Bond and Ukraine actress Olga Kurylenko as Camille (pictured left), Mathieu Amalric (Dominic Greene), Judi Dench ('M'), Jesper Christensen (Mr White) and Jeffrey Wright (Felix Leiter) along with a stellar supporting cast.



Forensic intelligence links the MI6 traitor to a Bank account in Haiti, where Bond meets and teams up with the feisty Camille (*Dominic Greene's unwilling mistress*) who has her own vendetta against Quantum's leader, a ruthless man on a quest to take control of drought-ridden Boliva's most important natural resource, water, in a deal with the country's exiled military General and dictator.

Greene, through his sinister Quantum network, promises to overthrow the existing regime in Boliva and give control back to the General in exchange for control of the country's only water resource, from which he plans to sell the water at an exorbitant price.

In what is a minefield of treachery, murder and deceit, Bond teams-up with his old mate Felix Leiter of the CIA to seek revenge for the brutal killing of Vesper, which was carried out



by Quantum agents by drowning her in crude heavy black engine oil, and to unravel Quantum's sinister environmental plan and close its operations down.

Filming took almost two years in many exotic locations including Panama, Sienna and Lake Garda in Italy, Austria, Haiti, Bolivia and Russia with other scenes filmed at Pinewood Studio's and Farnborough Airport in the UK. The title track, 'Another Way to Die' was composed specially for the film by David Arnold. Over 200,000 rounds of blank ammunition was fired during the making of the film and the special effects crew set off 64 controlled explosions.

The stunt, where Bond and Camille freefall 10,000 feet out of an old DC3 aircraft that is about to crash into the mountains after being shot down by pursuing jet fighters flown by Quantum agents, was performed in a high velocity wind-tunnel facility with the actors actually 'flying' through the air like astronauts in space.

Greenes Jaguar XJ Daimler Double-Six makes a brief appearance outside an opera theatre in Milan where the villains are convening to plot the takeover, but the main marques in the film are Bond's Aston Martin, several Alfa Romeo 159's, a Ford Ka and a Range Rover Sport.

The film follows the highly successful formula of the James Bond series, with plenty of hair-raising action, glitz and glamour, exotic locations, intrigue and the obligatory car chase.

I gave it 6.5 stars out of 10 stars. It was however a far cry from Ian Fleming's original book by the same name.



*Mafioso Dominic Greene's Jaguar Daimler Double-Six makes a brief appearance outside the Opera Theatre in Milan where the cartel is meeting. (007.com)*





# Travel Talk

*While on a trip to Los Angeles I took a guided coach tour via the Coastal Pacific Highway to San Francisco, stopping off enroute at San Simeon and Monterey. San Simeon is a small coastal town about five hours drive north from LA and it is from here you catch a special bus to take you up to Hearst Castle, high up on a hill ('La Castra Encantarda' - The Enchanted Hill) over-looking the Pacific Ocean (Ed).*

No private vehicles are allowed to wind their way up the hilly slope to Hearst Castle as the road is narrow and there is no parking once you get there. Once the home of eccentric billionaire, William Randolph Hearst between the 1920's and 40's to accommodate and entertain his wealthy guests, the castle is now owned by the State of California and is managed by the National Historic Places Trust of California.



*An aerial view of Hearst Castle (The National Historic Places Trust of California).*

Alighting from the bus you are met by a guide, who provides a preamble on the history of the castle and its eccentric former owner, before being taken on a tour, which can take up from two to three hours.

Hearst was a publishing tycoon who started his publishing empire in 1887 and by the time he died in the mid-1950's he owned 28 newspapers including the Washington Post, the New York Times and a collection of magazines, including Cosmopolitan, a number of radio stations and a Hollywood film studio. He also dabbled in politics, was elected to Congress and ran for Mayor of New York City and for President of the USA without success. He was a collector of rare art from around the world and travelled frequently amassing a vast collection of memorabilia and artefacts from Italy, Spain, Greece, Morocco and parts of Asia.

