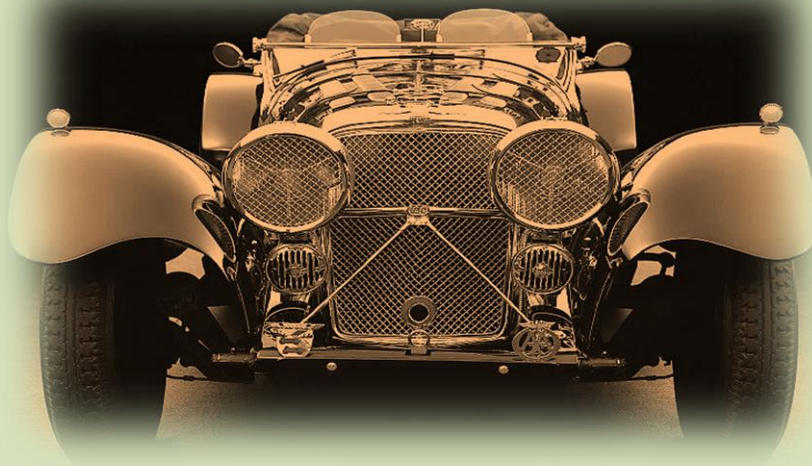




CatChat

The Wellington Jaguar Drivers Club Magazine

April 2025



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

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JAGUAR

Editorial

Evidently there has been some unease within JLR over the style and messaging being promulgated by the company's marketing and advertising agency and the new branding of the Jaguar marque. Likewise it has brought forth a deluge of criticism from dealers and the buying public. Those not in favour of the new branding say it is wrong to ignore Jaguars history and long established heritage, and to do away with the 'leaping cat' mascot and change the logo and badging just for the sake of modernism. No other car manufacturer has ever attempted such a risky experiment of not only going all-electric, but dropping its well-recognised branding in favour of creating a new look aimed at a different target market. On the plus side, and like it or not, it has generated a considerable amount of publicity and conversation – so it remains to be seen if the experiment works!

In this edition of CatChat there is a Lead article on the replies to these criticisms by Jaguars Managing Director, Rawdon Glover, which were derived from his interview on UK Sky News following the debut of the concept cars and the unveiling of the new branding.

The Governments proposal to extend the warranty period for cars over 40 years old from six months to 12 months seems to make a lot of sense, given that most classic and vintage cars don't travel many kilometres per year and are usually maintained to a very high standard as evidenced in the Feature article about Steve Fosters 1960's XK150 that once belonged to Dame Ngaio Marsh. The NZ Federation of Motoring Clubs, of which the WJDC is a member, has long lobbied the former and present government's over this so the Minister's announcement that such a proposal be accepted, following the obligatory consultation period, will be welcomed by those who own classic/vintage cars.

Also in this addition, along with our Club events over the past three months, is a Biography of Sir John Egan who is credited with saving Jaguar from extinction in the 1980's; there's a Review on the last XJ (the X351); an article on restoring an E-Type; I reminisce over the Mk.V; Alan Race looks at D-Type's in miniature; **Terry Dykes** reveals his love affair for E-Types (I thought it was Alfa's one had a love affair with); our Racing Hero is Mitch Evans; Peter Dunne comments on traffic management, I travel to Barcelona, Review a film featuring an XK8, and **Brett Newell** profiles the *Le Gordon Bleu* culinary school.

This edition of CatChat also features the new Jaguar brand logo at the end of each article.

Richard Silcock

CatChat Writer & Editor

JAGUAR

From the President

As indicated in my previous Reports, I will definitely be handing over the Presidential reins at this year's AGM (scheduled for late August) and I, along with other members of the current Committee, are very keen to persuade some of our newer (and younger) members to seriously consider holding up their hand to help run the Club. It is not an onerous task as there are usually no more than four to five Committee meetings a year and the organisational obligations are shared around. The meetings are quite social, with generous nibbles, a convivial glass of wine and quite a lot of banter adding to the fun so don't be too surprised if you get tapped on the shoulder and asked that you to step up and accept the challenge. Please do not wait until this happens, as we would love you to come forward over the next month or so of your own accord.

Many of you will be aware that Robyn and I spent some time in Europe late last year and this resulted in me having to delegate a number of Presidential duties. I would especially like to thank **Brett Newell** for covering for me during this time, including the Annual Prize-giving at the Christmas Lunch. I would also like to thank all the other members of the Committee for their additional contributions.

Our recent events are well covered elsewhere in this edition of Catchat, but I would like to acknowledge **Paul Buckrell** for organising the trip to Russell for the New Year's Eve celebrations and convey a huge thankyou to **Jenny Mason** for hosting the recent Gymkhana event, which **Chantel Smith**, **Paul Darney** and **David Black** organised and arranged the various driving tests. Thanks also to Jenny's neighbours and friends for cutting the grass and their assistance in making the event run smoothly (and doing the washing-up afterwards).

I believe that the club is in good heart, both financially and as evidenced by four new members being approved at a recent Committee meeting. We have an interesting program planned for the months ahead and you can expect to visit some new and interesting places. As soon as the details and dates are confirmed the particulars of these events will be published in our ENewsletter.

In the meantime travel safely and keep your pride and joy well-polished and purring.

Philip Vavasour

President, Wellington Jaguars Drivers Club Inc.

JAGUAR

Jaguar's MD defends backlash

Jaguar Managing Director, Rawdon Glover was interviewed on UK Sky News following the release of the all-electric Jaguar concept cars in Miami, Florida at the end of last year which, along with the new rebranding of the marque, resulted in world-wide criticism being levelled at the company (Ed).

In November last year, Jaguar released a TV commercial which featured a number of catwalk models of different ethnicities wearing brightly coloured clothing walking in an austere, moonscape-like space, with not a car in sight. Jaguar Managing Director, Rawdon Glover has described it as: "Heralding the completely transformed Jaguar brand that marks a new era for Jaguar that is relevant for a new contemporary car buyer."

His comment and the actual unveiling of the two concept cars in two colourways of pink and blue at Miami Art Week, along with the new-look branding, certainly sparked widespread controversy with most, it seems, not liking the look of the car, nor the new brand imagery, with some even predicting an unfortunate end to the marque. Tesla's Elon Musk is quoted as saying: "Do they sell cars or fashion" when he saw the TV advert.

In his defence, Glover says: "We wanted to be bold and disruptive with our new electric cars



and our marketing and we've certainly gathered an awful lot of attention, but I think it's really important to talk about the vehicle itself - it is a concept with bold forms and exuberant proportions to inspire all future Jaguar owners.

"The new cars will use a new dedicated (*electric*) platform which should return up to 478 miles (769 kilometres) of range, while rapid charging will

provide 200 miles (321 kilometres) of travel in just 15 minutes. The production-ready version of the car (*known as Type 00*) is set to be revealed later this year and although prices have not yet been confirmed, it is expected to cost around UK£100,000.

"Going forward we need to make sure that the new all-electric Jaguar is relevant, desirable and future proof for the next 100 years of its history. At the moment, the automotive industry is going through a huge disruption as technology changes and as we all figure out actually what an electrified world will mean for our brands.

"At Jaguar, we have looked at that and we think we have to take a really bold step forward – but actually, the step we are taking is completely in-keeping with the ethos of the brand.

"More people are now talking about Jaguar and this is good. Many car companies unveil

new cars and models all the time, but many go completely unnoticed by the public – so we wanted to create an awareness and a conversation about the brand.

“We certainly don’t want to alienate any of our loyal customers. Quite the opposite – we want to take as many of our current fans along with us on our journey, but we need to also appeal to a new higher-end type of customer.

“People will have opinions about the new car and the rebrand and we absolutely value a reasoned debate, but if it gets discriminatory, then I can’t condone that. We really want the conversion to move on from that now and to acknowledge the new vision and what the future of Jaguar will look like going forward.

“Now, a new era begins for Jaguar and the concept car’s are the first physical manifestation of a bold, exuberant and creative philosophy – the Type 00 Jaguar.”



Above top: One of the concept cars shown at Miami Art Week in November last year, and below, an artist impression of what the driver’s position (left hand drive) in the new era Jaguar may look like (Jaguar UK).

JAGUAR

CatChat Feature

Famed New Zealand crime fiction writer and stage director, the late Dame Ngaio Marsh (1895-1982) owned two Jaguar's; a Mk.V DHC coupe and later a XK150 SE FHC. CatChat was fortunate to track down the current owner of the XK150 and was able to interview him for this feature and with the help of Jaguar historian and author Richard Waugh QSM, shed some light on the possible whereabouts of the famous writers former Mk.V (Ed).

Tucked away in one of Masterton's more affluent and leafy streets resides 'a cat' – a symbol of 1960's British automobile excellence and a piece of automobelia that has a connection with New Zealand's literary history.

This black Jaguar XK150 SE is in pristine condition and is a credit to the cars past and present owner, Steve Foster, who has owned the car since August 2009, having inherited it from his father, John Foster.



The pristine 1960 Jaguar XK150 SE that once belonged to Dame Ngaio Marsh (Ed).

The same car was once owned by New Zealand's best known and celebrated crime fiction writer and stage director, the late Dame Ngaio Marsh, who in July 1960 purchased the car and took delivery of it at Jaguars Browns Lane assembly plant when she was living in England during one of her many research trips to gather information for her many books .

She used the car in the UK up until she returned to New Zealand in November 1961 and had it shipped to Christchurch where it was registered (*plate number AQ5832*) in January 1962 and maintained by Archibald's, who are still the Jaguar dealership in Christchurch.



Dame Ngaio was a big fan of Jaguars and their racing pedigree and was herself a fast driver. It is understood she met Sir William Lyons (*the founder of SS Cars/Jaguar*) on several occasions and often corresponded with him.

Dame Ngaio Marsh in her XK150, circa mid-1960's (Christchurch Star/Marsh Heritage Collection).

Prior to owning the XK150, Dame Ngaio owned a 1950 Jaguar Mk.V drop-head coupe (DHC) and according to local New Zealand Jaguar historian and author of several books on the marque, Richard Waugh, the car has unfortunately disappeared without trace - possibly overseas or has been wrecked, or is tucked away in a shed somewhere in New Zealand.

"It was in late 1950 that Dame Ngaio purchased a grey Mk.V drophead coupè with red



leather upholstery (*chassis number 640108*) on an import delivery arrangement and had it shipped out from England," says Richard.

"Only 390 MK.V drophead coupès were built by Jaguar and this one had the more powerful 3.5 litre, in-line six cylinder motor.

Dame Ngaio was fastidious about her cars and always kept them clean. She is seen here washing

her grey Mk.V beside her house in Cashmere, Christchurch (Marsh Heritage Collection).

"We know the car was sold around 1960 to a Gary O'Rourke of South Canterbury who sold it in the 1980's to a Roger Herrick who had it painted black and offered it for sale with around 65,000 miles on the odometer.

"It was sold again in the 1990's and I have traced it to the Waikato region, but there the trail goes cold and there is no record of the car being re-registered in New Zealand since. It's a mystery - somewhat akin to the original owners mystery novels."



Is this the MK.V that once belonged to Dame Ngaio Marsh, now painted black – or is it just an ethereal ghost - a figment of imagination?(Ed)

But back to the XK150 and it's current owner. Steve Foster says his right hand drive, 3.8 litre, fixed head coupè (FHC) is quite rare in New Zealand as most of the other XK's here are either the earlier 3.4 litre drop-head (DH) cars, or FHC versions that were originally left hand drive, having been imported from the USA, where most were originally exported to and sold by Jaguar dealerships, particularly in California.

