

# JAGUAR RACING CARS

## A MONTHLY SERIES - Part 17

By Neville Barlow

### JAGUAR I-PACE eTROPHY

This was Jaguar's battery electric car constructed for an international motoring series to support the Formula E Championship. It ran for two seasons from late 2018 to mid- 2020. The series was cancelled after the 2019-20 season due to the covid pandemic making travel between venues very difficult. The series was announced on 12<sup>th</sup> September 2017 at the Frankfurt Auto show by the Chairman of Jaguar Racing, Gerd Mauser.

The I-Pace race car, carrying the same name as the series itself, was built by Jaguar Land Rovers Special Vehicle Operation and developed from the road going I-Pace. The cars used the same battery pack, inverter and motors as the production I-Pace. Weight was stripped out by replacing the interior and some panels were made of carbon fibre.

These cars still weighted about two tonnes, a lot for a race car. However, they did run with road legal Michelin tyres. Some people said their racing was not very exciting, nor very fast. It did seem that many drivers took the opportunity to obtain a drive even though it was reported that it cost £800,000 to drive in the complete series.

The series operated as a 'Arrive and Drive' package for up to 20 drivers. There was a separate race for VIP drivers at every venue. Drivers competed in three classes, - Pro, Pro-Am and the VIP Guests race. Only Pro and Pro-Am drivers were eligible to score points in the Driver's Championship. There was no Team's Championship to compete for.

Race day started on the day before the Formula E Prix, with a shake- down period on the track, ensuring that drivers were able to get comfortable with their allotted cars. A 30-minute qualifying session was held on the next day. The main race was scheduled for 25 minutes, plus one lap.



For the inaugural season, eleven full time entries were accepted, with four teams entered in the Pro class and three teams in the Pro-Am class. Sergio Jimenez driving for the Jaguar Brazil Racing Team became the Champion, while Bandar Alesay from Saudi Arabia Racing won the Pro-Am completion. There were nine different VIP drivers and Alice Powell of England was the most successful.



In the second season, which was competed for at only five venues (2 races at each venue) the Pro-Am class was won by Simon Evans, brother of Mitch Evans who was one of the leading drivers in the Formula E Grand Prix. Simon scored 4 firsts, 4 seconds and 2 thirds. He won by one point only in a cliff hanger in the last race of the whole series. The Pro-Am was won by Saudi Fahad Algosabi and Sven Forster from Sweden and Jessica Hawkins from England were equal winners in the Guests or VIP section. As you can see the whole series was competed for by a diverse group of drivers and the ladies who were right up with the best.



James Barclay, Jaguar's Formula E Director said "The eTrophy has realised many of the targets the company set out to achieve, but during these unprecedented times of the coronavirus pandemic we have reviewed our strategy and made the decision to withdraw the Jaguar I-Pace eTrophy series after two successful seasons. Jaguar will continue in Formula E".

It seems to me that the money and effort Jaguar has put into what was really a public relations operation, drew little public interest.

*Neville*