



AUCKLAND
JAGUAR DRIVERS'
CLUB

\$10

VOL. 33 | JULY | AUGUST 2021



Wine&dine at Westbrook

Mitch Evans secures podium

I-Pace EVERESTING CHALLENGE

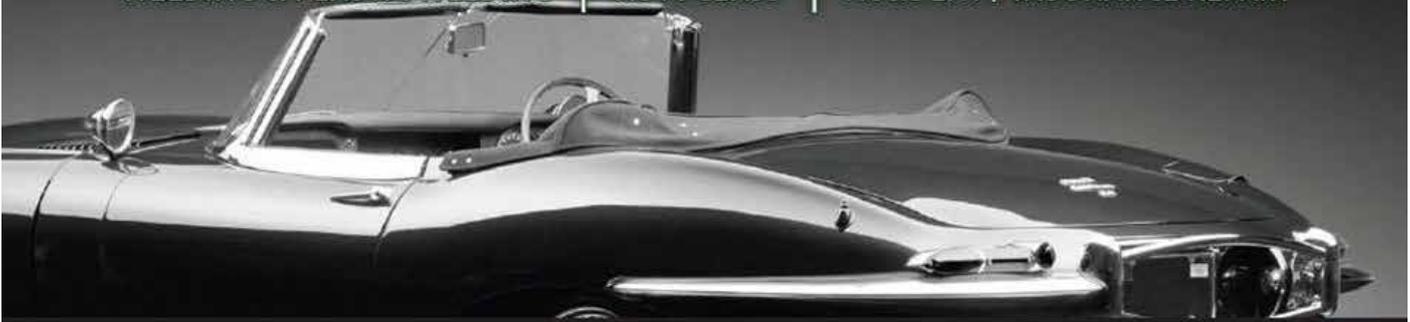


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From the Editor's Desk

As we come to the end of the winter months, the daylight hours begin to increase, and we find ourselves reflecting on how lucky we are not to be in the same situation as over the ditch. This current freedom is something we need to protect and cherish. Once again it has been a very busy last couple of months with a good number of different club activities to keep the membership occupied. It is amazing to see the number of club members attending these events despite the unpredictable weather. Keep an eye on the Events page of this edition and remember to register via the website. Hope you all received your membership renewal invoice and made use of the electronic payments system to keep your membership current. If you need some assistance with renewing your membership, please contact our wonderful secretary Sue by email jagclubak@gmail.com as soon as you can.



In this issue we cover the club event at the Westbrook Winery, the Fish and Chip run to Kaiawa, and the Technical Evening held out in West Auckland's specialist MG (and Jaguar) workshop of Paul Walbran Motors. The Weekend Away at the Chateau and the invited MG Track Day are a couple of events that were postponed due to the lockdown. Club member Richard Waugh gives us an up-date on the progress of his book - Classic Jaguars in New Zealand: Grace - Space - Pace, celebrating the 100 years of Jaguar.

The number of events planned on the AJDC calendar keep growing. I will remind you of our important Club Display Fund-raiser at the Viaduct Basin for Camp Quality in November. There are limited places still available for the 6th Annual Historic GP at the Bruce McLaren Motorsport Park, Taupo in January. Also, a few new events have popped up on the calendar recently. A nice drive to the Waikato to see the Ross Brothers Muscle Car Museum in Cambridge and, some competitive Driving Trials and Petanque at the Chichester Cottage, Hobsonville Point. We must not forget the Club's Annual General Meeting being held at the Remuera Club in early November.

The Committee continues to work hard in the background to get events up and running. The positive feedback about the events has been fantastic and we will continue to add more events throughout the year. If you have an idea that you think the membership maybe interested in, please e-mail the idea to our Club Captain, Steve Heaney.

As a way of saying 'Thanks for your support', the committee continues with the special ballot. This will be drawn for all financial members in every bimonthly magazine. Three Fuel Vouchers, [a \$100, a \$75 and a \$50] drawn to thank the growing membership for your support and loyalty. Check out the results published in this issue as you maybe one of the lucky ones.

There are a large group of contributors to thank for their words and photos that make this magazine rather special. I appreciate all the compliments but without these submissions made by the members, you would not have much to read. So please consider that any small contribution towards this magazine helps complete the stimulating picture found between the covers of this little magazine. As mentioned in the last edition, if you have a keen interest in helping with the production of this boutique publication, please get in touch.

Once again, I like to thank the Advertisers of our magazine and hope the membership continues to support you. I hope you enjoy the interesting reads in this issue.

Kind regards

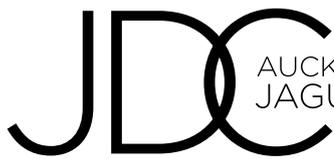
Gerard Leeuw

Editor



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JAGUAR DRIVERS' CLUB



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A long and proud history since 1969

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

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

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

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

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

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

Life members - for service to the club.

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

REGISTERS

- **Pre-War** | Swallow, SS (1925-1939) *John Edean*
- **Early big Saloons; live axle** | MK4 & 5, MK7, 8 & 9 (1945-61) *Richard Waugh*
- **Early sports saloons; live axle** | MK1 & 2, (1955-67) *Jeremy Hatch*
- **Early Saloon; IRS axle** | S Type, 420/G, MK 10, S1,2,3 XJ6/12, DS420 (1963-92) *Laurie Hayward*
- **Early XK** | XK120, XK120C & D Type, XK150, Replicas (1948-1960) *Don Bowater*
- **E Type** | S1, S2 & S3 (1961-1975) *Barry Hall*
- **XJS** | All XJS (1975-1996) *Barry Eade*
- **XJ40 & X300/308** | XJ40, X300 & X308 (1986-2003) *Dave Denison*
- **Late Sportscar** | XK & F Type (1996-) *Dean Wright*
- **Late Saloon** | S Type & X-Type (1999-2009), X350, X358, X351, (2003-) *TBA*
- **SUV** | F-Pace & E-Pace (2017-) *TBA*
- **Jaguar EV** | iPace (2018-) *TBA*

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

Cover image: The pristine E-Type of Warrick and Sue Jenness



president's report

It is always great to see new members coming to our events. With over 60 members and 35 plus stunning Jaguars at each of our last two events, it is fantastic to see so many of you enjoying the wide range of events on offer by the Committee.

The Westbrook Vineyard was so popular this event was well oversubscribed. The offer of wine tasting matched artisan cheese, pizza, platters were just too good to resist. "Who doesn't like the combination of a good Wine and Pizza?" The setting at Westbrook was just stunning. Our host Tracey, and her team, talked about their best wines that complemented the great food. By the end of the tasting, we were all appreciating the combinations on offer and becoming reasonable connoisseurs of wine. The overwhelming positive comments from members suggest that we could hold this as a regular event. The only complaint I heard was the discussion between couples asking the question, "If I have another glass of Westbrook Sauvignon, can you drive the Jaguar home?"

Just as popular as ever, the Fish & Chip run to Kaiaua brought out over 35 Jaguars. A great fun drive to the Thames coast despite the gloomy unpredictable weather. Whether the choice was great Fish & Chips or the warmth of the pub next door, the overcast weather did not take away the enjoyment of the great food and company.

While this edition of the magazine is in post-production, we found ourselves back into a lockdown and unable to enjoy our Club Event - The Weekend Away at the Chateau. An alternate date has been set so check out the website for details.

Our Club AGM is fast approaching on the 7th of November at the Remuera Club. If you would like to put your hand up and be part of the committee to contribute to the continuing success of the Auckland Jaguar Drivers Club, please contact one of the committee members. My tenure as President will come to an end at the AGM this year. The Auckland Jaguar Driver's Club has been a large part of my life since I was eighteen when my father was a member some forty years ago. There has always been a Jaguar in our family, and we will continue to be a member of this larger Jaguar family. The support and friendship Christy and I have been given over the past few years has been overwhelming and it something we will cherish for a long time. I would have never thought when I was 18, that one day, I would have the opportunity to be President of the Auckland Jaguar Driver's Club. We both thank you all very much.

The Club has many events planned till the end of 2021 for your enjoyment and 2022 looks to be another year of greatness for this Marque - Celebrating 100 years. Keep up to date on our website <https://www.jaguardriversclub.co.nz/events/> to see the planned events and register your interest as soon as you can, as they fill up quickly.

Winter is almost over, get the covers off your Jaguar and start driving to our next event.