According to Steve, only around 99 of the right hand drive fixed head coupès in Special Equipment (SE) form were assembled by Jaguar between 1959 and 1960.



"Prior to my father owning the car and since Dame Ngaio's ownership, the car's had three other owners," says Steve. "When Dame Ngaio died her second cousin, Dacres Manning inherited it with the ownership records indicating the car had only done 33,620 miles.

"As Manning was living in Australia at the time, he only did a further 200 odd miles in the car before it was sold to a Christchurch resident. It was sold again, but remained in Christchurch up until my father purchased the car in June 1991 with a milage of 38,097.

"My father, who lived in the Hawke's Bay at the time, had several Jaguars, but he favoured the XK150 and only drove it on fine days. Possibly the highlight during his ownership was when he drove it to Taupo for the 50th XK Jaguar Rally in 1998, where there was a large contingent of XK variants on display, but his was the only SE model.

"Having been looked after and garaged for all of its life, the car is still in very good original condition and has only done 45,500 miles. The owner prior to my father had the leather seats and leather dashboard renewed and also removed the original wing mirrors that were mounted on each wheel arch above the front wheels.

"I do all the servicing of the car myself, the exception being when the brake fluid needed changing and I got a local mechanic to do the job. The car has never faulted or let me down and has not required anything more than a regular service and a Pirelli tyre change. It has never been dismantled or repainted, shows no signs of rust and still has the original tool kit and service handbook.

"I drove it to Christchurch for last year's National Jaguar Rally and it didn't miss a beat. The car was a concours winner at the rally in the Most Original Sports Car 1940 to 1960 class.

"For me the best thing about this car is it's history, its condition and it being an SE model. That makes it just that little bit more special. A number of people have shown an interest in purchasing the car, but at this stage I am not interested in selling it. If I did, I believe it could have a value of around \$350,000.



Front and rear view of the XK150 SE (Ed).

"The SE model has the reworked cylinder head which increases the bhp by 20 over the standard XK150. Jaguar engineers managed to increase the amount of torque by increasing the exhaust valve diameter and altering the angle by 15 degrees. They also made the valve more curved to match the hemispherical aspect of the combustion chamber.

"By comparison to the earlier XK120, XK140 and the XK150 3.4 litre models, other changes included disc brakes on all four wheels, a separate water gallery for the inlet manifold, a redesigned radiator filler cap, a windscreen washer, a continuous wrap around chrome front bumper that incorporates a curved dip below the radiator grille, the adoption of the Mk.2 Jaguar saloon tail lights and slightly wider more comfortable seats.



The grey leather dashboard and 16 inch chrome wire spoke wheels with knock on/off hubs (Ed).

Technical Details of the XK150 SE

Year of Manufacture: 1960

Chassis Number: S 825269 DN

Engine Number: VA 1867 8

Body Number: J 11085

Motor: 3.8 litre, DOHC Straight-6 with twin 44mm SU-HD6 carburettors. 220bhp (164 kW @5500rpm

Transmission: Manual four speed Moss gearbox

Brakes: Dunlop 12 inch disc brakes all round

Tyres: Pirelli Cinturato CA67 radial.



Pictured above: The 3.8 litre DOHC straight-6 motor with twin 44mm SU-HD6 carburettors (Ed).

Editor's Note: Dame Ngaio Marsh is credited with writing 33 crime fiction novels along with a number of stage plays. She was also an accomplished artist and wrote poetry mainly about and of scenes around Christchurch, where she lived comfortably in a small bungalow on the Cashmere Hills. She had a passion for fast cars and was often seen whizzing around the streets of Christchurch in her Jaguar, usually in excess of the speed limit. For more information on the life of Dame Ngaio Marsh read her autobiography 'Black Beech and Honeydew'. There are also two biographies: 'Ngaio Marsh - A Life' by Margaret Lewis, and 'Ngaio Marsh – Her Life in Crime' by Joanne Drayton.



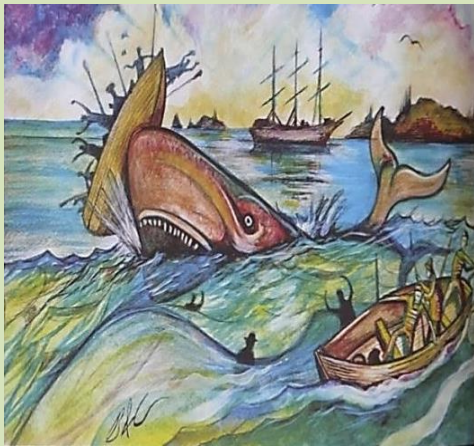
JAGUAR

Club Events

Over the last four months there have been three Club events. It started with a visit to Russell in the Bay of Islands to celebrate New Year, followed by the British and European Car Day on 9 February and in March the revival of the Club Gymkhana.

A New Year celebration - 31 December/1 January

Stepping ashore from the Paihia to Russell ferry on New Year's Eve, after having flown via Auckland and Kerikeri, I was reminded that Russell, previously known as *Kororareka*, was once one of the largest whaling ports and safe anchorages for sailing ships in the southern hemisphere. It was however known in the early 1800's as the 'Hell Hole of the



South Pacific' - frequented by sailors, whalers and sealers on shore leave, along with vagabonds, escaped convicts, roughians and prostitutes. Illicit hooch was freely available and disputes were settled by brawls, fists and gun fights - there being no law and order. It was a time when whales and seals were hunted and killed for blubber, oil and skins – a very dangerous occupation with a high mortality rate mainly carried out by desperate men with nothing much to lose.

A painting by Brent Condon depicting the dangers of whaling in the waters around the coast of New Zealand during the early 1800's (Russell Museum).

Fast forward 200 + years and you'll find it is now far more civilised and refined, an idyllic tourist destination visited by thousands each year especially over the summer months when the population of this historic town and nearby Paihia swells with the influx of holiday makers, yachties and cruise ship day-trippers. It also enjoys a reputation for being one of the 'in places' to celebrate the New Year and it certainly 'vibrated' on this New Year's eve.



The Duke of Marlborough Hotel, Russell (Ed).

To join in this celebration, twenty stalwart Wellington Jag Club members made the trip to the far north to join other New Year revellers at the 'famous' Duke of Marlborough Hotel* on Russell's waterfront for a New Year's dinner accompanied by dancing and other festivities that went on into the small wee hours of the first day of 2025.

Organised by **Paul Buckrell**, many Club members drove up from Wellington with overnight stops in Taupo, Karaka and Whangarei, while others flew via Auckland and Kerikeri followed by a shuttle-bus ride and a ferry across the harbour from Paihia.

Pre-dinner drinks and an appetiser were enjoyed prior to the dinner, the latter being superb and served in the main dining room of the hotel with views as the sun set of the beach and the plethora of small boats swinging on their moorings in the on-shore breeze. With a bountiful menu from which to choose, the confit duck and Scotch eye-fillet were a popular main choice, with the white rum Panna Cotta or Citron Tart the most popular desserts. The service was speedy and well orchestrated by the waiting staff who rose to the occasion in what was an extremely busy evening with some 200 seated guests.

With dinner over, the lights turned down and the band in full swing, many hit the dance



floor and executed moves from modern to rock with a bit of tradition thrown in. A spectacular fireworks display from a barge moored in the harbour signalled the bewitching hour of midnight and with the muted sounds of *Auld Lang Syne* being sung somewhere nearby, the New Year was heralded in with a clash of cymbals from the band and whoops of good cheer

from the mêlée of people gathered in the hotel and along the immediate foreshore.

Pictured above left: Paul and Wivian Buckrell (Janet Paape). Pictured right: The spectacular fireworks display was watched by many New Year revellers (Ed).



While celebrations continued long after midnight, most Jag Club revellers had retired by 1am to their respective accommodations, with only a few propping the bar at the 'Duke' for a 'toast' to the New Year and to swap a few yarns.

Thursday dawned to a sunny warm morning with a strong on-shore breeze. Sunglasses and hats were to the fore as members assembled on the Russell wharf prior to taking the 15 minute ferry ride to Paihia for lunch at Charlotte's Kitchen café. Here the group were joined by **Philip** and **Robyn Vavasour** who had been waylaid overnight at Whangarei Hospital on their way north.



From left to right: Club members on the ferry to Paihia (Ed); A toast to the New Year at Charlotte's, (L toR) Madeleine Black, Janet Paape and Robyn Vavasour (Wivian Buckrell).

Interestingly the café is named after Charlotte Badger, a petty thief and cook from NSW, who, together with the crew of the ship *Venus*, staged a mutiny while enroute to a penal colony in Tasmania in the early-1800's and sailed instead to the Bay of Islands where Charlotte befriended a Maori chief and led a fairly 'loose' life. With the constabulary on her tail she later 'shipped-out' with an American whaler to (it is rumoured) the West Coast of America.



Unfortunately the lunch did not meet expectations, however the desserts were a spectacle both in presentation and content and with a few drinks flowing the occasion was made enjoyable with some lively banter emanating from our more buoyant members.

With the lunch winding up, Club members dispersed to follow their own particular itinerary, with some heading further north, while others returned to Russell for a few extra days or headed south to Auckland to visit friends or relatives before returning home. It was certainly a memorable Jag Club event, with several saying they'd had a 'whale' of a time.

***Editors Note: A short history on the Duke of Marlborough Hotel.**



The original 'public house' was built in 1827 by Johnny Johnstone (an ex-convict) and it was known as 'Johnstone's Grog Shop'. Johnny was fluent in Te Reo and was well regarded by local Maori. Following the signing of the Treaty of Waitangi in 1840 the establishment was named the Duke of Marlborough Hotel in recognition of a British statesman and Johnny, as publican, was granted a 'legal' liquor licence, which to this day hangs in the main bar of the hotel. During the *Kororarika* Maori War in 1845-46 the hotel was destroyed by fire but was rebuilt. Johnny continued to own it until 1878, after which it changed hands a number of times before being taken over by the Hancock

Hotel Group (now Lion Breweries) in 1923. Another fire in 1931 razed the building and it was replaced by a building that was barged from Cable Bay and dragged on skids up the beach to the present site by a steam driven traction engine. That building formed what is now a part of the existing hotel. In 1974 Wayne Young took over the business and lifted the standard of the hotel and helped put Russell on the tourism map. The hotel again changed hands in 1983 and was enlarged, attracting tourists and anglers wishing to indulge in deep sea marlin fishing that had been made famous by Zane Grey, an American author and adventurer in the 1950's. The 1987 stock market crash had a severe effect on hotel patronage and Russell as a whole with many businesses closing and the hotel again changed hands, this time to Frenchman, Arnauld Kindt, who upgraded the guest rooms, added en-suites, extended and refurbished the public areas, installed a fire sprinkler system and elevated the restaurant to a fine dining experience. Today the hotel is owned by a group of four individuals, who have continued to improve the facilities, further elevating it to a highly rated establishment.

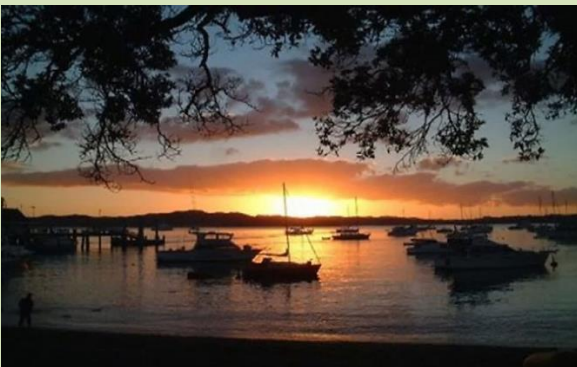
Photo Gallery: A depiction of Russell (Ed).