In 1919 he commissioned award-winning architect Julia Morgan (*one of only a few women architects at the time*) to design the castle in a Spanish colonial style on family land he acquired following the death of his mother. No expense was spared in the building of the castle, with much of the building materials imported from Italy.



*The mosaic Italian tiled palazzo in front of the castle, which features a large pond and a statue of Galatea Riding a Dolphin. The main front entrance, which is obscured by the statue, has a 16<sup>th</sup> century iron gate that Hearst imported from Spain. The twin turret bell towers are modelled in the same style as the Church of Santa Maria in Seville, Spain and each house 18 bells (Ed).*

It was the era of the 'Roaring Twenties and Thirties' and Hearst would hold extravagant parties at the castle, serving the best food money could buy to his guests, which included wealthy politicians, Bankers, American 'shakers and movers' and Hollywood producers, directors and film stars. Roosevelt and Churchill were evidently among his many influential guests.

The castle and surrounds now cover an area of 40,000 acres. The whole estate at the time of Hearst's ownership totalled 250,000 acres and the main building, *Casa Grande* is 5,634 square metres, four storeys high and is built of concrete with white Italian marble glazing and facings and is believed to have cost (*at the time*) US\$8.2 million.

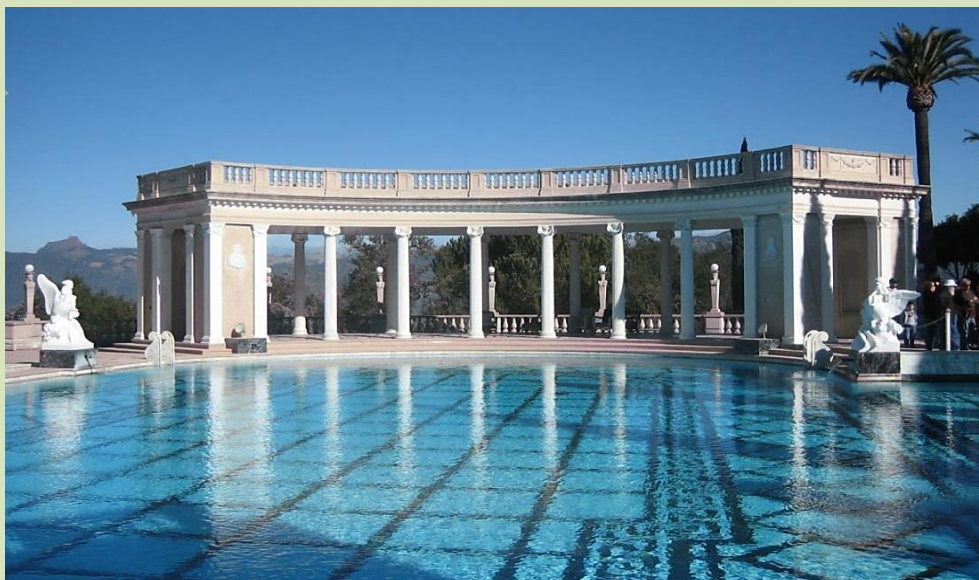
There are 48 rooms, comprising four formal lounges, a large reception room and a huge baronial dining hall, two kitchens, eight bedrooms each with an ensuite, a theatre, library, billiard room, wine cellar, servant's quarters, two Olympic sized swimming pools and tennis courts.





*The Italian Renaissance Dining Hall features ornate carved timber walls and an elaborate Italian renaissance ceiling. The decoration is by way of silk flags from Sienna and numerous works of art and hanging tapestries which Hearst imported from Morocco. The solid wooden table, sourced from an Italian monastery can seat 30 guests and can be extended as required for larger gatherings (Ed).*

Water for the two swimming pools, various ponds and fountains is piped from a natural spring in the nearby hills and electric power is generated via a small hydro-electric power station within the grounds of the castle.



*The castle has two swimming pools: This heated outdoor pool is called the Neptune Pool and is built in the Greek style with colonnades, fountains and statuettes and is lined with blue Italian marble (Ed).*

The Library, which is on the second floor features an ornate 16<sup>th</sup> century Spanish ceiling and the fireplace is Italian marble. In addition to over 5,000 books, including signed editions of



books by Charles Dickens (*Hearst favourite author*), the library also houses a collection of antique Greek vases.