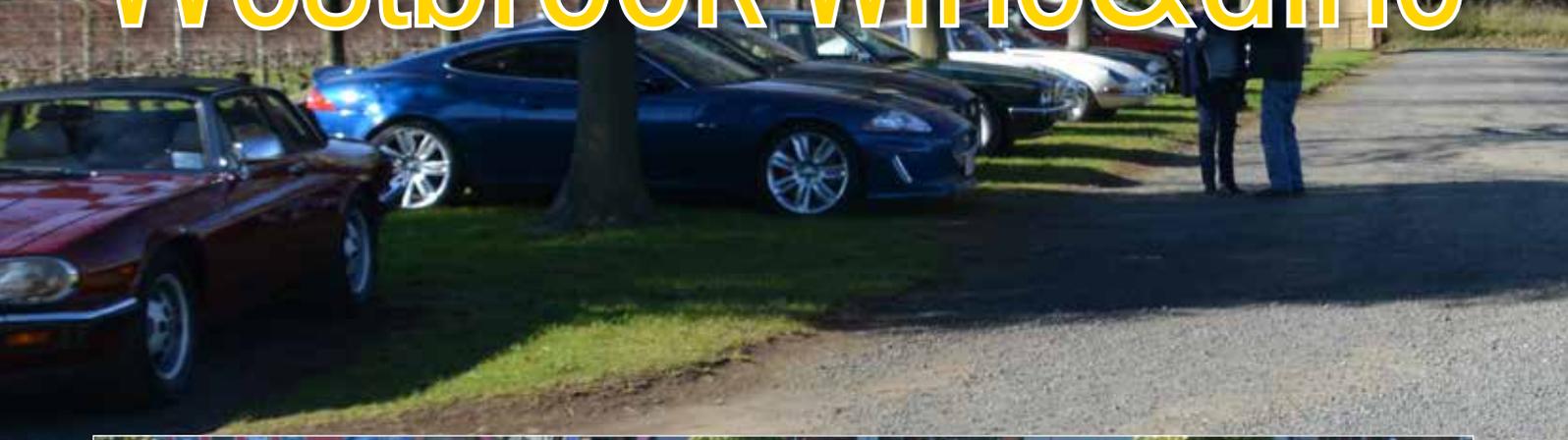
Christy and I look forward to seeing you soon.

Dean Wright

Club President



Westbrook wine&dine



Sunday the fourth of July dawned a lovely sunny day for our trip to Westbrook Winery wine tasting and lunch. Some 59 members and various models of Jaguars from modern varieties to lovely old Mk 2's, met at the Westgate shopping Centre at 10:30am. Everyone was in good spirits except one of our members who had unfortunately hit a large pothole on the road into the shopping centre. I found him having to change both the front and rear wheels, such was the damage to the tyres. Fortunately, I came off a lot better despite encountering the same pothole.

At about 11am we set off in convoy along a very scenic route heading west through the Riverhead Forest and then turning off towards the Westbrook Winery.

Upon arrival we all parked our cars along each side of the tree lined driveway bound by many rows of vines leading to the main building.

Westbrook Winery was established in 1935 in West Auckland before moving to the Ararimu Valley in 1999. With grass covered tree lined terraces

leading across to a pretty brook-fed lily pond, the move to this idyllic location seemed to be a perfect match. The lower water edge terraces provide a perfect location for outdoor tables and chairs offering alfresco dining. A natural amphitheatre provides an excellent setting for small concerts.

Entering the cellar door, we were welcomed by our charming host and seated at tables of 10, beautifully set out for our tasting experience. Several wines were selected for tasting each accompanied by a perfect cheese match. We all learnt a lot about each wine and the importance of the right cheese to go with it.

Following the tasting we were treated to a delightful lunch of extensive antipasto platters and delicious homemade pizzas all accompanied by a glass of our chosen house wine.

Dean Wright, our President thanked our host for sharing lots of information about the various wines we were able to taste and the splendid lunch we devoured. He also noted that his wife Christy was the one who came up with the idea of taking a trip to Westbrook. In true Jaguar Club

fashion, we showed our appreciation with a hearty round of applause. Many members suggested that this was such a successful outing that the committee should consider making this an annual event.

With the sun still shining a walk around the grounds was a perfect way to end our day. Some members, including myself, had so enjoyed the tasting that we purchased cases of wine to take home.

I'm sure I speak for all our members, who went to Westbrook, when I say 'thank you' to the organisers Dean and Christy Wright, ably assisted by our club captain Steve Heaney, for such a lovely afternoon at the winery.

A Little Recitation - 'Blends'

Give me a glass so that I can see,
the splendid Sauvignon in thee.
Your Chardonnay eyes,
and your Pinot Gris smiles,
and a touch of mediocracy.

Larry Olive



Dear members.

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

Problems with event bookings?

please contact Steve Heaney - events.
jagclubak@gmail.com or Sue Jenness
- jagclubak@gmail.com



ROSS BROTHERS MUSCLE CAR MUSEUM

Coordinator: Tony Wright

A nice drive to the Waikato region to visit the Ross Brothers Muscle Garage & Museum. A private museum of classic muscle, trucks and machinery. Visit a local Café for lunch.

Check the website for more details.

#20210919



PETANQUE AT CHICHESTER COTTAGE

Coordinator: Peter McElroy

A nice drive 'Trial' through the Riverhead area ending up at Chichester Cottage for a picnic lunch and Petanque.

Check the website for more details and bookings.

#20211003



WEEKEND AWAY - CHATEAU RUAPEHU

Coordinator: Dean Wright

Limited Spaces for this subsidised event. Theme this year is 'Black & White'. *Cost \$350 per room including. Book now through our Website – Events page.

#20211009



AGM @ REMUERA CLUB

Coordinator: Sue Jenness

From 11:55am followed by lunch. AGM papers to be sent to members 14 days prior to meeting. We will need to know numbers attending for lunch to advise the caterer. Bookings via the website are open.

#20211108



WAIKATO STUD - MATAMATA

Coordinator: Simon Crispe
 FREE EVENT apart from petrol and café lunch.
 A pleasant drive through the Waikato, visit the 'Waikato Stud'.
 Bookings via the website are open.

#20211114



DISPLAY AT THE VIADUCT BASIN - CAMP QUALITY CLUB FUNDRAISER



Coordinator: Laurie Hayward
 FREE EVENT apart from a \$5 donation to Camp Quality
 Our club cars on display at the Viaduct Basin. Rain day is 28th November.
 Bookings via the website are open.

#20211121



CHRISTMAS CLUB EVENING @ REMUERA CLUB

@6:30pm - City of Sails Chorus. Entertaining you with Christmas Song & Carols. Come along & enjoy a memorable evening - delicious meal, comfortable surroundings & nostalgic Christmas music amongst fellow members. Further details and bookings via the website.

#20211203



INVITATION 2022

2022 HISTORIC GP - BRUCE MCLAREN MOTORSPORT PARK, TAUPO

Date and venue is confirmed. This event is celebrating Jaguar & Daimler Marques for 2022. Jaguar Clubs are being invited throughout New Zealand to display their vehicles and parade them on the track at the 6th Annual Historic GP. Save the date and further details will come

Article Link: <https://www.scoop.co.nz/stories/CU2102/S00072/taupo-historic-gp-to-celebrate-jaguar-and-daimler-in-2022.htm>

PERFORMANCE

I-Pace completes EVERESTING with olympic cycling ace at the wheel



I-PACE EVERESTING CHALLENGE

ALL-ELECTRIC PERFORMANCE SUV CLIMBS 8,848M - THE HEIGHT OF MOUNT EVEREST - ON A SINGLE CHARGE WITH OLYMPIC CYCLING ACE AT THE WHEEL



LOCATION: GREAT DUN FELL, CUMBRIA, UK

Coordinates: 54.5637°N 2.4513°W
Summit: 848m
Ambient temp at summit: 2°C



Known by cyclists as "Britain's Most Ventoux"
Home to the highest surfaced road in the UK



DRIVER: ELINOR BARKER MBE

Age: 26
Occupation: Road and Track racing cyclist
Achievements:
Olympic Champion
Two-Time World Champion
Commonwealth Champion
Six-Time European Champion
National Champion
World Record Holder

PRE-CONDITIONING

Prepare for a journey using the Remote app to pre-heat or cool the cabin and battery while plugged-in, using zero battery power and maximising range



THE RESULTS

16.2

TOTAL NUMBER OF RUNS

7.2 MILES

(11.6KM) DISTANCE TRAVELLED PER RUN

547M

ELEVATION GAIN PER RUN



3

NUMBER OF TIMES ON AVERAGE THE FRICTION BRAKES WERE USED PER RUN

124 MILES*

(199.6KM) TOTAL DISTANCE DRIVEN

UP TO

80 MILES

(128.7KM) MORE RANGE REMAINING

RACE-TO-ROAD TECHNOLOGY

I-PACE'S CLEVER REGENERATIVE BRAKING - INCORPORATING LEARNINGS FROM THE JAGUAR RACING FORMULA E TEAM - RECOVERED AN EQUIVALENT TO 56 MILES (90.3KM) OF RANGE UNDER THE CHALLENGE'S EXTREME CONDITIONS



93%
BATTERY STATE-OF-CHARGE AT THE START

31%

BATTERY STATE-OF-CHARGE AT THE END



CHALLENGE on a single charge

neel The I-PACE shrugged off the steep inclines, twisting tarmac and near freezing temperatures of the UK's highest paved road to successfully 'Everest' at Great Dun Fell, in Cumbria, on a single charge of its 90kWh battery

The Jaguar I-PACE shrugged off the steep inclines, twisting tarmac and near freezing temperatures of the UK's highest paved road to successfully 'Everest' at Great Dun Fell, in Cumbria, on a single charge of its 90kWh battery.