Left to right above: New Zealand's earliest church (est 1835), The Duke of Marlborough Hotel (circa late 1880's).



Left to right above: The wharf and jetty, Russell; The Paihia – Russell passenger ferry (Ed).



Left to right above: Duke of Marlborough Hotel , Sunset over the bay. Below (L>R): Marlin statue, Maori poi and tree trunk.



The very British and European Car Day – 9 February

The Trentham Memorial Park was certainly packed with British and European cars on Sunday 9 February and 15 Jag Club members presented their polished and well preened Jaguars as a part of the display on what was ‘a not too hot and not too cold’ day (*to quote Goldilocks and the Three Bears*).

“Along with our Jaguars, four of which were E-Types, there were well over 500 cars from various marques on display and many more than on previous years” says **Philip Vavasour**, WJDC’s President. “They ranged from Mini’s, Morris Oxfords, Vauxhall’s, Rovers, Rolls Royce, Bentley, Aston Martin, Land Rover, Ferrari, Fiat, Renault, Citroen, Jensen, MG, Austin, Ford, Triumph, Audi, Mercedes, VW, Porsche and Lamborghini – the oldest Jaguar being a beautifully restored MK.IV DHC, which was parked under the trees, and the newest was probably my blue 2019 XE.



The oldest Jaguar was this beautifully maintained 1940's Mk.IV DHC (Ed) and the sleekist was possibly this 1960's blue E-Type coupé (Phil Vavasour).

“In all, I counted around 29 Jaguar’s on display, but some were parked at random and well away from our location between the Ferrari and Aston Martin displays.

“Between 9.30am and 2pm a good crowd of onlookers circulated amongst the line-up of cars, often stopping to chat with individual car owners to learn about their cars.

“Many of our Club members, who had brought a picnic lunch (beacon and egg pie seemed to be the food of choice), or bought refreshments from the various food outlets dotted around the park, gathered in the Clubs gazebo and out of the midday sun to enjoy a few wines and some convivial conversation about cars and various other things.

“The Minister for Transport, the Hon. Chris Bishop also put in an appearance at the event, drawing the attention of the media over his announcement that classic and vintage cars may no longer be required to pass a Warrant of Fitness check every six months.” (*Refer page 51 for more information*).

TV1 and TV3 ran a News item on the event and the Ministers announcement in their 6pm News slot.



Peter Thornton's 1973 E Type and 1967 420G saloon that has subsequently been sold to a collector in Morrinsville (Peter Thornton).



The line-up of our Jag Club cars attracted a lot of interest from the public (Philip Vavasour).



Dashboard and steering wheel of the Mk.1V, and the motor of Peter Thornton's E Type (Philip Vavasour).

The idea for the event was started 33 years ago by the Wolseley Car Club and is open to all British and European cars. Originally held at the Southwards Car Museum near Paraparaumu, it moved after several years to QE2 Park and then to the present venue. This year proceeds from the \$10 per car entry fee will once again be donated to the Wellington Free Ambulance.

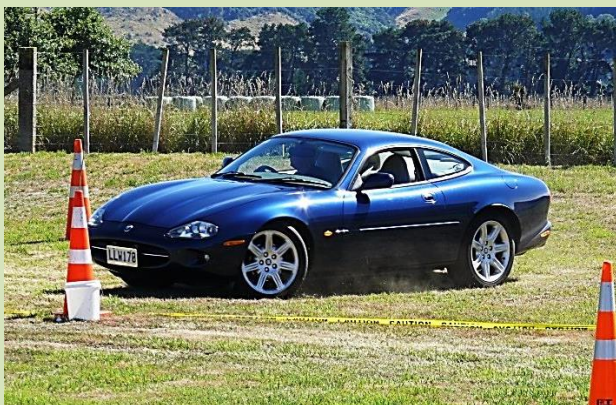
The day wound up around 2.30pm for most of the Jaguar contingent, though the event went on until around 3.30-4pm. Thanks go to our President, **Philip Vavasour** for co-ordinating WJDC's participation in the event this year and for providing notes and photographs for CatChat (Ed).

The Gymkhana Revival – 2 March

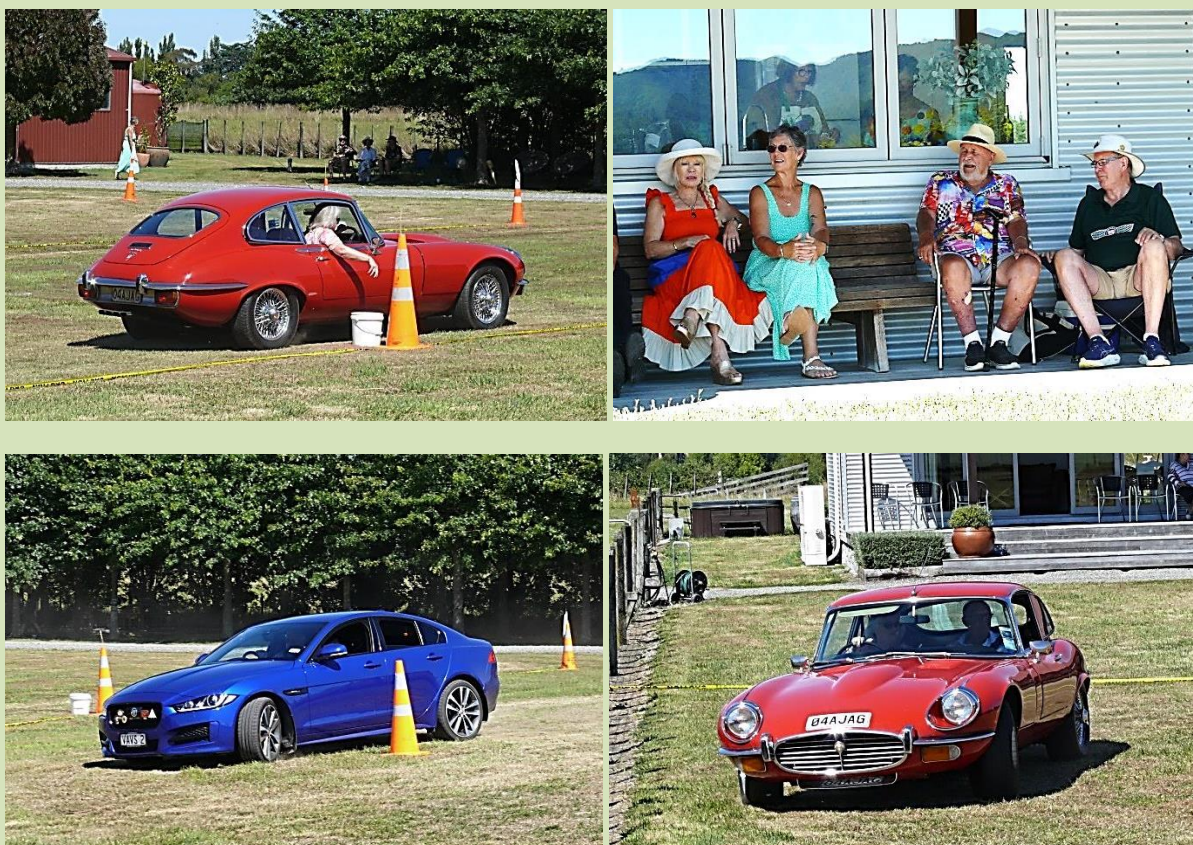
The much revered Wellington Jaguar Drivers Club gymkhana has been on hold for the past two years following the long illness and untimely passing of former Club member Murray Mason, who together with his wife, **Jenny Mason**, had hosted the event at their farm near Carterton for a number of years prior.

This year, Jenny kindly agreed to host the popular event again and passed over the plan of the course that Murray had drawn up to Club Committee member **Chantel Smith** to arrange the event with the help of Club members **Paul Darney** and **David Black**.

Some 36 members attended the event on what was a magnificent hot and cloudless Wairarapa day. After morning tea/coffee and some tasty treats and a welcome by Club President, **Philip Vavasour** and host **Jenny Mason**, along with a briefing by Chantel (as event co-ordinator and time keeper), there was a demonstration of the course by **David Black** (who, not competing this year was driving an Audi AWD !!). Eight Club members and their 'navigators' then put their 'cats' through the course in a test of their driving skills. This involved driving the course, navigating around various obstacles, dropping balls into buckets, reversing into defined spaces, solving puzzles and the driver negotiating a section of the course blindfolded and dependant on the co-driver/navigator giving verbal instructions– all in the quickest time.



Clockwise from top left: Jan and Keith McGregor in their XJS are briefed by Chantel at the start line; Mark Trevean negotiates a sharp turn in his XK8; Brian Marriner throws hoops; and then throws his XJ6 around a tight turn (Ed).



Clockwise from top left: Jan Hall driving her E Type coupè drops a ball into a bucket; Club members sheltering in the shade while watching the event are from left to right Bev Charlton, Debbie Marriner, Warren Charlton and Paul Buckrell; Jan and Nigel Hall swing their E-Type away from the fence; and Philip Vavasour in his XE negotiates a tight turn at speed (Ed).

After the conclusion of the driving events, members moved inside and enjoyed a sumptuous lunch of ham-on-the-bone, a whole salmon and a variety of salads, which Jenny and friends had kindly prepared.

With the driver times having been checked and verified, Chantel then read out the placing for each competitor and their time to complete the course.

The winner of the event this year was **Alan Campbell**, driving a Jaguar XKR, who completed the course in 5.3 minutes ably assisted by his wife, **Chris Campbell**, as navigator. In second place was **Ben McFadgen** and **Chrissy Hutchinson** and in third place was **Brian** and **Debbie Marriner**. The quickest female driver was **Jan Hall** who came fourth.

Paul Darney and **David Black**, driving a 5 litre XJR set an unofficial record time of 4.45 minutes, but as organisers, were not eligible for a placing.

Medallions were then awarded to the 'podium' finishers of the event with the prizes, which were donated by Raceteck, to be awarded to the winners at a later date.



From left to right: Listening to the gymkhana results; and event organiser Chantel Smith presenting Alan Campbell with the 2025 Gymkhana winners medallion (Ed).

Official final placings:

Driver/ Navigator	Car Type	Time: Mins/Sec's
Alan & Chris Campbell	XKR	5.03
Ben McFadgen & Chrissy Hutchinson	S Type	5.42
Brian & Debbie Marriner	XJ6	5.52
Jan & Nigel Hall	E Type	6.05
Mark Trevean & Dave Bush	XK8	7.32
Brett Newell & Penny Willis	XE	8.31
Philip Vavasour & Eugenie McCabe	XE	8.54
Jan & Keith McGregor	XJS	9.51
Paul Darney & David Black	XJR	4.45 (Unofficial)

With the formal proceedings over, members enjoyed further chatting with fellow members before dispersing around 3.30pm for the drive back to Wellington and home.

It was a thoroughly enjoyable event and a fitting tribute to the legacy left by Murray Mason on the anniversary of his untimely death – it is a Club event that he was passionate about and originally instigated.

Thanks to **Jenny Mason** for hosting the event, **Chantel Smith** for organising it and **Paul Darney** and **David Black** for assisting and preparing the course.