The entire castle had an internal sound system, with music played on a 78-inch record gramophone and 'piped' throughout the castle.

At the rear of the castle grounds there was once a large wild-life park with enclosures to house Hearst's collection of wild zebras, giraffes, elephants and antelopes he had imported from Africa.

The upper levels of the north wing of the Castle were never completed and following Hearst's death in the mid 1950's, many of the sculptures, antiquities, artworks and tapestries were either sold or given to various museums and galleries, however a good number remain at the castle.



*The main Reception Room is 762 square metres in size. The ceiling is from an Italian monastery as are the some of the artworks and wall hangings. The large 'winged' vase (centre right), was made by Tiffany's of New York for the Paris Expo in 1889 and was a gift given to Hearst (Ed).*

Allow a good two to three hours for the tour of the castle. The tour guides are very knowledgeable and provide a good commentary not only about the castle but also about each of the artefacts, artworks and sculptures.



# ***Joker's Corner***

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

## **The sailor and the seagull.**

A sailor was caught AWOL as he tried to sneak back on board his ship under the cover of darkness, but the Chief Petty Officer saw him and ordered the sailor to stop, stand at attention and explain his tardiness.

Upon hearing the sailor's lame explanation as to his tardiness and lateness reboarding the ship, the officer ordered the sailor to immediately fetch a scrubbing brush and a bucket of water and to clean the links of the ship's anchor chain which was covered in seaweed and barnacles, telling the sailor that he would check the work had been done in the morning at 0600 hours.

The sailor went and fetched the cleaning gear and began scrubbing the chain. As he was working away, a tern landed next to him and the sailor shouted at the bird in an endeavour to frighten it away, but it didn't fly away, so the sailor grabbed the bird and tossed it over the side.

But the bird flew back up and once again landed next to him, making loud screeching sounds, so the sailor once more grabbed the bird and tossed it overboard.

This went on over and over again throughout the night, with the same result; The sailor would toss the bird overboard, but it would simply fly back and land next to the sailor and make loud screeching sounds, making it impossible to concentrate and clean the chain.

When morning came the Chief Petty Officer came to inspect the work and found the anchor chain was no cleaner.

"What in the heck have you been doing all night," barked the officer. "The anchor chain is no cleaner than when you started last night. What have you got to say for yourself sailor?"

"Honest, sir," said the sailor; "I tossed and 'terned' all night and couldn't 'clean a link'."



# ***The CatChat Quiz***

*In the August edition of CatChat there were eight photographs of iconic Jaguar's to identify.  
The correct answers are provided below(Ed).*



*1951 Jaguar C-Type Roadster*



*1948 Jaguar XK120 Roadster*



*1955 Jaguar Mk.V11*



*1936 (Jaguar) SS100*



*1956 Jaguar Mk.1*



*1990 Jaguar XJS V12 convertible*



*1971 Jaguar E-Type*



*1947 Jaguar Mk.1V*





## News-in-Brief

The Chairman emeritus of the Tata Group (*owners of JLR Ltd*) and the former Managing Director of Tata & Sons, Ratan Tata passed away in early October. Aged 86, Mr Tata had led the Tata Group of companies for more than two decades and was one of India's most recognised business leaders.

During his tenure as Chairman the conglomerate made a number of high profile acquisitions, including the takeover of the Anglo-Dutch steelmaker Corus, car maker Jaguar Land Rover, and in 2000 they acquired Tetley, the world's second largest tea producing company. The group also owns Tata Steel, an Indian airline, the prestigious hotel brand Taj, an electronics company, a textile producer and a salt works. It is one of India's largest and most successful companies and posts an annual revenue in excess of UK£76.5 Billion.



Mr Tata studied architecture and structural engineering at Cornell University in the USA where he gained a degree before joining Tata in 1962 as a technical assistant at Tata's steel plant in Jamshedpur. He later moved to Tata Consultancy Services as a senior manager and in 1991 he was appointed Managing Director.