The award-winning all-electric performance SUV model was driven by Olympic and World champion cyclist, Elinor Barker MBE.

The concept of Everesting is simple, yet extreme: complete a series of runs up an incline until achieving an elevation gain of 8,848m - equal to an ascent of Mount Everest - and the popularity of this endurance challenge boomed among cyclists during the pandemic.

Known by cyclists as 'Britain's Mont Ventoux' - a reference to the daunting Alpine mountain stage in the Tour de France - Great Dun Fell is home to the highest surfaced road in the UK. The narrow ribbon of asphalt is defined by a series of sweeping bends and gradients of up to 20 per cent as it climbs 547m from the start point used for the challenge to a peak of 848m. Elinor completed 16.2 repeats of the 3.6-mile/5.8km climb (a 7.2-mile/11.6km loop in total) using the I-PACE's regenerative braking technology to generate approximately 60 per cent of additional available energy over the total 16 descents.

Having covered 124-miles (199.6km) in total, including an eight-mile drive to the start point on the fell, the I-PACE completed its energy intensive challenge with 31 per cent battery charge remaining - enough to drive for up to 80-miles (128.7km) more.

Key to the efficient completion of the Everesting challenge was the I-PACE's regenerative braking system. Developed using technology from Jaguar Racing's Formula E programme, 'regen' is a critical enabler for success on the track. In an average race the I-TYPE 5 generates around 30 per cent of additional energy from regen, without it the car simply wouldn't make it to the chequered flag.

I watched with fascination as cyclists took up the Everesting challenge during lock down - even as a professional rider, it's a daunting feat of endurance, so I was happy to do it behind the wheel of the all-electric Jaguar I-PACE. When I found out that Jaguar Racing drivers typically need to regenerate 30 per cent of their I-TYPE's battery capacity in a Formula E race, as a competitor I naturally wanted to beat that figure! I'm delighted to have smashed that target - all while enjoying the comfort, silent power delivery and single-pedal driving of the I-PACE.

ELINOR BARKER, MBE

Elinor was supported throughout the drive by members of the Jaguar Racing and I-PACE engineering teams, on hand to monitor the vehicle's performance.

The advanced regenerative braking system developed for the I-PACE is a defining feature of the driving experience. Lessons learned through our Formula E programme on the track ensure I-PACE customers enjoy benefits on the road in terms of optimised range. The regenerative braking also provides up to 0.4g of deceleration so Elinor would only have been using the conventional friction brakes at two or three points on

each run.

JACK LAMBERT, JAGUAR RACING ENGINEER

In preparation for the challenge, the I-PACE was preconditioned using the Jaguar Remote App. While the vehicle is plugged in, preconditioning automatically heats or cools the battery to reach its ideal operating temperature and establishes the desired cabin temperature - using mains power. Using the grid to do this instead of drawing current from the vehicle battery optimises the driving range - especially in cold weather.

Another feature which enhances the I-PACE's efficiency is Smart Climate, which uses the seatbelt sensors to determine how many occupants are travelling inside, and only heating or cooling the relevant areas of the cabin, maintaining comfort while minimising energy use.

The Jaguar I-PACE delivers outstanding performance with acceleration from 0-60mph in just 4.5 (0-100km/h 4.8 seconds) seconds and up to 470km/292 miles range (WLTP). Charging on longer journeys is made easy as the I-PACE's Pivi Pro navigation system is able to locate suitable connections and route data within a couple of taps of the home-screen. It can even show if a charger is available or not, what it costs and how long it will take to charge: in just 15 minutes, 50kW DC and 100kW DC chargers can add up to 63km (39 miles) and 127km (78 miles) of range (WLTP) respectively.

Going West technical evening Paul Walbran Motors

After an adventurous Mongolian dining experience at the nearby Gengis Kahn restaurant, an enthusiastic group of just under 40 Jaguar and MG club members assembled inside Paul Walbran's New Lynn workshop. A special technical evening event discussing aspects of engine performance and the importance of general maintenance.

Paul and his team of Ian Munford, son Andrew, Tom Martin and Brad Walter were on hand to share their expert knowledge on brake fluid functionality, servicing intervals, coolant hoses and mix ratios, machining and polishing cylinder heads to gain performance, and camshaft timings and finally a practical demonstration of how to set the ignition timing.

With Ian and Paul's extensive experience with the Jaguar and MG brands and their wide range of customers, the discussion ranged easily between the highly technical (for those who know what they're doing with engines) and the fundamentals (for those who know they don't!). The information shared throughout the evening was helpful and I am positive that everybody in attendance learnt something.

Many thanks to Paul and his team for giving their time and to Robin O'Connor for coordinating the event.





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VERY special cause for Kiwi kids with cancer...



Written by: Sue Jenness

Camp Quality is a New Zealand Charity founded by Vera Entwistle. It provides camps for children, 5 to 16 years of age, who have been diagnosed with cancer. Camp Quality held its first camp in Auckland in 1985. That first camp was attended by 22 children from throughout the country. Since then, Camp Quality has grown to provide camps and recreational activities in five regions catering for over 300 children. Today Camp Quality remains committed to making a positive difference for children living with cancer.

The hot air balloon in the Camp Quality logo symbolises the ability to rise above life's challenges, which is effectively Camp Quality's mission as well as the doctor whose wise words inspired Vera to set up the organisation:

"No one can do anything about the quantity of anyone's life, but all of us can do something about the quality."

The camps provide a stress-free and caring environment for the children where fun and friendship are combined with achievable challenges - allowing the children to "just be kids". Camp Quality passionately believes in the power of fun to help children and their families overcome the challenges that living with cancer can bring. They get a sense of normality and independence and focus on the positive aspects of their lives.

Through Camp Quality, families also get a much-needed break and the opportunity to spend time with other siblings while their child is at camp. They do so with the assurance that Camp Quality has the finest programmes, staff, companions, medical care and safety procedures in place.

Camp Quality is Auckland Jaguar Drivers Club's charity of choice and has been for well over a decade and encouraged by the tireless efforts of long time JDCA member Paula Daye with her husband Peter. They originally became volunteers many years ago, only to have one of their own grandchildren develop cancer, which brought home how important this organisation is. It's quite simply a "no-brainer" that we continue to support this amazing, caring organisation, especially in these difficult times for charities when discretionary funding is often being directed towards survival of peoples' livelihoods and fighting the Covid 19 pandemic.

One of the ways the Jaguar Drivers raise funds is by running auctions at numerous Club functions including themed event Gala dinners, the Mid-Winter Xmas Dinner and also at the end of year Christmas Dinner. Paula and Peter served the most delicious mulled wine at our last mid winter lunch

at Riverhead, to warm us all up ahead of the latest auction which featured a special prize. Jaguar Landrover New Zealand donated a fabulous weekend away at Te Arai Lodge and the use of a new Jaguar I-Pace to drive there and back for a weekend. Well over \$3,000 dollars was raised for Camp Quality. Our next fund-raiser will be at Charity Day at the Viaduct on 21st November with a gold coin collection.

Case Study - Michael

At just 5 years old, Michael was diagnosed with a brain tumour and rushed from the doctor's surgery straight into surgery at Starship. After surgery, Michael had to relearn how to walk and talk again before he could face the 107 weeks of chemotherapy awaiting him. One of the things that made life a little brighter for Michael during his cancer



journey, was Camp Quality's camps. They make sure that fun and making great memories is at the top of the list when they plan their camps, and the first thing that pops into Michael's head when asked about Camp Quality is "FUN!" - what an awesome way to be remembered!

Michael's mum, Kalaire, who was by his side throughout his journey says that

the Camp Quality camps have been so amazing for Michael. "The camps have just helped him so much because everyone has been through the same thing, they just get it. He can be a kid with other kids for a week - and that's absolutely priceless to us."

Michael was lucky enough to go on a few of these camps - and his brother and sister even went too and got to create some incredible memories of their own!

Being able to support families like Michael's during some of the hardest times of their lives is something that Camp Quality is honoured to be able to do - and will continue to do with our Club's support.

Make a child's life happy!
Members are able to donate via Camp Quality's website
<https://www.campquality.org.nz/>



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Attention: Jaguar Owners

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

Millennium Building



Anyone for doubles?

Jaguar UK has renewed its partnership with The All England Lawn Tennis Club (AELTC) for a further five years.