JAGUAR

Biography

Sir John Egan was the Chief Executive of Jaguar Cars from 1980 until 1990 and Chairman of Jaguar plc from 1985 until 1990. Many regard him as the saviour of Jaguar following it's almost demise when owned by British Leyland (Ed).

John Leopold Egan was born in Lancashire in 1939, the son of a garage owner. Following the family's move to Coventry he attended Bablake School and then Imperial College in London, where he studied petroleum engineering. After graduating, he worked for Shell Oil in the Middle East before returning to the UK and attending the London Business School where he graduated with an MBA.



Regarded as astute, entrepreneurial and a natural leader he was appointed as a senior manager with AC Delco in 1968 before he moved to Unipart, a division of British Leyland (BL). Here he was attributed with helping to boost sales and turn the division into a successful business.

John Egan (left), pictured here with Sir William Lyons, the founder of Jaguar Cars in front of a 1937 SS100 saloon and one of the first Jaguar XJ6's to roll off the production line (Internet).

After a four year stint with Massey Ferguson in Canada as their Parts Director, he was appointed Chief Executive of Jaguar Cars in 1980, where he was attributed with turning the struggling company, that was on the brigs of closure, around.

He says in his book, *Saving Jaguar*, that he saw the situation facing Jaguar “as utterly hopeless” and recalls his first day on the job being greeted by an angry striking workforce.

“The product rolling off the line can best be described as appalling, the workforce were bitter, management was disillusional and the company was haemorrhaging money. The labour unions were exacerbating the problem by giving the shop stewards immense power.”



With the support of the Jaguar Board and the Thatcher Government, together with the modernisation of the assembly plants and through innovation and business astutness coupled with plain speaking he rebuilt staff moral and gained much needed positive publicity through the return of Jaguar to the

Egan with a model of the Jaguar 'leaper'(Jaguar Trust)

race track. In only three years he was able to turn the organisation into a profitable business with an increase in sales, improved productivity and better quality control. At the time of the sale of the company to Ford in 1990, it was worth UK £1.6 Billion.



With the support of Silk Cut as sponsors, Jaguar re-entered cars in prestigious races, including Le Mans in 1988, when this XJR-9 driven by Jan Lammers and John Dulfries won. Sir John Egan is seen here with many delighted Jaguar staff.

Following the sale of the company, he left Jaguar to become Chief Executive of the British Airports Authority (BAA) along with a number of chairmanships. He also headed a number of construction industry task forces and produced a series of reports for the UK government, including *'Rethinking Construction'* in 1998 and *'Accelerating Change'* in 2002.

In addition to his knighthood in 1986, Sir John is the recipient of a number of other honours, including Honorary Doctorate's from the University of Bath (1988), Brunel University (1997) and the University of Westminster (1998). He is also a Fellow of both Imperial College and the London Business School.

He is still actively involved in a number of companies and is the Honorary President of the Jaguar Drivers' Club UK, the only Jaguar owners club to be officially sanctioned by Jaguar founder, Sir William Lyons.



Sir John Egan is still actively involved in a number of companies and is the Honorary President of the Jaguar Drivers Club UK (Internet).

JAGUAR

Car Review

The X351 version of the Jaguar XJ was produced between 2009 and 2019 and is the last in the XJ series to be produced following Jaguar's move to all electric vehicles later this year.

Designed by Ian Callum, the X351 cars were manufactured at both the Castle Bromwich (UK) and Pune (India) JLR assembly plants (Ed).



2013 Jaguar XJ-X351 (Autopixel.com).

The Jaguar XJ - X351 was the seventh generation of the XJ series of cars, the first being the XJ6 back in 1968, which was the last of the Jaguar's styled by Jaguar's founder, Sir William Lyons. Up until the debut of the X351 in 2009 at the Saatchi Gallery in London and simultaneously at the Pebble Beach Concours d'Elegance in the USA, the basic shape of the XJ had remained largely unchanged – a tribute to the cars original designers and stylists.

The design of the car, which began in 2005, was carried out by Jaguars design team at Whitley in Coventry led by Design Director, Ian Callum and production started in 2009 at Jaguars Castle Bromwich plant in Birmingham, England, followed by the assembly of knock-down kits at JLR's facility at Pune in India. The shape of the car is a complete change from all previous XJ's, however the mechanical aspects are a further development of its predecessor, the XJ-X350.

Quite a number of XJ-X351 models were produced by Jaguar during its production run, ranging upwards from the Luxury, Premium, Portfolio, Super Sport to the Sentinel model – all with a range of motor options, which included: the 3 litre petrol V6, the 3 litre diesel V6, the 5 litre petrol V8, and a 5 litre petrol supercharged V8. In addition to the standard 119.5 inch wheelbase model there was also a long 124 inch wheelbase option. The top of the range models, the Super Sport and Sentinel had a power output of 375 KW's.

Transmission was initially a 6 speed automatic, however from 2013 onwards this was upgraded to an 8 speed automatic in all cars. Top speed for the V6 models is 250 km/h, while the top of the range V8 Super Sport and Sentinel it is 280 km/h. In 2010 the traditional 'J' gate gear selector was replaced by a pop-up knurled knob gear selector along with steering wheel mounted shift paddles for manual override gear selection.

According to Jaguar factory figures the fuel statistics are:

- V6 3 litre diesel – 7.1 litres per 100 kilometres.
- V8 5 litre supercharged petrol – 8 litres per 100 kilometres.

The XJ-X351 features a lightweight aluminium floorplan and body of which 50 percent is recycled material. The biggest change from the previous X350 is the reversion to steel coil springs for the front suspension instead of air suspension all-round. Variable damping is electronically controlled but it can be over-ridden by the driver via a selector control.



Driver information and 'infotainment' is provided by a bi-directional 7 inch touch screen on which the driver can view the cars functions and Sat-Nav data (where fitted). Music is delivered via a B&W, 20-speaker Dolby surround sound system Options include a moon



roof, lane warning departure, zoned climate control and powered front sunshades and a rear blind.

There have been several upgrades since the car debuted, with most changes taking place for cars assembled between 2011 and 2013. The main changes (some optional) included fully reclinable rear seats, fold-down laptop tables for rear passengers, upgraded carpeting, an optional wood veneer dashboard, suede

headlining, red brake calipers, an intelligent stop/start system and an upgraded sound system that features multiply channel amplifiers and digital signal software.

In 2014 an optional AWD system was made available for the 3 litre V6 models and in 2016 the rear light cluster was redesigned to a single semi-vertical slash on both side of the boot lid. The infotainment screen was also increased from 7 inches to 10 inches in 2017.

Rear view of a 2013, XJ-X351 V6 model prior to the upgrade in 2016 (Autoworld).



Between 2013 and 2019 an 'R' variant was also produced in both standard and long wheel base configurations with a 5 litre supercharged V8 motor rated at 405kW producing a top speed of 300 km/h. The XJR models have an additional front splitter sill, an enlarged rear spoiler and louvres in the bonnet. An electronic active differential and an improved stability control system enhances handling and the cars ride on 20 inch wheels with Pirelli low-profile tyres. The leather seating is also enhanced with contrasting stitching.

The last XJ-X351 rolled off the production line in July 2019. Despite its status, it was Jaguars least popular model compared to the XF, XE and F-Pace of the same era. An all-electric model of the XJ-351 was considered but was cancelled before going into production, with Jaguar saying it no longer fitted in with the family of the new all-electric cars due for release late this year.



Over the years of production, special adaptations were developed for the Chinese, USA and Russian markets. For the China market an XJ-351 Ultimate model was produced in long wheelbase form to meet special customer requests and in the USA the 5 litre supercharged V8 motor rating was increased to 485kW.

A long wheelbase, 5 litre supercharged V8 XJ Sentinel with bomb proof doors, bullet proof windows and armour plating beneath the floor was used by UK Prime Minister's David Cameron, Theresa May and Boris Johnson before it was replaced by a Range Rover with similar security features.

JAGUAR

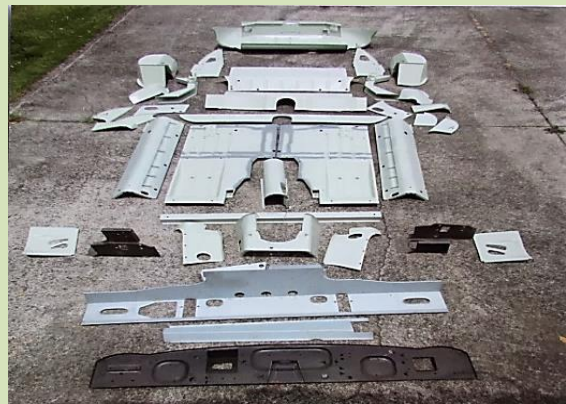
Tech Talk

Auckland Jaguar Drivers Club member Chris Wood rebuilt a wrecked 1969 E-Type, a project that took him many long months to complete. He kindly agreed to share with CatChat readers what was involved in the rebuild in the following abridged article (Ed).

Chris says that it was back in 2003 that he saw a wrecked E-Type for sale in the Auckland Jag Club magazine so decided to buy it and rebuild it as a project.

"I started out by collecting parts for the car before commencing work on it, so it wasn't until 2017 that I really got started in earnest, having by then got to know Greg Bracewell, a Pukekohe panel-beater with an interest in Jaguar's and with whom I had worked on several other car rebuild projects.

"Research of the body/chassis number showed that the E-Type was built by Jaguar in 1969 with a 4.2 litre motor installed. I had previously acquired a heavy fabrication jig when working on a Mk.2 so decided to use it to ensure the correct alignment of all the parts for the monocoque body shell which I built from scratch using new panels that I imported from the UK with the help of fellow Club member Rob Waters of RJR spare parts in Warkworth.



From top left clockwise: The main chassis frame; the new body panels from the UK; the main tub on my rotary jig; and the floor and rear subframe (Chris Wood).

"I set up each panel and welded them together under the supervision of Greg and local Thames repair certifier, Paul Downes. Progress was slow despite the panels fitting together reasonably well, but after many months of work the body was ready to paint. This was done by Advanced Auto Refinishers in Kopu (Thames). Then came the reassembly, which on an E-Type can be a bit fiddly, but if you love what you are doing the satisfaction of getting it right overcomes any frustrations.

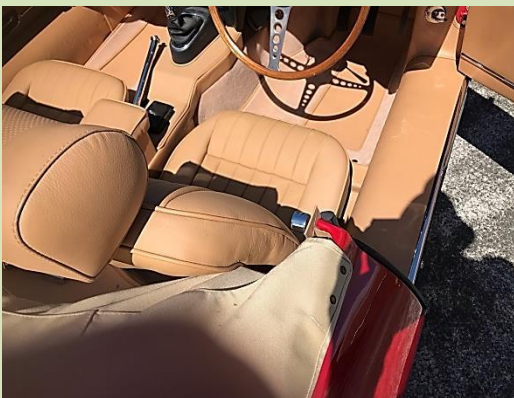


Left to right: The new bonnet in place; the rear guards and boot near completion (Chris Wood).

"I replaced all the pipes, including the heater tubes in the front bulkhead, which I made up in stainless steel and also installed new wiring throughout the car. I had the instruments recalibrated and cleaned and replaced all the chrome work with new parts, except the door trims. With the body work completed and the original mechanicals refitted (except for a



new inlet manifold and the carburettors) it was then a case of 'dropping' the motor in. I had completely stripped the motor down, rebored it and fitted new pistons. The head was fully overhauled as well, with new hardened valve seats and 12 new valves. I also had the crankshaft reworked to fit an aftermarket oil seal and replaced the oil filter housing.