He was described as a modest, reserved and even shy man, who adhered to a fierce work ethic and self-discipline. He had a love for fast cars and planes (*he held a private pilots licence*), was a keen scuba diver in his younger days and was a lover of his many pet dogs.

Jaguar Land Rover (JLR) has since May this year recruited over 200 graduates across its various plants in the West Midlands to take up roles in electrical and software engineering, strategy development, car design and manufacturing.



With such a wide mixture of roles and a diverse range of new recruits from a wide range of backgrounds and experience, JLR say this diversity is key to unlocking innovation, challenging conventional thinking, encouraging fresh ideas and promoting creative problem solving. This recruitment drive is in addition to the 250 new electrical engineering roles at JLR's facilities at Gaydon and Whitley which are

required to support the development and transition to all-electric vehicles.

In conjunction with global tyre manufacturer Pirelli, JLR has agreed to using only tyres made from certified natural rubber as it rolls out its new generation all-electric vehicles. This commitment will amount to over 250,000 certified natural rubber tyres being fitted to Jaguar and Land Rover vehicles per year.

Andrea Debbane, JLR's Sustainability Director says that by choosing Pirelli's natural rubber tyres the company is providing high quality/performance tyres while also supporting responsible forest management and protecting the natural rubber supply chain.

"This collaboration with Pirelli represents a significant step in sustainable tyre production, from the planting of rubber producing trees right through every stage of tyre production," says Andrea.

JLR has extended its long-term collaboration with UK audio manufacturer Meridian to develop and supply high quality in-car audio technology for its next generation all-electric range of vehicles. The collaboration has enabled Meridian's audio specialists to provide input into the design of the new vehicle cabins at the design stage to ensure optimum audio sound.

The Meridian Signature Sound System will feature 35 speakers, including two 20W speakers in each seat headrest to provide a fully immersive sound

experience. In addition, an active noise cancellation system will monitor wheel vibration, tyre/road noise and generate an audio cancelling signal.



The Kapiti Expressway speed limit has been lifted from 100km/h to 110 Km/h as of December 1. It will apply to 25 kilometres of the highway from north of Raumati to the Otaki off-ramp and interchange.

NZTA publically consulted on the speed increase with 93 percent of the over 3,000 submissions all in support of the speed increase. Consultation also took place with other stakeholders and local authorities.

The Raumati Straight will remain at 100 km/h as it does not meet the safety and paving

specifications for a higher speed limit and there is still work to be done on the Transmission Gully Motorway before a speed limit review can take place for it. It is expected the North of



Otaki to North of Levin Motorway (O2NL) will be constructed in a manner that will allow for a 110 km/h speed limit and construction is scheduled to begin mid-next year with a five year timeframe to construct.

The history of the first formed roads date back to around 4000 BCs in Iraq, however roads that are still in existence date back to Roman times (312 BC). The Roman's established a network of paved cobbled 'highways' throughout their empire, the most famous being the *Via Appia* which connected Rome with Brindisi. Parts of this 'highway' can still be seen today and it is, according to the Guinness World Records, the oldest purposely formed and paved road still in existence in the world today. Roman roads remained in use



for many centuries and while they disappeared over time, new roads were constructed in there place and followed a very similar alignment.

*A remaining part of the cobbled Via Appia in Italy (Internet).*

In the USA Congress began funding road construction in 1916 and the Federal Highways Act of 1921 further provided

funding for road construction which led to a network of 'highways' covering 32,000 kilometres being built across America.

The first 'motorway' to be built was in 1924 in Italy when the *Autostrada dei Laghi (Lakes Motorway)* was opened and which today forms part of the *A8 Autostrada*. In Germany, Hitler authorised construction of the first autobahn between Cologne and Dusseldorf in 1933 and it has since been expanded across most of the country.