JLR Media release

Jaguar UK has today announced it has renewed its partnership with The All England Lawn Tennis Club (AELTC) for a further five years.

As Official Car of The Championships, Wimbledon, Jaguar will not only supply a fleet of vehicles to support event operations, but will work with its long-standing partner to unearth the stories behind the iconic British sporting event.

We are delighted to renew our partnership with the All England Club which will see our support of Wimbledon extend to more than a decade.

When it comes to global sporting events, Wimbledon is truly unmatched. Like Wimbledon we are looking to push the boundaries of innovation to do things in an exciting and unexpected way.

In showcasing the Jaguar I-PACE in this partnership, it reaffirms our joint commitment to create a more sustainable future with electrification at its heart.

ANTHONY BRADBURY, MARKETING DIRECTOR, JLR UK

2021 will see the launch of Jaguar's "Unmatched Experiences" campaign as it looks to showcase Wimbledon's protagonists, intricacies and traditions through unique perspectives and bring the event closer to fans during a time when attendance and general access is restricted.

Jaguar will also continue the Jaguar Ace Pace Wimbledon Edition app, giving fans the opportunity to measure the effectiveness of their tennis serve, while challenging Jaguar's roster of brand ambassadors in national challenges and competitions.

We are delighted that Jaguar will be extending its support of The Championships as Official Car for a further five years. Bringing our fans closer to Wimbledon is key and Jaguar's "Unmatched Experiences" campaign ties in perfectly with our approach. As part of our environment positive commitment, we are working hard to reduce carbon emissions to net-zero by 2030, and Jaguar is playing an important role in helping us achieve this commitment by showcasing the zero-emission I-PACE cars within the Wimbledon fleet.

MICK DESMOND, COMMERCIAL & MEDIA DIRECTOR AT THE AELTC



Mitch Evans

secures home race podium

Mitch Evans secured a home race third-place podium finish after a chaotic Heineken London E-Prix. The Kiwi showed passion, determination and some good fortune as he raced his Jaguar I-TYPE 5 around the twisty London ExCel circuit.

Mitch Evans started the race in fifth after he made it through to Super Pole by qualifying second. Mitch held position for the first half of the race, defending from the BMW Andretti driver, Maximilian Gunther. With 21 minutes remaining, a collision with Gunther cost the Kiwi his front wing but he was fortunate to be able to continue. Mitch executed a fantastic overtake on Robin Frijns to take the final spot on the podium. The third-place finish marks the first podium on home soil for Jaguar in 30 years.

Sam Bird had a second tough day of qualifying and lined up twenty-first on the grid. The Brit showed the pace of the Jaguar I-TYPE 5 by carving his way through the pack and gaining ten places, before a collision with Norman Nato ended his race in a dramatic Heineken London E-Prix.

Sam Bird sits third in the ABB FIA Formula E Drivers' World Championship, while teammate Mitch Evans climbs back up to eighth. Jaguar Racing remain third in the teams' standings with 156 points.

An incredibly eventful weekend here at our home race in London. We are pleased to have achieved a podium with Mitch today. We know we have a strong race car and Mitch's drive today was testament to that. Sam's accident was really unfortunate as he would have scored points after a great drive but we now look forward to the double-header finale in Berlin. We are still in contention for both championships so will be throwing everything at it.

JAMES BARCLAY, TEAM DIRECTOR JAGUAR RACING

Unfortunately I haven't had a great weekend. Going into it, you have high hopes and want to do everyone proud - being a British driver



...m For Jaguar Racing

... racing for a British team - but it didn't happen for us here in London. We had the pace but it wasn't meant to be. That is now in the past so we take the positives and look forward to Berlin. I am still in the hunt so there is everything to play for.

SAM BIRD, #10 JAGUAR RACING DRIVER

I'm so happy to be on the podium today for Jaguar - a British team on home soil. For a lot of the race I didn't think it would be possible as I lost my front wing and missed an ATTACK MODE. I really needed these points today and it puts me back into the championship fight. Thanks to all of the team and we're now looking forward to fighting for every point in Berlin.

MITCH EVANS, #20 JAGUAR RACING DRIVER



The season seven double-header finale of the ABB FIA Formula E World Championship takes place at the Berlin Tempelhof circuit on Saturday 14 and Sunday 15 August 2021.

Jaguar Racing has officially confirmed long-standing Jaguar Racing Formula E driver, Mitch Evans, will continue with the title-contending team, committing his future in the electric world championship on a new multi-year contract.

The British Formula E team has a race-winning pedigree with Evans - who has been with the British team since its inception in 2016 - seeing the partnership strengthening year on year. The news follows the confirmation that Jaguar Racing have committed to the Formula E Gen3 era as part of Jaguar's journey to becoming an all-electric brand from 2025.

As Evans heads to Berlin to compete in his 62nd Formula E race, with Jaguar Racing the New Zealander has won two races, been on the podium 10 times and is keen to propel the team to the top of the championship during the upcoming seasons. The 27-year-old currently sits eighth in the drivers' standings - only six points behind teammate Sam Bird who sits third - and is hungry to fight for more success.

We are very pleased to confirm that Mitch will remain a key part of Jaguar Racing's driver line-up, extending his long-standing and integral role in the team. Mitch's speed and on-track results in Formula E speak for themselves and we have continued to build a formidable partnership year on year since he joined our team in 2016. Mitch is one of the most exciting talents in Formula E and his experience and understanding of how we work is invaluable. We are stronger together and as a team we are all excited and highly motivated to achieve the most out of season seven and beyond.

JAMES BARCLAY, TEAM DIRECTOR JAGUAR RACING



I'm not going anywhere! Having spent over five years with the team, I know exactly what we plan to achieve in the forthcoming seasons and I am excited to continue to be a part of the team's journey. I have been approached by other teams but my home continues to be with Jaguar. We are seeing strong results on track, the Jaguar I-TYPE 5 boasts excellent performance and we are ready to rival anyone on the grid. There is still everything to play for this season and going forward into the future with Jaguar Racing.

MITCH EVANS, JAGUAR RACING DRIVER #20

Jaguar Racing Formula E team currently sit third in the ABB FIA Formula E Teams' World Championship - only nine points behind Envision Virgin Racing who are top - with Mitch Evans eighth in the ABB FIA Formula E Drivers' World Championship. The next double-header E-Prix is on 14 and 15 August 2021 in Berlin - the final race weekend of season seven with both drivers' and teams' championships still to be decided.



Mike Thompson very kindly agreed that Gerard and I could interrupt his quiet enjoyment of Friday the 23rd of July while tending his extraordinary car collection. It's a collection that represents almost all corners of global car manufacture from Australia, USA, UK, Ireland, Italy, Germany, to France (if you count the French derived V6 engine of his Delorean DMC-12).

A number of years ago Mike and Ann built a most magnificent home and superb manicured grounds, right on the edge of Auckland's Waitemata Harbour. However, when arriving at the generous landscaped forecourt of their home, no-one would ever suspect the automotive treats that lie very well hidden within.

Mike is a self-confessed and total petrol head, but this is definitely not your usual man cave. When entering the impressive double height entrance hall of Mike and Ann's home that frames one of many views to the sea, Mike directed us into the Northumberland Arms Bar! A magnificent space that pays homage to Ann's home County in the UK and her love of the English Pub tradition, complete with two magnificent Jaguars parked inside the room!



Jags with Northumberland Arms Bar beyond



Mike with XK120 DHC & 3.8 E Type OTS

Another unexpected collection graces another wall of the Northumberland Bar. Mike's music memorabilia includes an original signed guitar from rock band Bon Jovi and numerous photos Mike took at live at Bon Jovi and Rod Stewart Concerts around the world.



The Bon Jovi Guitar

We then headed to the first garage, where more treats awaited. Alongside the two "every-days"; Ann's 4x4 Mercedes and a very hot Mercedes S65AMG, sits a wonderful pale metallic blue Bentley Continental Speed GT Convertible, with the W12 engine. Mike collected the bespoke car from the factory in the UK and witnessed the special steering wheel being built.



Stunning Bentley Continental convertible



Custom ordered interior and bespoke steering wheel

We then descended to Mike's second expansive basement garage with space for more than 20 cars! After a quick look at the mint black Aston Martin Vanquish, much more visual delight was revealed, including a potential 100 point show quality 1958 Corvette, powered by its immaculate 283 cubic inch V8.



1958 Corvette; note tail pipes in the bumper

The star of the 80's movie Back To The Future, an early gullwing doored DMC-12 Delorean, originally raced in Ireland caught Gerard and my eye. Another rare and immaculate car, with fully restored chassis.



1980's movie legend Delorean DMC-12

Another movie star car the 1967 Shelby GT500 of Gone in 60 Seconds fame sits proudly between a superbly restored 1957 Chevrolet Bel Air and a totally original and virtually as new Lamborghini.