"This specialist machining work was done by Danby Machine and Development in Thames, while the original alternator and starter motor was overhauled by Stu Frisken also in Thames. Rusty Wiggins in Pukekohe restored the seats and I imported the leather upholstery from the well known classic car trim specialists in the UK, BAS International. I approached Paul Downes to carry out all the compliance inspections. He was very helpful and talked me through the whole process,

right from the beginning when he inspected the wreck and during his subsequent checks as the rebuild progressed.

“As a part of the compliance test, the car also had to be electronically measured and checked for alignment and rigidity within a strict 3mm tolerance before undergoing a VTNZ compliance test and registration. Pleasingly the car ‘flew’ through without any problems.



The 4.2 litre V8 motor installed (Chris Wood).

“I have now driven the car for nearly a year. It feels great, especially with the incredible torque and power of the big 4.2 triple-carb motor. It was a very satisfying project and I am very pleased with the result.”



The 1969, 4.2 litre, totally rebuilt, E-Type (Chris Wood).

JAGUAR

Jaguars in 1:43 Scale

In this article, Alan Race of the Otago Jaguar Drivers Club provides details about the Jaguar D-Type and his former collection of replica D-Type scale models. The original article and photographs were supplied by Alan (Ed).

The Jaguar D-Type was a car designed specifically for lengthy high speed racing and in particular for the Le Mans and Rheims races. It was most successful in this regard, securing second and fourth place in 1954, first and third in 1955, first and fourth in 1956 and first and second in 1957. The Scottish Ecurie Ecosse racing team also had considerable success with their D-Type's over a similar period during the 1950's.

Car number 14 (driven by Rolt/Hamilton), was the second placed 1954 Le Mans works car XKC402. Records indicate the car was affected by sediment in the petrol and although not proven it is thought to be the reason the car did not beat the winning Ferrari, as the car had to make a long pit stop to clear the fuel filters.



The D-Type, number 14 driven by Rolt/Hamilton was runner-up at the 1954 Le Mans race.

This is a model of car by Quartzo (Ref:QLM021) which has superb detail and accurately reflects the D-Type's shape.



As with the C-Type, the D-Type was powered by the successful 3.4 litre XK motor that had powered the XK120 sports car that

had debuted at the Earls Court Motor Show in 1948. Since then several modifications had taken place, which enabled the D-Type to reach speeds of over 305 km/h on the Mulsanne Straight at Le Mans.

Unfortunately the 1955 Le Mans race was marred by a major motor racing tragedy, with over 82 lives lost and many more seriously injured when the Mercedes 300SLR car of Pierre Levegh clipped the rear of an Austin Healey driven by Lance Macklin and was catapulted into the spectators after slewing across the track and hitting an embankment. At the time it was thought that the D-Type driven by Mike Hawthorne, car number 6, caused the disaster as he had slowed down in front of the Austin Healey in order to pull into the pits to refuel, however a film taken by a spectator showed that Macklin had pulled out and around the D-Type and in so doing crossed the centre line in front of the fast approaching Mercedes, which did not have time to pull over far enough to pass, resulting in the collision. As a result Hawthorne was exonerated from blame and went on to win the race.



Mike Hawthorne in car number 6 at the 1955 Le Mans.



This is the Quartzo model (Ref: QLM020) of the Hawthorne/ Beeb car number 6 (XKD505) and it is extremely well scaled and detailed and accurate.

Supported by Jaguar, the Scottish based Ecurie Ecosse Team took delivery of the first production D-Type in 1956 and upheld Jaguar's winning form by taking first place at

Le Mans in the same year after a long battle during the race with an Aston Martin DB3S. The short-nose Ecurie cars were painted metallic blue and were always immaculately prepared.

The Ecurie Ecosse Team Car, number 4, driven by Flockhart and Sanderson ran a faultless race, while the two long-nose Jaguar works cars dropped out of the race with fuel injection problems.



The Ecurie Ecosse 1956 winning car has been fully restored by a private owner.

Quartzo produced this accurate model of car number 4 (Ref: QLM040).



A 3.8 litre D-Type driven by Flockhart and Bueb, car number 3, successfully won Le Mans in 1957, with the whole event turning out to be a 'walk-over' for Jaguar with four of their works cars taking the first four places and another coming home in sixth place. The original car is still in existence and has been fully restored.



The D-Type driven by Flockhart and Bueb, car number 3, successfully won the 1957 Le Mans race.



This is the IXO model (Ref: LMC08) of the Flockhart and Bueb 1957 winning car, number 3.

Due to the new Le Mans regulations that were introduced in 1958 regarding engine size being limited to 3 litres, it spelt the end of a racing era for Jaguar and the D-Type. The company was not interested in competing under the new rules as it was felt they had achieved their

objective by this time, having shown the D-Type's reliability and speed, which as a result helped boost their saloon and sportscar sales worldwide.

They did however produce in limited numbers road-going D-Type sportscars with a revised front frame assembly bolted to the tub (a construction method that was adopted for the E-Type in 1961). A total of 67 road-going D-Types were made along with the competition cars.



AutoArt created this very accurate die cast model (Ref: 53561) with the registration number OVC501 and represents the original D-Type prototype painted for road use in British Racing Green.

In addition 16 of the production cars were converted to XKSS* specifications, but no cars with a long nose and rear fin were ever sold to the public as road-going cars under this specification.

Perhaps one of the most iconic vehicles associated with the D-Type was a vehicle transporter that was built for the Ecurie Ecosse D-Type Race Team.



One of the special Ecurie Ecosse Race Teams' vehicle transporters that was built to carry their D-Types.

The transporter could carry three cars (two on top and one inside) and was even equipped with a small workshop. It is still used by the team to this day for transporting their cars to race meetings.

The Spark model shown here (Ref: S0285) which was released in 2007 is a very accurate rendition of the transporter and is well detailed.



*The Jaguar XKSS is regarded as one of the most sought after collectable sportscars. It was a more practical version of the D-Type and was developed initially by Jaguar to compete in the SCCA series of sportscar events in the USA. The two-seater cars had a folding roof, luggage rack, front and rear bumpers and traffic indicators. However, the XKSS's were never successful in winning SCCA events so were all converted for road use. Production was halted in February 1957 when a fire at the factory destroyed many of them and as priority was



being given to producing saloons at the time, all thought of recreating the XKSS's were abandoned.

While the XKSS project was seen as a smart way to use surplus D-Type tubs, the cars proved to be slow sellers as they lacked the refinements of the new

XK150 sportscar. By comparison, the XKSS had fixed side windows, no boot and no heater or ventilation system making it very claustrophobic when the hood was up.

AutoArt created this die cast model of an XKSS (Ref: 53751). It is well detailed and finished, but lacks the fixed side windows. It is however to scale and is a reasonable rendition of the car.



JAGUAR

My Jag

Jaguar Drivers Club member Terry Dykes tells CatChat readers about his 2018 Jaguar F-Type, which he has owned since 2021. He also reminisces over his 'love affair' with the Jaguar E Type, which Enzo Ferrari once said was the most beautiful car ever made (Ed).

What year and model is your Jaguar?	2018 F Type.
What size is the motor?	3 litre supercharged.
How long have you owned the car?	Four years.
Why did you purchase this model Jaguar?	I like the design and interior.
How many kilometres has the car done?	35,000 kilometres.
How would you describe the cars performance?	Excellent.
What do you like best about the car?	The comfort and aircon system.
Are there any things you don't like about the car?	No.
Who does the Servicing and Mechanical work?	Sutherland Performance.
Have there been any mechanical issues with the car?	No.

A love affair

I was living in Christchurch in the early 1960's and in my formative days as a 'petrol head' I was always attracted to the showroom window of Archibald's (*the CHCH Jaguar dealership*), who were located on Oxford Terrace. I was a young architectural draughtsman at the time and I remember on one occasion, while riding my bike to work, I had my first view of an E Type Jaguar. I stood in awe for at least 15 minutes, gazing at this car that looked like it must have come from a different planet. Such was my interest in the car I would go by each morning on the way to work simply to view the primrose-coloured, black-top convertible. It was a love affair in the making!

I was not brave enough to go inside and ask the salesman how much the car cost, but I subsequently found out that it had a price tag of approximately NZ £2,500. As my salary at the time was around NZ £450 per year, the dream of owning it seemed like a mission impossible, but the Jaguar love affair remained with me and I yearned to own it.

I got a new job and moved to Wellington in the mid 60's where I saw another primrose E Type Coupé in a dealership showroom with a price tag of NZ £3,500. It may well have been NZ £35,000 as on my salary it was still far more than I could hope to afford.

However, and by a stroke of luck, I heard that E Types were selling second hand in the UK for as little as UK £1,500. So buoyed by this news I paid a £45.00 deposit for a one-way sea voyage to the UK on the Southern Cross. I still have the Shaw Saville receipt, stating they would honour the deposit at any time in the future (how things have changed) My hopes of owning an E Type went from a glimmer of hope to a possibility!

So a quick trip to Christchurch was arranged to say goodbye to my parents and assure them that; yes I would look after myself, yes I would get a job, yes I could earn enough money and yes I would buy my dream car - a signal red E Type convertible with cream upholstery.

However I did not factor in the relationship I had started with an air hostess named Diane who just happened to be on duty when I returned from Christchurch!

From that point on my life changed forever. Love of a different kind was in the air and marriage over-took the E Type quest and the OE, but my dream of owning an E Type did not fade.

Since then I have subsequently owned several Jaguars; the first being a XJ6 that I purchased on the day I decided to set up my own architectural practice, having been the recipient of a redundancy payment of \$6,000. I spent \$5,900 on the XJ6 and then advised Diane we only had \$100 to live on until I received my first payment cheque of \$60. This was soon 'gobbled-up' by 'her indoors' to ensure we did not starve. Now, 57 years later, our relationship has endured the outcome significantly better than my planned OE all those years ago!

Fortunately my business has been successful and allowed me to indulge in another passion, owning a Ferrari 355, which I bought in 1995. In 2021 I took delivery of the Jaguar F Type which my son, Stephen sourced for me in the UK. It is a very comfortable car with an ergonomically designed cabin and more than enough boot space for extended trips away.



We joined the Wellington Jaguar Drivers Club at the invitation of **Warren and Bev Charlton**, who we met when they bought my Ferrari. Our membership of the Club, though relatively short has been most enjoyable, in particular the various functions, dinners, events and trips away. The members are most hospitable and they have made both Diane and I feel most welcome at all times. Like many New Zealand car clubs: *"It is the vehicle that gets you into the Club, but it is the members that keep you in the Club."*

I have not given up my love for owning an E Type and it has consumed my life as a 'must have' ever since I first saw that E Type in Archibald's showroom window. It is, as Enzo Ferrari once famously said: *"The most beautifully car ever made"* – a tribute to Jaguar and my love affair.

JAGUAR

A Racing Hero

New Zealander, Mitch Evans started racing in Go-karts before moving to Formula Ford, Formula 3, the GP series and eventually Formula E, where he has enjoyed considerable success driving for the Jaguar TCS Team since 2016 driving all-electric cars (Ed).

Mitchell (Mitch) William Evans was born in Auckland in 1994 and attended St. Kentigern College. As a teenager he got into racing 100cc Go-karts in the weekends with some success, winning the CIK Trophy before moving to Formula Ford in 2008 and contesting 12 races, winning seven at Manfield and six races at the Taupo circuit.