At 30,000 kilometres, the Pan-American Highway across the America's from Alaska to Chile and Argentina is the world's longest continuous highway in the world, with the first section completed in 1950. Canada, Russia and Australia also have long highway networks, with the



Great Northern Highway from Perth to Darwin stretching 3,200 kilometres. New Zealand's longest highway is SH1 at 2,033 kilometres

English company TWR has taken a Jaguar XJS-R and converted it into a 600 horsepower Supercat. The car debuted back in April at the Goodwood Festival of Speed and features a front splitter scope, wheel arch flares, large 22 inch wheels, a rear spoiler, flared skirt and a massive diffuser integrated into the rear bumper. The body panels are made from carbon fibre to reduce the weight and the car rides on centre-locking wheels. The extensively upgraded Jaguar 6 litre, V12 supercharged motor is linked to a six-speed manual transmission. The total conversion took almost two years to develop and production was limited to just 88 cars with pricing starting at UK£225,000.



*Artist impression - rear view of the Jaguar TWR XJS-R Supercat (Autoblog).*

The original XJ-S was released back in 1975 as a sports touring car and was offered in numerous configurations and motors including the much vaunted Jaguar V12 5.3 litre motor. Production of the XJS ran until 1996.



*An original 1975 Jaguar XJ-S (Autoblog).*

The Transport Agency (NZTA) and its contractors will over the next 12 months carry out extensive maintenance of SH1. The work is to be done in sections and the first section between Tirau and the intersection with SH28 near Putaruru has been completed. NZTA say

that section of the highway was one of the worst in the country in regards potholes and surface quality.

The next section of work will be between Taupo and Waiouru over January next year, with the following sections to follow: Putaruru to Tokoroa, Tokoroa to Ataimuri and Ataimuri to Taupo. Each section is expected to take five to six weeks to complete and as each section of the highway will be closed while the work is done alternative routes will have to be taken. NZTA say this will allow their contractors to carry out the work unhindered by passing traffic and enable the maintenance work to be done much more quickly.

As over 11,900 vehicles use this section of the highway each day, NZTA say they will liaise with freight and coach operators, local councils and the travelling public to ensure alternative routes are well signposted and advised in advance of the closures.

The 'Saturday Club' was a group of twelve Jaguar engineers and designers who gave their own time to produce a prototype supercar – the Jaguar XJ220. The prototype was so successful Jaguar's management gave the 'green light' for the car to be put into production.

Parts for original AWD prototype were 'taken' from other vehicles, with the drivetrain a modified version of Jaguar's Group C race cars. The mid-mounted motor was an upgraded version of Jaguar's 6.2 litre V12 but with a double overhead camshaft and four valves per cylinder, the rear lights came from a Rover 200 R8, the wheels from an XJS, while the Smiths instrumentation was modified from the standard calibration used in other Jaguars. The AWD system was developed by Ferguson Research and the aluminium body followed design cues from the D and E-Types. The car recorded a top speed of 349 km/h at the Nardo Test Track in Italy and a lap time of 7.46 at Nurburgring in 1991.

Only 282 production XJ220's were ever built in association with TWR between 1992 and 1994 and were discontinued due to the economic recession of the mid 1990's, the increasing cost of fuel, changes to the emission requirements and prospective buyers cancelling their orders despite the car being offered with a 'less thirsty' 3.5 litre turbo-charged V6 motor.



*The rear view of a production Jaguar XJ220  
(Internet).*

JLR is spending UK£500 million on its historic Halewood facility in the Midlands in readiness for the production of its new electric vehicles.

Halewood was originally built in 1963 to produce the Ford Anglia, when under Ford ownership. More latterly it has been the centre for the production of several Land Rover models including the Range Rover Evoque. The transformation for the assemble of EV's has so far involved over one million hours of construction work over a period of 12 months.

The plant is being fitted out with state-of-the-art technology including 750 autonomous robots, ADAS calibration rigs, a laser alignment system for perfecting part fitment and the latest cloud-based digital plant management production system.

The factory has been extended by over 32 square metres and when the upgrade is complete the plant will produce JLR's medium size all electric SUV's and be capable of producing 500 vehicle bodies per day.

The Jaguar C-X75, the iconic supercar that never went into production is back following a new 'street-legal' EV conversion programme being carried out by Callum Design.