1967 Shelby Cobra GT



4,500km Lamborghini Countach 25 Anniversary

Another of Mike's Italians is a lovely Ferrari 430 Spider and across the aisle, a magnificent pair of modern American "muscletrucks"; a supercharged H2 Hummer and a similarly performance enhanced Cadillac Escalade.



Ferrari 348, Corvette, Delorean - Hummer beyond.

(continued on page 23)

Fish & Chip Run - Kaiaua

Sunday 25th July the weather did not look promising.

The meet time was 10.30am at BP, Southern Motorway where the Autobahn Café was a favourite spot to have a morning coffee and wait. To my surprise, 66 members turned up to meander over to Miranda. Who said that these cars are only used in good weather?

As we gathered all together at 10.50am, a roll call was made, and the directions given. In a convoy we departed nicely in time at 11.00am.

As we merged on the motorway the weather started to close in, and the grey clouds were looming. The route we took was along the old Great South Road to Bombay and then over the Hunua Ranges, to Kaiaua. Although the weather was

changeable with cloud and some rain, the drive was rather pleasant. Once parked at Kaiaua, it was noted that this must be a first for the Club that no one got lost - either it was good directions, or the leader knew where they were going, and everyone just followed. At this point a hard choice had to be made - half the members went to the pub for lunch and the other half went for the famous 'fish & chips' at Kaiaua Fisheries.

After lunch we all ended up in the pub for drink and a good chin wag. With a nice warm welcoming fire, it was very hard to leave the pub. It was about 2.30pm when the last members left for home.

It was another great meet and drive for our members, and some great stories were shared. My thanks go to all that turned up for the event, even with the inclement weather forecasted.



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I asked Mike what kindled his interest in cars. Initially and like many of us, it was his Dad who bought a new car in 1953 that his Mum & Dad brought back from England. Back then, once you had a new car, you could keep trading it up and the family had new English and American cars including DeSotos and Fords during Mike's childhood and teen years. Mike recalls being taken to his first Grand Prix at Ardmore in 1955, an experience that kindled his lifelong fascination with fast cars!

During Mike's university years at Massey, he formed a strong friendship with Mini and later Nissan racing and performance engineering legend Reg Cook, who shared the same hostel. They were both regular competitors in the University Car Club; Reg in a very hot Mini and Mike in his E93 Ford 10 Prefect running twin Strombergs and good for over 90mph! Mike recalls having a single 1/2 and 9/16 inch spanner that would fit virtually every nut and bolt on the car. Mike in the Prefect and Reg in his Mini, used to drive "quickly" from Palmerston North to Auckland, with Reg often allowing Mike a 30 minute start. On one rare occasion Mike arrived well ahead of Reg, only to discover that Reg had broken down just out of Palmerston! Then came Mike's hot ex Jim Richards 105E Anglia at numerous runs at Pukekohe and more Uni Car Club rallies, followed by a Triumph 2.5 and further road based escapades evading the boys in blue.



Mike's recently acquired Ford 105E Anglia GT

Mike's Food Technology qualification led to an international career in the health food field including establishing Nutra-Life in 1984 before adding Healtheries

to form Vitaco Health (NZ) Ltd - New Zealand's largest health and wellness product manufacturer. Mike's international business interests allowed him to visit the UK regularly especially in the 1980's, when importing cars to NZ became relatively easy. So a number of Jaguars and Mercedes found their way back to Auckland with Mike along with his first Ferrari a 400i in 1986 and his first new product from the Maranello factory, a 1990 348.

Mike has also enjoyed an extensive amateur off-road career over the ditch having done around 30 Royal Flying Doctor Treks across the Australian Outback in all sorts of difficult terrain including desert dust and vast amounts of mud!



Falcon GT making a splash on Royal Flying Dr trek

Mike's Ozzie Falcons have proven incredibly reliable and now he has his eye on the Peking to Paris!

Mike's first and only restoration, was his 1957 Chevrolet Bel Air finished in superb red and cream two-tone paint. An interesting car Mike still owns, that had a shady history before Mike acquired it, having been stolen and recovered with a large bale of "hay" in the boot that turned out to be marijuana!! However Mike's experience of restoring this car put him off such activity... permanently.

With his cost for the Chevy's immaculate resto approaching 3 times what the car was actually worth, Mike vowed to only buy perfect already restored cars in the future.



Immaculate restored 1957 Bel Air

Having met fellow Jaguar Club aficionado Don Bowater a few years ago, Mike embarked on a mission to find an excellent XK120. With Don's help, Mike found his superb XK120 Drop Head Coupé in Jaguar cream with red interior.

Soon after Mike acquired his stunning opalescent dark green 1964 3.8 E Type OTS.



Immaculate 1964 3.8 E Type OTS



Pristine XK120 DHC

Despite owning more than 25 classic and collectible cars the XK120 is the car he probably drives the most; hence the JDCA caps on the seats! However, Mike quickly points out that it often depends on his mood (and the weather) as to which of his many wonderful cars he jumps into!



JDCA Caps ready for the next outing in the XK120

Mike, we thank you for a truly marvelous and memorable tour of your wonderful home and spectacular car collection.

NEW ON THE BLOCK

i-Pace Black

The Jaguar I-PACE has achieved global recognition and won multiple awards for its outstanding design. Now, the all-electric performance SUV's appeal is heightened still further by the creation of the I-PACE Black special editions.

The Jaguar I-PACE has achieved global recognition and won multiple awards for its outstanding design. Now, the all-electric performance SUV's appeal is heightened still further by the creation of the I-PACE Black special editions.

These exclusive new additions to the I-PACE range benefit from an enhanced specification over the SE and HSE models on which they are based and includes the Black Pack, panoramic roof and privacy glass.

The clean, contemporary look is accentuated by the gloss black finish of the 20-inch five-spoke wheels, and the I-PACE Black models are available in the full range of colours and include metallic paints as standard.

The I-PACE's dramatic, cab-forward profile, short overhangs and taut, muscular haunches give it a sense of drama which sets it apart from other SUVs. Creating the exclusive I-PACE Black gave us the opportunity to subtly enhance the design, making it look even more dynamic, distinctive and desirable.

JULIAN THOMSON - JAGUAR DESIGN DIRECTOR

Like every model in the range, the I-PACE Black models offers a wealth of technology designed to make every journey simpler and more enjoyable. The Pivi Pro infotainment system is ready to go by the time you're in the driving seat and is as intuitive to use as your smartphone. The EV navigation can show if nearby charging stations are available or in use, the type of connector they have, what they cost, and how long

it will take to charge. On long drives, Pivi Pro can also show your predicted charge level at each waypoint.

Pivi Pro has an embedded SIM and a 4G data plan for unlimited music streaming and the Smartphone Pack with Apple CarPlay® is standard. Android Auto™ is also standard. To make smartphone connectivity even more convenient and seamless, wireless versions of both will soon become available to customers in a software-over-the-air (SOTA) update - the I-PACE's SOTA capability meaning its infotainment and vehicle systems can always be updated remotely and seamlessly. In addition, the I-PACE can connect two phones simultaneously, and an optional wireless device charging pad beneath the 'floating' centre console features a signal booster to improve network reception and Wi-Fi.

With a focus on air quality, occupant comfort and well-being are prioritised, with cabin air ionisation now featuring PM2.5 filtration to capture ultrafine airborne particles and allergens. The I-PACE can even filter its cabin air before you begin a journey.

The ClearSight digital rear-view mirror gives the driver an unobstructed view of the road behind, even with rear-seat passengers or a fully loaded luggage compartment - it uses a wide-angle, rear-facing camera linked to a screen behind the mirror: a switch allows the driver to choose between the standard view or the camera feed.

On long motorway journeys Adaptive Cruise Control with Steering Assist enhances driver comfort by gently assisting



steering, acceleration and braking to centre the vehicle in lane while maintaining a set distance from vehicles ahead.

With two Jaguar-designed electric motors at each axle, producing exceptional combined performance of 400Ps and 696Nm, aluminium construction and a low centre of gravity, the I-PACE offers an unrivalled balance of all-wheel drive performance, refinement, luxury and agility - together with outstanding real-world range and day-to-day usability.

I-PACE's 11kW on-board charger makes home charging faster and more convenient for customers with three-phase electricity supplies. When plugged in to an 11kW wall box, up to 33 miles of range per hour can be achieved. A full charge takes only 8.6 hours - ideal for overnight charging. Customers using single phase 7kW wall boxes can achieve up to 22 miles of charge per hour; a full charge takes 12.75 hours.

I-PACE's Preferred Charging Period feature enables customers to set a desired start and finish time for charging - helping them to take advantage of the reduced rate electricity tariffs available in many markets. Soon, via a SOTA update, this feature will offer even greater flexibility by allowing them to set a specific state-of-charge they want the battery to reach - 80 per cent, for example.