With the financial backing of the late Sir Colin Giltrap (*Giltrap Motors*), he moved to Australia in 2009 to contest the Australian Formula Ford Championship and competed in the Victorian State Championship, achieving second place. He was also placed second in the National Championships, becoming the youngest to attain a podium placing in the history of the event. He went on to win at Sandown (Melbourne) followed by a number of wins in Queensland in the same year.

Invited to join the Australian Formula 3 team of BRM he recorded the fastest lap time during the practice sessions and qualified in third place in the Gold Star Superprix series. For the 2010 racing season, Mitch returned to New Zealand and competed in the NZ Toyota Racing series as part of the Motorsport team. In the first round he took pole position and won the race, repeating the win at Timaru, followed by other wins at Hampton Downs and Taupo.



He returned to Australia for the 2011 Formula 3 Australian Drivers Championship and won the first three races of the season before heading to Italy where he joined the MW Arden Racing team (*co-owned by Christian Horner, Principal of Red Bull Racing*) and came home in sixth and seventh place in the first two races held in Turkey. He went on to win a feature race in Madrid and was third in the Valencia Grande Prix.

Retained by MW Arden Racing for 2012, he again won in Spain and also achieved first place at the Hockenheimring circuit in Germany. Unfortunately a tyre puncture spoilt his chances at Monza in Italy, but he recorded the fastest lap time.

The 2013 season started in Malaysia, where Mitch had never raced before and while not feeling well he managed to finish in third place. A series of placings followed that saw him finish in fourth place in the overall Driver Standings.

He moved to the iSport-run team in 2014, winning at Silverstone in the UK and achieving second place at Hockenheimring – his 200th GP race. Four more podium's completed the season, with Mitch finishing fourth in the Driver Standings. He remained with the iSport run team over 2015-16, winning the Austrian Grand Prix in challenging weather conditions.

In August 2016, Jaguar selected Mitch to be one of four drivers to join the Jaguar TCS Racing Team driving the new all-electric Formula E cars. His best result came in Mexico City where he finished in fourth place, chalking up Jaguar's first points in Formula E racing.



This placing was eclipsed in 2017 when he finished third at the Hong Kong E Grande Prix. At Santiago he finished in seventh place and was sixth in Mexico the following year. At Punta Del Este (Uruguay) he was penalised for a technical infringement but managed to come home in fourth place despite having started at the back of the grid. Paris and the Berlin ePrix's followed with lower placings but he bounced back in Zurich to take his first pole position in Formula E, but suffered a race penalty under yellow race course rules and finished seventh.

For the 2018-19 season he partnered with Nelson Piquet, finishing fourth at Diriyah (Saudi Arabia). Lower placings were achieved in Marrakesh (6th), Mexico (7th) and Hong Kong (7th). For the Rome ePrix he partnered with Alex Lynn for the Superpole in his new Jaguar I-Type 111, finishing in first place after a challenging race where the lead cars changed position a number of times. This was followed by a sixth placing at Monaco, a second in Bern (Switzerland) and he was second overall in the New York series – finishing the season fifth overall with 105 points in the Driver Standings and helping to score Jaguar a seventh place in the Manufactures Standings.

Season six of the Formula E series started in Diriyah where Mitch recorded the fastest lap time in the first race, but collided with Sam Bird in the second race. Plagued with a battery



temperature issue he managed third position at the 2020 Santiago ePrix and at the next race in Mexico he qualified on the grid behind André Lotterer, but took the lead at the start and won the race with one of the biggest winning margins in the history of Formula E racing to date and despite starting towards the back of the grid at Marrakesh he managed to achieve a sixth placing.

He was teamed up with Sam Bird, who had moved to Jaguar TCS from Team Envision for the 2020-21 season and for the opening races he achieved podium finishes, but was involved in a huge crash, which saw Alex Lynn's car flip over Mitch's car and land upside down. In the spirit of good driver comaderie, Mitch pulled out of the race and rushed to Lynn's aid.



He later did reasonably well in Rome, finishing third and sixth in the two races, but was well down the list at Valencia. Pipped at the finish line at the Monaco ePrix he finished third and he hit a wall during the New York series and was unable to finish, but managed a third placing at the London and Berlin ePrix's. He finished the season in fourth position overall in Driver Standings, outscoring his team mate Sam Bird who finished sixth. During the

following season (2020-21) he finished in first place in the first Rome ePrix, having started in ninth position on the grid, was second at Monaco and was first again in both Jakarta and Seoul. This placed him in second place in the Driver Standings with 180 points.

He was again partnered with Sam Bird for the 2021-22 season, achieving a trio of podium placings in Mexico, Diriyah and Marrakesh, but was forced to retire at the inaugural Hyderabad ePrix following a collision and was disqualified in the Cape Town ePrix. He was however able to kickstart his title challenge by winning the São Paulo ePrix in Brazil and the Berlin series, where he took the lead with only two laps before the finish – a moment he describes as: "A very special moment." He came second at Monaco, third in Jakarta, fourth in Portland, and was first again in both the Rome and London ePrix's.

Following the 2022 London ePrix, Mitch signed a multi-year contract with Jaguar TCS Racing for the 2023-24 season and beyond and fellow New Zealander, Nick Cassidy, became his new teammate replacing Sam Bird. He went on to win at both Monaco and Shanghai and along with a number of other podium placings was runner up in the Driver Standings, having only missed out by six points to Pascal Wehrlein. So far this year (the 2024/25 season) he has won at Sao Paulo in record breaking time, did not finish in Mexico and was unplaced at Jeddah (Saudi Arabia) in February (*Refer Jaguar E racing news on page 54*).



Mitch's Formula E Statistics to date: Starts – 111. Wins – 13. Podium placings – 31. Fastest laps -9.

JAGUAR

Down Memory Lane

The Jaguar Mk.V was in it's day a spectacular car as it was the first Jaguar to feature a number of mechanical firsts such as independent front suspension. Over 10,000 Mk.V's were produced between 1948 and 1951 either as a four door saloon or a two door drophead coupè, powered by either a 2.5 litre or 3.5 litre straight-six motor (Ed).



A restored 1949 Mk.V saloon. Note: the car door handles open at the front for the front doors and at the rear of the back doors in line with the chrome strip (Ed).

The Jaguar Mark V (Mk.V) was seen as a luxury car during the four years of manufacture at Jaguars' assembly plant on Holbrook Lane, Coventry. It met with instance success and it was bought largely by affluent people and dignatories. Following a two year design period it was revealed for the first time at the 1948 London Motor Show along with the XK120 sportscar. Unlike the XK120, which featured the newly developed XK overhead camshaft motor, the Mk.V retained the older overhead valve straight-6 cylinder motor that had been derived from the Standard Motor Company before WW2.

The styling of the Mk.V, which was largely carried out under the guidance of William Lyons, followed similar lines to the pre-war SS Jaguar's with an upright chrome grill, a sweeping curved front wheel arch that seamlessly joined the side running board and rear-wheel spats. A distinctive feature was a 'tuck-in' curve at the base of the rear quarter-light window that followed the curved profile of the window. A radiator cap with the Jaguar 'leaper' mascot was an option.

Autocar described the car as having: "An unostentatious look that is halfway between the old and the new – with a distinct similarity to the recently released new Bentley."

The Mk.V was available with either a 2.5 litre or a 3.5 litre motor linked to a Moss four-speed single helical gearbox and Jaguar claimed that the power output from the 2.5 litre motor to be 102 bhp (76kW) and 125 bhp (93kW) for the more popular 3.5 litre motor.

The 3.5 litre cars had a top speed of 146 km/h and could accelerate from 0 to 100 km/h in around 20 seconds. Fuel consumption was said to be 15.5 litres per 100 klms.

The chassis had a deep box section and cross bracing for improved stiffness in cornering and featured independent front suspension with double wishbones and torsion bars – a feature that Jaguar adopted for its future cars.. The bodywork of the car was pressed steel, though the DHC variant had wood framing in the two doors. Another feature was the rear chassis that extended over the rear axle to provide greater stability.



The boot and driver position of a 1949 MK.V saloon (Ed).

The Mk.V were fitted with 16-inch steel hub type wheels (smaller than the cars predecessor, the Mk.IV which had 18 inch wheels), hydraulic drum brakes and 7 inch Lucas headlamps. Another feature were the flip out/up illuminated turning indicators mounted in the side window pillars. For the US market the headlamps were smaller and the indicators were replaced with flashing lights incorporated into the front side lamps and rear tail lamps. Some car were also fitted with spoke wire wheels - in particular the DHC's.

In the UK and Europe the Mk.V was available in a choice of 12 colours and seven upholstery colours, however in the USA dealers would often have the cars repainted in two tone colours (as was the fashion there) and most had white wall tyres. The interior dashboard



retained the classic burr walnut and the seats and door trims were made using the best leather, with red being the most popular colour. Some coupés had the spare wheel mounted on the front left wheel arch, while in the the saloons it was mounted under the boot floor.



A 1951, American market, Mk.V DHC with spare wheels mounted on each side, and white wall tyres (Internet).

Sales of the Mk.V greatly outsold the XK120 by around 3:1 cars per annum over the period, with sales of the saloon variant slightly more than the drophead coupé variant as the days of open saloon cars was drawing to a close.

In 1951/52 the Mk.V was replaced with the Mk.V11 which had a more streamlined body shape – a shape that Jaguar was to continue through to the Mk.1X in 1961.



1950 models of the Mk.V from left to right: Saloon and DH Coupé (Internet).

Editor's Note: The Mk.V -1X model names was always presented with a Roman numeral (V) and never with the Arabic number (5). There was no Jaguar models with the designation Mk.I-III prior to the MK.V other than three prototypes, however the compact saloons of the 1960's were designated as Mk.1 and Mk.2 with the number in Arabic.

JAGUAR

Comment

Former MP and now a political commentator, Peter Dunne writes about traffic management and calls for a more sensible and cost effective approach in its implementation. The original article, which was published in Contractor magazine has been summarised and abridged (Ed).

There is a road near where I live that had a large pothole and a repair crew of six came to repair it! The crew consisted of a digger operator, two stop/go lolli-pop sign holders, an engineer and two labourers. Around 150 orange road cones were placed along the road and it was reduced to one lane for most of its length.

This has become a not unusual sight around the country and it is replicated in cities and towns to the extent that it has become a 'system' of traffic management that has gone over the top in my opinion and is costing taxpayers and ratepayers a substantial amount for questionable public benefit.

Putting aside the questionable need for six people to repair the pot hole, the high costs associated with the rules and implementation of traffic management have now reached a point where, in some cases, community events such as Christmas parades etc have been cancelled by local councils.

No one argues against safety in the workplace, in this instance the roadworkers. Everyone has the right to a safe working environment, but the traffic management requirements now in place have become very onerous and it is doubtful if they have made any significant difference to road safety levels beyond what was already in place five years ago.

Furthermore, traffic management operators seem to be a law unto themselves and accountable to nobody. They seem to be able to do what they like, when and how they like – often holding up traffic and driving around in their large trucks with the flashing lights operating for no apparent reason.

Regulations Minister, David Seymour is reported as saying there is far too much 'red tape' in this country and that it is stifling productivity and imposing far too many unnecessary costs. He says some regulations are out of control and that he is on a mission to ensure regulations, like what we are seeing with traffic management, are only imposed when absolutely necessary and done so at minimal cost.