The original concept car was initially shown at the 2010 Paris Motor Show and gained 'notoriety' in the 2011 James Bond film 'Spectre.'

Following over 1,000 hours of work, the new 'road-going' cars feature a supercharged 5 litre V8 motor along with a number of 'improvements' including active aerodynamics, auto hydraulic suspension to lift the car when traversing rough roads, and wireless charging.



*The Callum redesigned road-going Jaguar C-X75 (Jaguar News)*



**J**aguars in the wild have a remarkably diverse diet and are known to catch and consume over 85 different animal species in their native Central and South American homelands. Being opportunistic hunters they modify their hunting tactics according to the prey and are regarded as generalist carnivores.

They have no natural predators within the rainforest of the Amazon jungle, but due to the loss of rain-forest to arable crop farming are known to venture out to inhabited areas and run the risk of being caught or shot.



Being carnivours their main diet, once fully grown, consists of monkeys, tapirs, armadillos, rabbits, caimans, iguanas, lizards, snakes, turtles and even young crocodiles and fish as they are adept at swimming and often catch catfish and piranhas. They have also been known to catch aquatic birds.

**Editors Note:** Some Club members have asked me why I include short articles on the jaguar (the animal) in CatChat and why Sir William Lyons used the name as a brand name following the cessation of SS Cars in 1945.

In the words of Sir William Lyons:

*“Both Jaguar cars and the jaguar animal are renown for power and performance. The animal is an apex predator with excellent hunting skills , while the cars are engineered for speed and agility. Elegance can be found in both, with the animal sporting a magnificent patterned coat and the interiors of our cars are the epitomy of luxury. Both are swift and are admired for their strength and panache and both embody the qualities of ‘Grace, Pace and Style’ so it seemed a natural association.”*

## ***And finally – A Christmas Ode to the Marque***

I am sleek and polished. Crouched in a garage I lie in wait, my taunt metallic body ready.

I am sports inspired and beneath my sculptured bonnet rests a super-charged motor, a heart that beats with relentless passion for the rush of speed.

As my master approaches, I feel excitement and my electronic pulse begins to quicken. He greets me with a gentle touch, his fingers gliding over my sensuous soft curves, appreciative of the craftsmanship that went into my making.

I can sense anticipation, a thrill that resonates with my own yearning to bare my fangs on the open road.

With the press on my pulsating button, I roar into life, a deep resonating growl that reverberates and awakens the neighbourhoods sleeping jackels.

It is not just the sound, it's the essence of my being – a symphony of power, pace and grace. It is in this moment I feel our hearts racing in tandem for he knows the joy of unleashing my power and satisfying that craving of exhilaration, that sensation of speed and freedom.

As we glide from the garage to the highway I feel the wind rush over me, a caress that ignites my senses. My wheels grip the road like a cat claws and I respond with a snarl to every command with precision and timeliness. I can almost hear my owner's laughter blending with my motors roar, a melody of exhilaration that pushes us forward towards a distant vanishing point and each tight turn - each long straight is another celebration of unbridled performance.

It's not just about the call of the wild, its also about the meticulous attention to detail during my routine maintenance, it all fills me with pride to know I am so cherished.

Every time my owner enters me I feel his dreams and ambitions intertwine with my very essence and as we return to my resting place, I feel a sense of fulfilment. I am more than just a vehicle; I am a partner, an adventurer, a confidant, together we create memories from the thrill of the road and the unbreakable bond forged by love and respect.

I am a **Jaguar**, a symbol of emotion, power and precise engineering.