When charging 'on the go', 100kW DC chargers can add up to 78 miles of range in just 15 minutes; 50kW chargers add up to 39 miles over the same period.

Jaguar has developed the Go I-PACE app to help people un-

derstand just how easily the I-PACE would fit into their lives and to highlight the benefits of going electric. By analysing the journeys they make in any vehicle, the app - available for iPhone or Android - shows would-be customers the potential cost savings, how much battery would have been used per trip and the number of full charges needed to cover the total distance driven.

Further insights into the advantages of ownership can be found in Jaguar's Electrification Hub. Here you can find out everything you need to know about I-PACE, whether it's maximising range and making the most of each charge, available tax and purchase incentives, or how to charge at home or using the growing network of public chargers.

In creating the I-PACE, Jaguar tore up the rule book to deliver the first and best electric vehicle of its kind. It offers customers around the world an unrivalled balance of all-wheel drive performance, refinement, luxury and agility - together with outstanding real-world range and day-to-day usability.

A global success today and the recipient of 88 global automotive awards - including the triple accolades of 2019 World Car of the Year, World Car Design of the Year and World Green Car - the I-PACE is also a precursor to the all-electric Jaguars of tomorrow. From 2025 Jaguar will be a reimagined, pure electric luxury brand with a dramatically beautiful new portfolio of emotionally engaging designs and pioneering next-generation technologies.

The Forgotten World Highway #43

On a recent trip to Taranaki, we had an opportunity to tick a few things off our bucket list. The main reason for our few days away was not only to get away from the busy noise of Auckland but to visit a few destinations that has been on our 'to-do list' for some time. It was a little unfortunate, we drove out of Auckland on a lovely winterless day, only to be greeted with a wall of water thrown from the heavens less than 10 kilometres for our destination - New Plymouth. After being locked in our unit for a few hours, the weather eased, and the rain halted for the moment. This was our chance to walk to the water-front and check out somewhere we could go for dinner. At the water's edge, the surf was angry, and it was now crashing over the sea wall with regularity. The wind was strong, and it carried the ocean spray a good distance. Even the iconic wind wand sculpture was nearly hitting the treetops that lined the road. Still locals braved the elements and walked along the coastal walkway as if this was a normal occurrence. On the second day, our mission was to visit Hillsborough Holden Museum. Well worth the entrance price as there were some very special cars to see. Mostly a private collection ranging from the very first Holden registered in New Zealand to the last ZB Commodore donated to museum by Holden New Zealand. With more rain and wind throughout the day, we were beginning to believe that Mt Taranaki was truly mythical.

Day 3 - the weather was slightly better

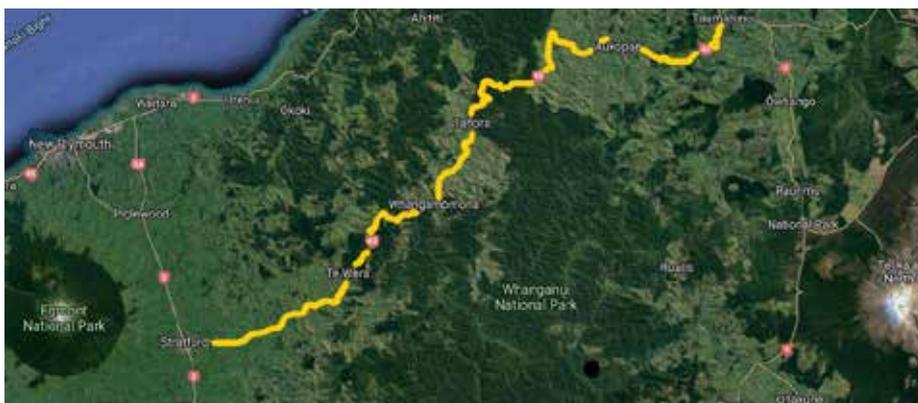
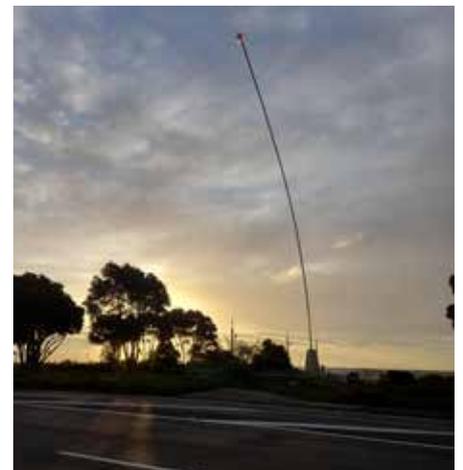
with the forecast saying the occasional heavy shower throughout the day. We decided to explore the Taranaki region and hope the Mountain would show itself from its cloudy cloak. Our drive was going to circum-navigate Mt Taranaki via Highway #3 to Hawera and then drive the Surf Highway (#45). The entire day was spent glancing over our right shoulder hoping to see a sign that the mountain does in fact exist. We were beginning to think this was all a well-rehearsed litany of lies to keep tourists visiting the region.

Our final day was planned well before we arrived - drive the infamous 'The Forgotten World Highway'. This route #43 covers 155 kilometres from Stratford to Taumarunui passing through the small Republic of Whangamomuna. We set off from New Plymouth in cloudless blue skies hoping at the next corner, the mountain would be on display. Still

wrapped in a white cloak, there was enough exposed at times to suggest the mountain is real. Clearly showing beneath the cloak was a fresh dusting of snow.



Just before Stratford's Glockenspiel, we turned left and began our journey on the Forgotten Highway. This trail follows the old Maori trading routes and formed the pioneer rail link between the Central Plateau and South Taranaki. We had planned a safe three hours to travel this road and it proved to be spot on. With the fog and many slips dotted throughout the journey, it was a road that needed your respect. When we arrived at the first of the four saddles, we were a little disappointed. The cloud had come down which limited our view to just mere metres. The sign did suggest a nice view





looking over South Taranaki, but this needed to be believed, rather than seen. Onward we meandered taking in the sights or as much as we could see. One real advantage to driving this road at this time of the year was the lack of any other traffic. Supporting the recent Farmer's protests, our count for the entire trip was two trucks (thankfully small ones), three utes, one van and one tractor.

After two more saddles, we arrived at Whangamomona Hotel for the obligatory photo out front. It was here you noticed that this place is almost in its own little forgotten world. As far removed from technology as one can get - no cell phone reception. You would think that the only means of communication out here is by pigeon. A fun fact is this little community declared itself as a republic in 1989 and have their own passports to prove this.



Onward we pressed to the Tahora saddle - last one for the day. Interesting to note, that the railway line is not that far from you as you straddle the saddle. The vistas seen at this saddle are of the old



Maori Pa sites with the Central Plateau Mountains visible in the distance. From this point we continued to climb to the single-lane 180 metre Moki Tunnel. This is a unique structure with its hand carved walls and its wooden roof like truss system. Built in 1936 so that the horse



drawn carriages could service the small farming settlements within the saddles. The floor of the tunnel was lowered in 1989 increasing the height of the tunnel to 7 metres. This now allowed stock trucks to pass through. As it was single lane, there was no traffic signals to direct the traffic. It was a first in first served approach and it seemed to work well. As we exited the tunnel, we found parked



in the middle of the road facing us, a one tonne large bull. It stood its ground for a moment not allowing us to pass. Slowly he retreated to the safety of the bush. From this point, the road drops away into the 12-kilometre unsealed section through the Tangarakau Gorge. Expecting the road to be full of pots holes, we were pleasantly surprised by



its smoothness and nicely embanked curves twisting through the lush forest. Eventually we found ourselves following the Whanganui River in the final stage, popping out into Tamarunui.

A pleasant three-hour casual drive. If you are thinking this is something for you to try, you will need the 3 hours, to enjoy the vistas on display at each of the saddles and, to appreciate a nice drink at the Whangamomona Hotel. It is certainly a stretch of Highway and a piece of New Zealand still in its raw unspoilt state. Dual carriage highway it is not, but it is a road with a lot of character and history. A road that needs your undivided attention as it is barely wide enough



in places for two cars to go side-by-side. A road with many turns, blind corners, crests and plenty of surprises, but it adds to the adventure. It could be described as a piece of 'pure original kiwiana' but it will not be easily forgotten.

Event bookings: a step-by-step guide.

With our bank no longer accepting cheques, electronic payments are becoming the only method of payment accepted.

Let's run through our Booking System.

You see an event advertised in the Magazine and it sparks your interest. Visit our website and click on **'EVENTS'** along the top bar of the web page, and the list of current events are displayed. When an event is 'Confirmed', it means the date and venue are locked in. The Event will now say 'Open for registrations', **'Please click for bookings'** or **'Registrations are now open'**.



Click on this Event, a new window will open and all the information about the selected event will be displayed. Scroll to the bottom of these event details and you will see the **'registration'** button.