Evidently it costs in the region of \$4.50 per day for each orange road cone deployed, let alone the cost of the wages of the traffic management teams and the multitude of trucks displaying flashing lights and zapping arrow signs that almost blind you at night.

How many time have you come across signs and a flotilla of cones, when there is no apparent actual road work being done, or the remedial work has been done, but the cones and signs etc are still in place?

Restoring a more sensible approach to traffic management, cutting back on the amount of orange cones and the army of stop/go people would be, in my opinion, a good place for Seymour to start and save millions of dollars. It would also help reduce the levels of driver road rage that roadworkers are often subjected too, due mainly to the overly cautious and hindering traffic management restrictions.

There needs to be a better way to manage traffic around road work sites that is implemented in way that assists, not inconveniences people. It is not good enough for the traffic management operators to simply say, “we are just doing our job” as their stock response when complaints are made.

It is time for the traffic management operators to be more accountable for what they do, especially when they are operating under a public regulatory framework that is publically funded.



Signs, cones and flashing signals (Ed).

Editor's note: *The same overly regulated airport and domestic aviation security at our main airports is another case of a system that is getting over zealous. No one would argue that there should be no security, but the extent of it and the way it is now being implemented is getting out of hand with no accountability, justification or universal procedure, all of which seems to differ from airport to airport.*

JAGUAR

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 wines encountered at the Le Cordon Bleu culinary school (Ed).

The French culinary school, *Le Cordon Bleu* has been a local fixture in Wellington since 2012 and up until recently it shared its Cuba Street campus with Weltec. However, following the return of Weltec to Petone last year, the School has now taken over the whole space and has recently created a dining room in the building which is open to the public four times a year for dinner and sometimes for lunch. It is an opportunity not to be missed.

Le Cordon Bleu attracts students from both New Zealand and from overseas and after a couple of difficult years it is now back to a pre-Covid number of students, many of whom go on to open restaurants and cafés after completing the course, with their excellent cooking skills contributing to the vibrancy of our hospitality scene. I've had the privilege of working with the School for some years now and I am also a member of their Advisory Board.



Last year I had the opportunity to visit the School in Paris, which caters for around 500 students from 40 or so different countries. Strangely, the building, which is on the fashionable *Rue de Rivoli*, had been the HQ of the French Navy since the French Revolution, despite it being hundreds of kilometres from the sea!

At the request of French President, Emmanuel Macron, the Navy vacated the building and it has been converted into the culinary school with no expense spared in restoring its 18th century decor including the original wallpaper.

But back to *Le Cordon Bleu* in Wellington: Late last year I had a superb lunch in their new dining room and enjoyed an inspired entrée of Tomato water jelly, mustard flower icecream and a bouquet of fresh herbs, which was totally delicious. To make this dish, blended tomatoes are strained through muslin for the tomato water and set with gelatine in a bowl before adding the tangy mustard icecream and herbs. It was accompanied by a Neudorf Riesling from this iconic Nelson producer and it was a great starter.

The equally impressive main course featured a beef fillet cooked in puff pastry (a bit like Beef Wellington) with herbs, marrow bones, pinot noir herbal sauce and a fricassee of vegetables. It was as delicious as it



sounds - perfectly cooked beef with a subtle but flavoursome herb paste in a flaky light pastry case complemented by the amazing herbal sauce (I unfortunately couldn't get the recipe from them) and artistically arranged seasonal vegetables. It was probably the best dish I've had so far this year.

Accompanying this was a hearty, but refined Villa Maria Reserve Syrah from their Gimblet Gravels vineyard in Hawke's Bay. Reflecting on our increasing competency with this Rhone type varietal, our Syrah wines have an elegance which seems to escape the Shiraz interpretation of our 'over the ditch' neighbours. It was an ideal match for this main course.



From the dessert students came a well-balanced and equally delicious Yoghurt Chantilly with a refreshing mango and passionfruit salsa, along with a coconut *dacquoise* and sable biscuit. I have always admired the way French cuisine can balance flavours and this was certainly no exception.

It was an altogether excellent lunch, competently served by friendly and knowledgeable students under the direction of Head Chef, Francis Motta, who has been with *Le Cordon Bleu* since it opened in Wellington.

I urge you to contact nz@cordonbleu.edu for their programme. There are usually various options to choose from including their scrumptious High Tea's where the master *pâtissier's* come to the fore. Put it on your bucket list, and next time you are in Paris I recommend you visit the School there also.



The Le Cordon Bleu student training kitchen (Brett Newell).

JAGUAR

Film Review

The mystery psycho-thriller, Memento, written and directed by Christopher Nolan was on Netflix one evening over the New Year so I settled in to watch what was widely acclaimed by film critics at the 57th Venice International Film Festival (Ed).

When this film was released it received numerous accolades, including Oscar nominations for Best Original Screenplay and Best Film Editing. It is regarded as one of Christopher Nolan's best films. The USA Library of Congress has also deemed it worthy of preservation in the National Film Registry and Archive.

Memento tells the story of insurance investigator, Leonard Shelby, who has amnesia and short-term memory loss. He is trying to remember who violently attacked him and his wife, Catherine, who was raped and killed in their motel room while they are on holiday.

Determined to track down and avenge the person responsible, Leonard retraces the events leading up to the attack by driving to the motel in his XK8 to revisit the murder scene and by using a series of photographs he tries to piece together the brutal assault.



In his pursuit of this self-justice, Leonard is befriended by Natalie, a friendly bar hostess, who, using one of the photographs tracks down the owner of a car seen at the motel, prompting Leonard to lure the car owner to an abandoned warehouse on the pretence of an insurance investigation and then shooting him.

The film is presented in two sequences: one follows the chronological series of events and is filmed in black and white, while the other is in colour and shown in reverse order to simulate the mind and mental state of Leonard trying to think back and remember the chain of events that led to the killing of his wife. I found this to be confusing and if it was meant to confuse, it certainly did. In a preverse sort of way perhaps it did reflect Leonards way of thinking and state of mind as he tried to unravel his confused mind through a fog of amnesia and memory loss. The film does not provide an explicite answer as to who attacked them – it is more about Leonard, his amnesia and his desire to seek answers and revenge.

Leonard is played by Guy Pearce, with Carrie-Anne Moss as Natalie, Jorja Fox as Catherine Shelby (Leonards wife) and Joe Pantoliano as the villian and they all provide some stellar acting. The film has a running time of 110 minutes and following it's release grossed just under US\$40 million. While not my type of film, I gave it six stars, mainly for the acting.

JAGUAR

Travel Talk

Barcelona is a city of 1.6 million and is popular with tourists attracted by the mild Mediterranean climate, culture, architecture and Spanish food. Over a weekend sojourn I found it vibrant, captivating and a fusion of architecture and culture (Ed).

Barcelona is an historical Catalanian city and since its inception in the Middle Ages it has been an important trading centre and a major Spanish seaport on the Mediterranean coast. Tourists are attracted by the culture, architecture and predominate seafood dining.

I flew from London, a two and a quarter-hour flight that landed at Barcelona's International Airport, which is only a 17 minute Metro ride to the centre of the city. I stayed at the then newly opened Seventy Barcelona Hotel just off the *Passeig de Gracia*. It is a very modern



Mediterranean-style chic establishment with floor to ceiling windows, which in the lobby has the affect of merging with the street.

My first stop was the *Sagrada Família* Cathedral that has taken more than 140 years to construct, with the last of the four, 135 metre-high towers only completed fairly recently. This basilica, by artist and architect Antoni Gaudi, is a magnificent structure, both in its design and creation and it dominates the skyline of the city.

Having marvelled at the cathedral, it was time to hit the market, *La Boqueria*, to sample Spanish 'street food' – which is some of the best cheap cuisine on offer from around 300 stalls with vendors plying their cooking skills to order with predomenently fish the main dish. Other stalls were selling meat, chicken, a multitude of different cheeses, fruit and vegetables, artesian wines and vermouths - in what was a crowded, frenetic, hot and rowdy environment.



Escaping the market, I headed for what Barcelona is famous for – the flamenco at the well known 19th century establishment, *Tablao Flamenco Cordobes*, which is regarded as one of the best venues in the city as it features some of Barcelona's most talented flamenco dancers accompanying by musicians playing punchy guitars, rhythmic castanets and improvised renditions of the highly expressive Fado. Seated at a small table with a glass of



obligatory vermouth, I take in the scene of hypnotic and frenetic dances - flamboyant swirling skirts, vibrant colour, sensual mood lighting and floor stomping accompanied by clapping and loud shouts of encouragement from both the performers and the audience.

Afterwards I walk along the famous boulevard, *La Rambla*, which even at 10pm is teeming with throngs of people - flower sellers and artists selling their creations. The historic fresh water *Canaletes* Fountain is a popular magnet, drawing a long queue of people.

Next morning, along the cobbled streets of the Old City I stop for a coffee at a café in the *Saint Felip Neri* Square before visiting the Picasso Museum where I join a small tour with an English speaking guide explaining the life and work of this famous artist. Over 400 artworks are displayed, tracing the career of Picasso from his early sketches to his famous cubist work.



The entrance to the Picasso Museum, and left, a 1952 Picasso artwork: 'A Mediterranean Landscape' (Ed).

I lunch at *Ultramarinos Marin* and indulge in a fire-grilled grouper and a green salad with a glass of *Basa Verdejo Telmo Rodriguez*, a crisp white wine from the Rodriguez vineyard before flagging down a tuk tuk and heading to the *Casa Vicens*, (pictured right) one of the first buildings designed by Gaudi and now a UNESCO World Heritage Site.



After a dinner of tapas and a Spanish beer at the *Bar Bodega* (I recall a Wellington bar by a same name) I pop into several book shops and pick up a second-hand copy of *Don Quixote de las Mancha* before heading to the hotel for an early night in preparation for an early morning flight back to London. It was a great weekend; 48 hours of indulgence in what is so great about this captivating and vibrant city.

JAGUAR

Joker's Corner

Here's a joke for the over 75's who remember the music 'pop charts' of the 1960's and 1970's and what was regarded as the 'swinging - sixties' era (Ed).

Some new hit songs for the over 75's:

Herman's Hermits – Mrs Brown you've got a lovely *walker*.

The Beatles – *I'll* get by with a little help from my friends

The Bee Gees – How can I mend a broken *hip*?

Roberta Flack – The first time ever I *forgot* your face.

Johnny Cash - I *can't* see clearly now.

Simon and Garfunkel – The *sounds* of silence

The Commodores – Round and round I go - *oh* what a spin I'm in.

Procol Harum – A whiter shade of *pale*.

Leo Sayer – You make me feel like *napping* again.

Abba – You are the *denture* Queen.

Helen Reddy – I am woman, *I want man*.

Lesley Gore – I'll cry if I want to, cry if I want to.

Dave Brubeck – Take *seventy* five.

Frank Sinatra – I *should have done* it my way.

Cat Stevens – I've been 'livin' like a moon shadow, moon shadow – if ever I lose my eyes, my legs, my teeth - -.

Elton John – I'm *just* standing, yeah yeah.

Dean Martin –I'm *just* watching the world go by.

Barbara Streisand – Just the way we *werrrrr*.

JAGUAR

News-in-Brief

Classic and vintage cars may no longer be required to pass a Warrant of Fitness (WOF) or Certificate of Compliance (COC) test every six months following an announcement on February 9 by the Minister of Transport, Hon. Chris Bishop.