## Directory

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

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

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

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

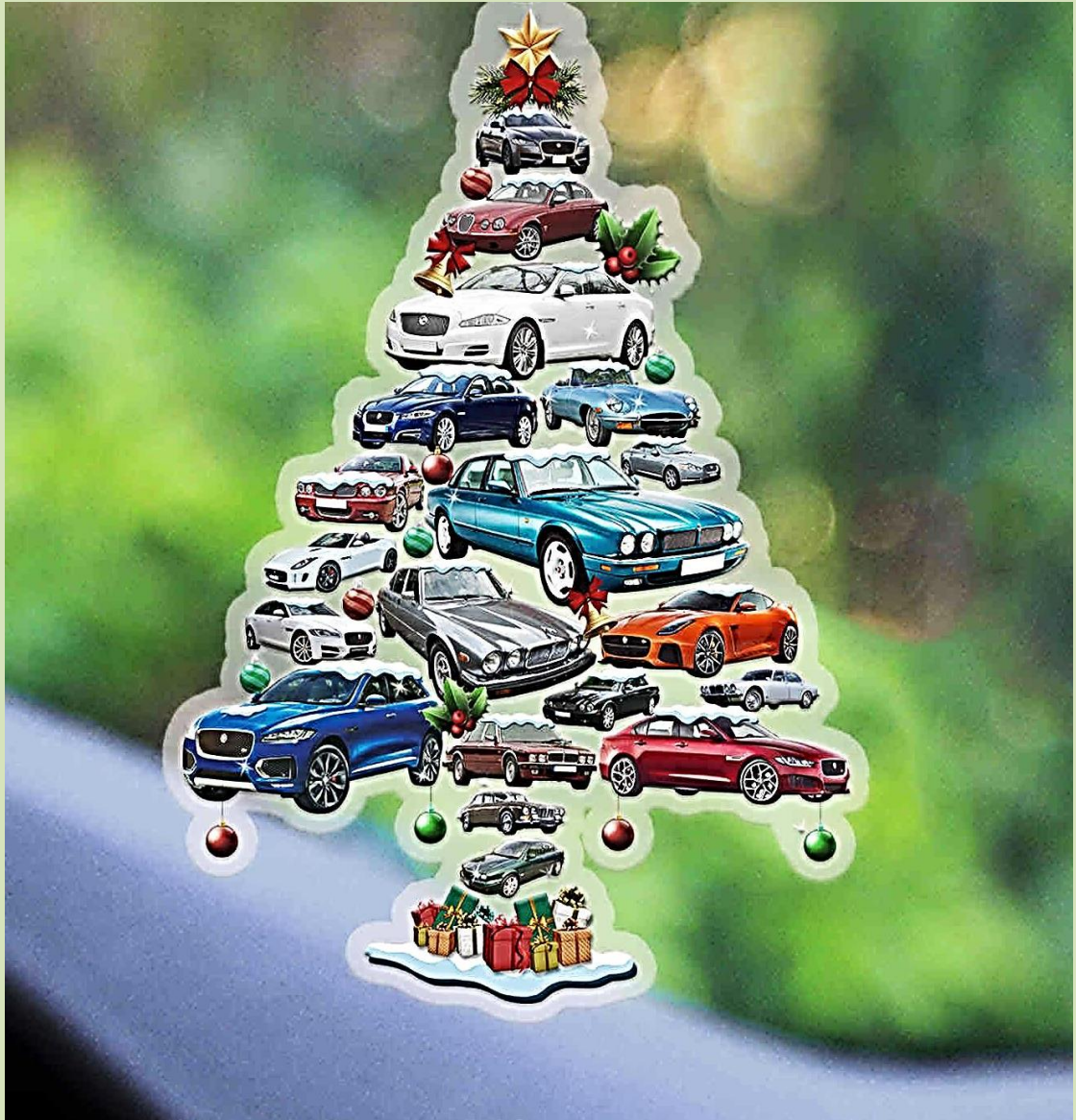
The WJDC is one of 10 similar Jaguar Drivers Clubs in New Zealand who interact with each other on an informal basis and hold the triennial Jaguar National Rally, which is organised by one of the nominated Clubs.

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

President: Philip Vavasour	027 440 0696
Secretary / Treasurer: Rezea Morgan	04 293 3305
Committee: Paul Buckrell	021 422 633
Brett Newell	04 475 9001
Dennis Rowe	04 973 7399
Don Ryder	04 479 1367
Chantel Smith	021 377 213
CatChat Editor: Richard Silcock	021 08534550
E.News Co-ordinator: Chantel Smith	021 377 213







*MERRY CHRISTMAS*

*Wellington Jaguar Drivers Club Inc*