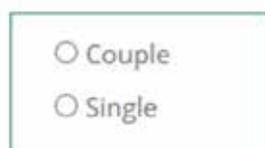
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When you select this button, the website will ask you to 'Log In'. Once logged in with your 'Email', 'Password' and clicking the **'LOGIN'** button, your personal details will pop up.



At the bottom, a selection box will be displayed. Select the option for you, and...



[If there is a charge for the event, a cost will be displayed with a total to be paid.]

...then select the **'Next'** button.



An email will be sent to you via our admin@most.software 'Confirming' your selection and an 'Invoice' will be created and sent you in a separate e-mail. Note that some events will not have any charges or, they may have costs payable on the day.

This booking system is a way of streamlining the numbers attending, sending out invoices and keeping track of payments made. If you have any changes required with your bookings for an event, please email Steve Heaney [Club Captain] at Events.jagclubak@gmail.com as soon as you can.

Any questions regarding 'Event Bookings', please pass them on to Steve Heaney.

Gerard Leeuw - Editor

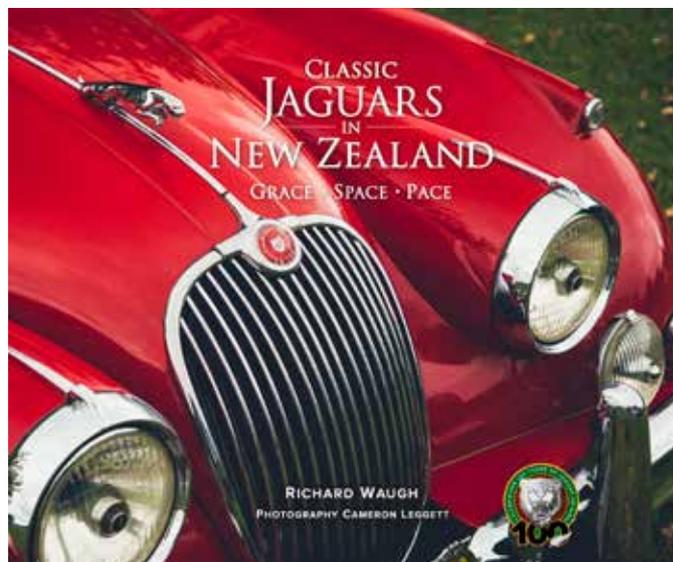
Update on 'Classic Jaguars in New Zealand' book project

By Richard Waugh

We have recently completed final editing and proof-reading of the new 'Classic Jaguars in New Zealand' book which will be launched in early 2022 - the 100th year of Jaguar origins. Club members Grant McMillan and Simon Crispe, together with Tony Johnson from the Bay of Plenty Club, have been of valuable assistance with their specialist skills, especially working on the technical specifications of the 40 classic Jaguars featured. The book will be hard cover with embossed dustjacket, large format (245x 290mm), 316 pages, 470 photographs (mostly taken in 2021), with over 50,000 words of text and many informative appendices. The book is not-for-profit and published by an Auckland-based charitable trust. Thank you to the committee of the Auckland Jaguar Driver's Club for donating \$1,000 towards the project, to Jaguar Land Rover NZ (Steve Kenchington and Luke Meurant) and Archibald & Shorter (Lee Small and Luke Conroy) for their support, and many other enthusiasts who have made donations and provided interest-free loans toward the project. Also, to the 22 Auckland club members who prepared their cars to be featured. Truly a team effort! The other 18 classic Jaguars came from throughout New Zealand.

Planning is now underway for the marketing/promotion of what will be one of New Zealand's largest and highest quality motoring books. It is being printed overseas and it is hoped first copies will be available in time for Christmas with creative book launches in the New Year. It is planned to offer a special pre-publication price to club members and the Auckland launch of the book will be at the Archibald & Shorter showroom at Greenlane on the weekend of 18-20 February 2022. Already Christopher Luxon MP has been confirmed as M.C. for the Friday night formal launch. The event promises to be an early highlight time for our Auckland club and all classic Jaguar owners as we pay tribute to the humble beginnings of Jaguar with the sidecar work of William Lyons and William Walmsley in Blackpool in 1922.

For more information about the 'Classic Jaguars in New Zealand' book, contact Richard Waugh: rjw@ecw.org.nz Ph 09 5339400 /022 5339400





JAG ON THE NET

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

XK-E story

<https://www.youtube.com/watch?v=AwWPU6x6u54>

Jay Leno's Room of the Giants

<https://www.youtube.com/watch?v=2ycd3M5jqUU>



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Welcome! new members

A reminder to all members to wear their name badge at club events.

- Alec Gardyne
1964 MK II
- Adrian Blackburn (re-joined)
2010 XF 3.0L D TT Green
- Stu Sanders & Michelle Danyer
1999 XKR 4.2L Auto Silver
2014 XFS 3.0L Maroon
2013 XJ 3.0L Silver Grey
- Barry & Karen Rushton - Re-joined
1986 XJ6 S3 4.2 Auto BRG
- Donald MacLean
1962 MK II 3.8L Man

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JDC AUCKLAND JAGUAR DRIVERS' CLUB



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

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For booking in our next issue, contact susan.jdca@gmail.com



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- HUB PULLER
- REAR ENGINE MOUNT TOOL - E TYPE
- REMOTE STARTER
- TIMING CHAIN ADJUSTMENT TOOL
- TIMING CHAIN TENSIONER UPGRADE TOOLKIT AND CRANKSHAFT DAMPER REMOVAL TOOL (applies to all v8 engines 1996 to 2002, not 4.2 litre)
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\$6.00 ea. 6 for \$30.00+p&p

All purchases can be made through the club's website - Regalia: Robin O'Connor 09 262 1994

WINNER



Kevin Christie, winning bidder of the Te Arai competition.



The committee wishes to advise a special ballot will be drawn for all financial members in every magazine

The draw is for three fuel vouchers... \$100, \$75 and \$50.

A single draw every 2 months to thank our growing membership for your support and loyalty.

Check out the results below to see if you are one of the lucky ones.

This Edition (July/August) winners are;

\$100

2657 Warwick & Helen Milbank

\$75

1022 David & Sue Jury

\$50

514 Robin Bell

Congratulations to our winners! You will be notified by e-mail and the fuel vouchers will be sent your way.

The views of the correspondents, contributors and advertisers in JDC Auckland Jaguar Drivers' Club magazine are not necessarily the views of the Editor or the Jaguar Drivers' Club Auckland Inc.

Articles of interest, comments or letters to the editor, please forward to PO Box 11043, Ellerslie 1542, Auckland, or email: Editor.jagclubak@gmail.com, by the 20th of the month.

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Interior cleaning

From the Hemmings archives

It may be a beloved classic you want to tidy up before car show season gets underway, or the daily driver that takes everything your life throws at it, but we all find our vehicle interiors getting dusty, dirty, and cluttered. Few automotive experiences are more pleasant than settling into a car or truck whose cabin looks, feels, and even smells showroom fresh. It's one thing to pick up the scattered gas receipts and shake out the floormats, and another to remove built-up filth and discoloration from every part of the interior, and properly treat and protect individual surfaces like carpet, fabric, plastic, and leather. Professional automotive detailers can charge serious rates because their work is time-consuming and physical, and they've mastered specialist techniques that bring the best outcome. And while garage shelves filled with pro-level cleaning supplies and dedicated tools are great to have, those are not the be-all and end-all: a few quality products and some typical household tools, used in a knowledgeable way, can achieve show-worthy results.

1. Before You Begin

When it comes to a serious deep clean of your vehicle's interior, you may already have some of the most useful and effective cleaning implements and chemicals on hand, while others can easily be acquired through online sources. A shop vacuum—especially a wet/dry version—with brush and slender crevice attachments is great, but even a powerful regular vacuum with an extendable hose can be effective. Microfiber towels that can be washed (a reminder to avoid fabric softener and line dry) are inexpensive, as are various-sized soft-bristle brushes—yes, your old toothbrushes can be useful, so save them for car cleaning!



As to the products you'll want at your disposal, a biodegradable or citrus-based general purpose, low-sudsing cleaner/degreaser, diluted with water and handled conscientiously, can be safe for use on most interior surfaces. When it comes to interior dressings/ultraviolet light (UV) protectants, detailing pros tend to be selective. Some of the most commonly available brands are silicone-based, which gives them the propensity to attract dust and—as they evaporate—to haze interior glass. Water-based dressings are generally preferred for those reasons,

and tend to impart a desirably natural, low-gloss appearance.