The announcement by the Minister was made at the British and European Car Day, where he said the Government is looking to reduce unnecessary and onerous compliance requirements for vintage and classic cars over 40 years old.

“There are around 128,000 vintage and classic cars in New Zealand and at present the owners of these vehicles must spend time and money on WOF or COC inspections every six months,” said the Minister.

“That’s despite vintage and classic cars usually travel far less per year compared to modern cars and evidence shows these vehicles are unlikely to contribute to serious crashes.

“Evidence also shows that the pass rate for vintage and classic cars is far higher compared to vehicles under 40 years old.”

The Minister says the Government will consult on reducing the frequency of both WOF’s and COC’s for vehicles over 40 years old and look to reduce the compliance check to a 12 month cycle.

The consultation process is to be carried out by NZTA and interested parties and vintage/classic car owners are encouraged to provide ‘feedback’ on the www.nzta.govt.nz website before 4 April this year.

Editor’s Note:

- *The NZ Federation of Motoring Clubs (WJDC is a member) has been lobbying the present and former Governments over extending the WOF/COC for vintage/classic cars to 12 months for several years.*
- *VTNZ statistics show that on average WOF pass rates actually improve as vehicles get older due to the owners maintaining the cars upkeep, usually to a very high standard and they are driven far less and do far less kilometres by comparison to modern cars.*
- *In the UK, the Dept of Transport is looking to introduce a different compliance test for cars over 40 years old that will be based on a more thorough checking of the brakes and the level of CO2 exhaust emissions.*



The very best of British. With the Union Jack paint work and a 4.2 V8 motor under the hood, this convertible E-Type appeared in most of the 1960's Austin Powers series of films, making it very special for both fans of the film series and the Jaguar E-Type. It went to auction in the UK in January with a reserve of £1.2 million.

An art exhibition at the Kiwi Art Gallery in Cuba Street featured this painting by artist Graham Young, entitled '*The old Jag*' - depicting a Mk.2 sadly left derelict in a field of flax and long grass. The artist has a reputation for painting familiar landscape scenes of New Zealand, but he also focusses on the past with many of his realistic works featuring old and dilapidated buildings and old cars and trucks left in the landscape.



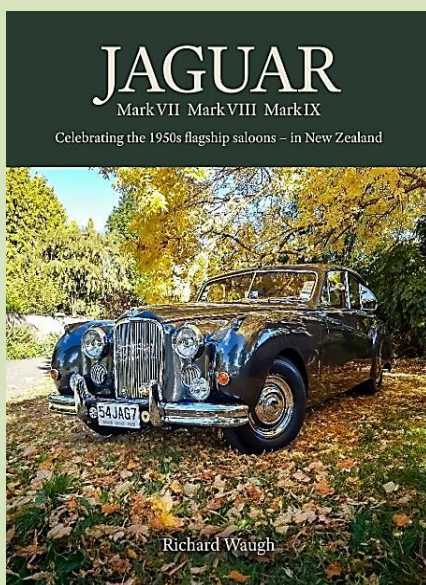
During the January catastrophic fires around Los Angeles, which saw million of hectares of bush burnt, hundreds of homes and many life's lost - aircraft and helicopters were dropping thousands of litres of water and large amounts of fire retardant in effort to quell the fires. The retardant is pink in colour so that pilots and firefighters can identify where it has been dropped. The pink retardant lasts until it is washed off by either heavy rainfall or by hose, however it can be

difficult to remove once it dries and may require more drastic action with a water blaster and warm soapy water to eliminate. It appears this XJ, pictured above, and the roses got a dose of the retardant.

If you are wanting a classic (new) Jaguar with a combustion motor, the good news is Jaguars Classic Car Division will build one for you, hand built from scratch. They will also continue to produce limited edition commemorative cars, as was the case with this Series 1, E-Type.



Using original blueprints of the car, the Classic Car Division built the car from scratch and it has been finished in Signet Green in recognition of the colours used back in the 1960's. The tan leather seats are complemented by a black trim, the anodised aluminium centre console features an engraving of the E-Type Series 1 blueprint and the instrument dials and switches, which were created by a manufacturing jeweller, are solid silver and 18-carat gold.



To commemorate the 75th anniversary of the Jaguar Mk. V11 saloon, which originally debuted at the London Motor Show in October 1950, a special event is being planned in Christchurch on 1-2 November this year. The event will include a display of MK.V11-1X cars and will also celebrate the release of a new book by author and Jaguar historian, Richard Waugh, QSM.

Following the success of Richard Waugh's other book: *Classic Jaguar's in New Zealand*, this new book will feature the big Jaguar saloons of the 1950's/60's and will cover the design and assembly history in detail of some of the 25-30 MK.V11-1X cars in New Zealand.

A public display of the cars is to be held at Risingholme Park in Christchurch on Saturday 1 November along with a special celebration dinner at the Cashmere Club that evening. The book will also be officially launched at the dinner by a celebrity speaker who is yet to be announced. On Sunday 2 November it is planned the cars will travel in convoy to another venue out of the city.

Details of the event and the book launch were circulated in the February edition of the E.Newsletter. Any members interested in attending the event should contact Richard: richard.waugh.rev@gmail.com

Jaguar's all- electric, I.Pace run-out vehicles are being used by Waymo (an autonomous taxi company) in Los Angeles (LA) following a 12 month trial in both San Francisco and Phoenix.

This follows approval from the California Transport Department allowing Waymo to expand its 'robo-taxi' service in a number of LA suburbs, including Santa Monica, Beverley Hills and most of East LA.



One of the many Jaguar I.Pace autonomous taxi 's in LA (LA Times).

The I.Pace's are all equipped with a number of camera's, radar, GPS and an AI platform to safely navigate and maneuver the cars through traffic, around parked vehicles and other obstacles. Passengers input their destination via an APP and can sit in the front passenger seat or backseat, but not where the driver would normally sit.

The 2024-25 *Federation Internationale de Automobile* (FIA) Formula E World Championship series is the eleventh season the championship has been contested. All eligible cars are Generation-3 cars. There have been three races so far this season, with the first held at Sao Paulo, Brazil and won by New Zealander, Mitch Evans driving



for the Jaguar TCS Racing Team. In the following two races (Mexico City and in Saudi Arabia), Mitch was unsuccessful in gaining a podium placing but currently holds seventh position with 25 points in the Driver Standings for this season. The next race will be held on 12 April in Miami, Florida.

It's been over four months since Jaguar revealed it's new all-electric concept cars to the motoring media in Miami, Florida, along with its new branding and advertising. Both it could be said upset many people, especially Jaguar loyalists, with many declaring Jaguar had lost it's way and was ignoring the marques 100 year plus heritage.

When one of the concept cars in vivid blue was shown at the Paris Fashion Week more recently, with Irish actor, Barry Keoghan at the wheel, it again brought gasps of astonishment from the French motoring press and Parisians alike – which is interesting, given the French propensity for heralding new design in both cars and fashion.



Barry Keoghan poses for the media in the Jaguar concept car (Motor 1.com).

Jaguar have largely defended the new concepts (*refer JLR Managing Directors response on page 5*) insisting all-electric is the way forward and that it was time for Jaguar to take a mighty leap forward with a radical and futuristic concept.

Motor magazine *Buzz* reports that the one of the actual prototype cars has been spotted out testing on roads in Spain and reports that: “The new Super GT doesn’t look bad in reality, because it’s covered in camo!”



One of the heavily camouflaged Jaguar prototypes seen road testing in Spain (Buzz magazine).

Jaguar is to drastically cut it’s dealer network in the UK from 80 to less than 20 over the next two years, saying it does not need a large number of dealerships anymore as it transitions to an all-electric future and selling its cars largely online. At an investor meeting for its car dealers recently, Jaguar’s Managing Director told them it would be reducing the number of dealerships across the country and despite the dealerships signing a non-disclosure agreement it have been leaked to various media outlets, including *Car Dealer* magazine.

In the UK (*and in many countries including NZ*), most Jaguar and Land Rover dealerships are dual franchises and sell both marques. Under the reduction plan, a large majority of current UK dealers will now become solely Land Rover dealers and focus on what JLR is calling ‘its house of brands (Range Rover, Defender, Discovery) – with only 20 selected dealers selling the Jaguar brand in addition to Jaguars online sales portal.

Car Dealer magazine says that history shows no car manufacturer has ever been successful in selling their own cars, and say it can’t see it being any different for Jaguar!

Iconic fashion guru, Ralph Lauren has a passion for good fashion design, and this passion extends to his collection of classic and vintage cars, which he has amassed since the 1970’s when he acquired a 1971, 4.5 litre Mercedes 280SE convertible. Since then he has continued to purchase many more classics and the collection is now worth over US \$600 million.

His collection includes some unique cars, among them a 4.5 litre Bentley Blower, a gull-wing SL Mercedes along with a very rare 7.1 litre Mercedes Tressi, a 1938 Bugatti 57SC, an Aston Martin DB5, and a Alfa Romeo 2.3 litre 8C (valued at US\$12 million) – in addition to a number of Ferrari's, Lamborghini's, Porsche's and McLaren cars. His collection of classic Jaguar's include an XK120, a XKSS (D-Type) and an E-Type.



1940's Jaguar XK120 roadster (Lauren Collection).



1950's Jaguar 3.5 litre D-Type (Lauren Collection).



This 1932, 2.3 litre Alfa Romeo 8C was successful in both Grande Prix's and endurance races such as Le Mans, earning it the nickname 'Monza'. It is worth over US\$12 million (Lauren Collection).

JAGUAR

Throughout early history the jaguar held a significant place in the mythology and culture of various indigenous people across Central and South America. In ancient



Mesoamerican civilisations, such as the Aztec's, jaguar's were regarded as the bravest of the beasts and the ruler of the animal kingdom and were revered as powerful and spiritual entities that shaped their lives and lifestyle. The jaguar was given almost a god-like status by the Aztec's as they thought it symbolised strength, courage and cunning and the ability to traverse the realms of both the living and the dead. For them, the jaguar represented earthly power linked to the divine.

In battle, elite Aztec warriors often wore jaguar pelts, headresses or masks as it was thought it gave them the power of the animal and it was seen as a symbol of their strength, valour and courage.

Above: Aztec stylised art of a jaguar head, and left: The mask of an Aztec warrior with the fangs taken from a dead jaguar and the skull from an enemy or sacrificial person (Internet).



Many Aztec legends and art forms of the jaguar are still honoured in some countries. In parts of Mexico for instance, it is still regarded as a symbol of strength and prowess – to be worshipped and respected.



A Mexican stylised ceramic of a jaguar symbolising strength and prowess (Internet).

JAGUAR



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	021 085 34550
E.News Co-ordinator: Chantel Smith	021 377 213

JAGUAR



A circa 1936 painting of a SS100 (Jaguar) sports car and a DH Tiger Moth aircraft (Artist unknown).

Some 314 SS100 sports cars were built by SS Cars between 1936 and 1939 and were the successor to the SS90. The early cars were powered by a 2.5 litre straight-six motor and in 1938 were upgraded to a 3.5 litre motor with a top speed of 100 mph. From 1937 onwards the car was rebranded as a 'Jaguar' as animal names were popular among car manufacturers at the time as a means of identifying the model of car. The 1937-39 Jaguar sports cars were the first to feature the 'leaper' mascot which was originally mounted on the radiator cap. In 1945 the company name was changed from SS Cars to Jaguar.

JAGUAR

CatChat is the official magazine of the Wellington Jaguar Drivers Club Inc.