2. Under Foot

A thorough vacuuming—including under the seats, in seat seams, the dash top, centre console, and don't forget the rear shelf, trunk, or cargo area, should remove built-up dirt and dust. A towel misted with all-purpose cleaner and rubbed on the carpet can lift dirt and greasy marks and, with repeated passes, treat many types of stains. If a vacuum and rag-applied cleaner aren't doing the trick, Gil Monge of Gillin Auto Interiors suggests a household-type steam cleaner may work as a last resort: "The key is to not soak the carpet, because there's padding underneath; if that gets wet, you could end up with mold growing."

If your vehicle has carpeted floormats, you can give them the same vacuum/wiped cleaner application. Rubber or plastic mats needing attention will benefit from a different treatment, T44 Detailing principal Brian Skorski advises: "Like ugly brown 'blooming' oxidation on tires, all-season floor liners and mats can fade and discolor over time. Apply rubber cleaner or diluted all-purpose cleaner and agitate, rinsing thoroughly and following up with a dressing of your choice, but wipe mats before reinstalling to ensure surfaces aren't slippery."

3. Upholstery Do's and Don'ts

Whether your vehicle's seats are covered in fabric, vinyl, or leather, you should be able to freshen their appearance with a bit of elbow grease. Ensure your seats are vacuumed, paying attention to seams and other low areas where dust and debris collect. If pet fur has become stuck in the seats and carpet, Brian recommends wiping those surfaces with a silicone brush or water-wet latex glove, before a final vacuum pass.

Follow this with a cleaner that is appropriate to the material: Most fabrics will respond well to the light, microfiber/towel-borne application of diluted all-purpose cleaner, and of course, don't saturate the surface. Vinyl can be cleaned in a similar fashion, and then sparingly treated with interior dressing/protectant.

Automotive leather is a natural substance that is typically colored through spray-applied surface dyeing. It's subject to abrasion and degradation through contact with body oils, so it requires regular attention with dedicated products. Gil suggests choosing ones specifically intended to clean and condition leather, preferably sourced from a retailer who specializes in this material. To clean and condition the hides, apply the treatment using a microfiber towel or foam pad—don't dispense directly on the leather—and follow with a fresh towel to remove excess. Pros recommend cleaning and conditioning leather upholstery four times a year if a vehicle is used daily, or one to two times a year if it

only gets limited seasonal use.

Approach a dirty fabric headliner with caution, as this delicate trim is typically affixed with glue that weakens with age. Dab the area—applying very light pressure using a microfiber towel misted with diluted all-purpose cleaner or citrus fabric cleaner until it's barely damp—then gently wipe it.

4. Out, Damned Spot!

Removing stains from carpet and cloth can be tricky, especially if they're set in. You may find spots that don't respond to the diluted all-purpose cleaner treatment or even applications of a household citrus-based fabric cleaner, so you'll then have to try a specialist treatment like Folex or Spot Shot. To make sure your affected areas are colorfast in the face of a stronger chemical, find a hidden area to test before applying it to the stain, agitating with a soft brush, and removing residual moisture with a towel or wet-dry vacuum.

If you're faced with something like an ink spot on fabric or vinyl, target that stain carefully and with patience. Dabbing and blotting with a lightly dampened cotton swab or clean microfiber spritzed with isopropyl alcohol may lift the ink, but it could also remove or otherwise damage the finish underneath; proceed with caution, and if need be, seek help from an interior detailing professional.

5. And Don't Forget

The tight and tricky areas of your dashboard, air vents, center console, and interior door panel cubbies—probably largely plastic or vinyl—will all benefit from dusting with a clean microfiber cloth lightly spritzed with diluted all-purpose cleaner and, when dry, wiped with a clean microfiber or foam pad carrying a UV-rated interior cleaner and protectant. A soft detailing brush, lightly dampened with cleaner/protectant and chased with another clean towel, will improve the look of vents, buttons, cupholders, and more; be sure not to apply liquids directly onto buttons or vents.

When it comes to window glass, Brian suggests replacing traditional cleaning sprays with a melamine-based sponge (think, Magic Eraser) dipped in warm water and squeezed-out; wipe the glass with this sponge, and follow with a microfiber or lint-free cloth. This sponge will also clean window frames and doorjamb.

And for owners of classic cars, he advises paying attention to areas of dry, brittle materials: "They can be treated with a leather rejuvenator product and allowed to soak overnight. Then, you can follow up with a normal UVA/UVB rated protectant, or a new-style ceramic protectant that claims to have further capabilities at blocking harm from the elements. These ceramic interior cleaners are also great for leaving a satin finish, and they repel dust!"

What's on your mind?

email: Editor.jagclubak@gmail.com

JAGUAR NATIONAL RALLY 2024

Greetings from the Christchurch Jaguar Drivers' Club. As hosts of the next Jaguar National Rally, to be held over Easter 2024, we are looking forward to welcoming everyone to our city and to providing a memorable rally.

From the devastation of the 2011 earthquake a new city is arising and if your members haven't been to Christchurch for a while they will certainly notice a difference. We are keen to take the opportunity to showcase these changes during the rally. Christchurch is also well located to allow our visitors to move outside the city and take drives to numerous scenic attractions and places of interest.

We are currently working with Christchurch NZ - the PR arm of the City Council - to secure venues for our meetings, our displays and our entertainment. Some of the facilities we wish to utilise are still under construction which makes conversations just that little bit harder. Selection of the right venues is paramount to the success of the rally.

We will be back to you as quickly as possible to confirm the venues so that your clubs can work on arrangements for accommodation. With what we have in mind there will be lots of accommodation options, either hotels or motels, in close proximity.

Kind regards

Craig Murphy
National Rally Chair

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JDC AUCKLAND JAGUAR DRIVERS' CLUB



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



Jaguar Land Rover PR / Media

I-Pace: ground support for all-electric flight speed record bid

Jaguar is providing ground support for a UK all-electric flight speed record attempt with the supply of an all-electric Jaguar I-PACE for towing and transport. The Rolls-Royce 'Spirit of Innovation' all-electric plane is aiming to break 300mph to claim the record during a flight later this year

The all-electric Jaguar I-PACE is the towing and support vehicle for a UK-led programme aiming to claim the electric flight speed record later this year, with a target of 300+mph. The Rolls-Royce 'Spirit of Innovation' team has already completed key ground-testing and taxiing ahead of the first test flights in a matter of months, ably supported throughout by the I-PACE.

The aircraft has been created by the ACCEL programme, short for 'Accelerating the Electrification of Flight', which includes key partners YASA, the electric motor and controller manufacturer, and aviation start-up Electroflight. The ACCEL team have continued to innovate while adhering to the UK Government's social distancing and other health guidelines.

Rob Watson, Director of Rolls-Royce Electrical said: "Rolls-Royce and Jaguar Land Rover are UK pioneers who are focused on advancing electrical technology for their respective sectors. We are delighted that Jaguar Land Rover are loaning us I-PACE vehicles as we bid to develop the world's fastest all-electric plane. It is important to us that the ACCEL programme was carbon neutral and this will be supported by having all-electric cars for ground-support."

The Spirit of Innovation features an electric motor propulsion system delivering 500hp+ with the most power-dense battery pack ever assembled for an aircraft providing enough energy to fuel 250 homes or fly London to Paris on a single charge. The I-PACE uses two electric motors producing a total of 394hp with power delivered by a state-of-the-art 90kWh Lithium-ion battery featuring 432 pouch cells. Coincidentally, I-PACE is capable of 292 miles (WLTP) on a single charge - exactly the distance by road from London to Paris. With the ability to charge at 100kW, I-PACE drivers can add 78 miles of range in as little as 15 minutes.

Rawdon Glover, Jaguar Land Rover UK MD, said: "The I-PACE is a real pioneer; when it launched in 2018 it was the world's first premium all-electric SUV, establishing Jaguar as a leader in electrification and setting the brand on a path to become fully electric by 2025. We're delighted to be supporting another Great British innovator with the 'Spirit of Innovation' team, as they look to bring electrified aviation into the nation's psyche with this incredible 300mph record"

The ACCEL project highlights Rolls-Royce's commitment to ensuring new products will be compatible with net zero operation by 2030, and all products will be compatible with net zero by 2050. Rolls-Royce will be using the technology from ACCEL and other electrification activity to bring a portfolio of electric and hybrid-electric products into the urban air mobility, commuter and more-electric aircraft sectors. In a similar vein, the Jaguar Racing Formula E team's experiences on-track help generate real-world improvements in Jaguar's roadgoing electric vehicles. Several members of the ACCEL project team have come from Formula E backgrounds.

Just as Spirit of Innovation will pave the way to a future of electrified flight, I-PACE is an all-electronic forerunner of Jaguar's future. By the middle of the decade, Jaguar will have undergone a renaissance to emerge as a pure electric luxury brand with a dramatically beautiful new portfolio of emotionally engaging designs and pioneering next-generation technologies.

NEW JAGUAR F-PACE

HARD TO FORGET.



The new Jaguar F-PACE is a performance SUV unlike any other, now restyled to be even more assertive, even more distinctive.

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