

Jaguar Leadfoot Festival @ Hahei Sunday 23rd February 2025

Article 1 - By Noel Harris

This was a Sunday event but 17 of us from our club went up the day before. We all stayed at separate accommodation of our own choice at various locations, but all met at the "Pour House" restaurant and Brewery for dinner.

It was a beautiful evening, so we could dine outside, in a semi-private covered area.

Dinner was pizza and chips to share. Throughout the evening the pizzas kept coming for us all to savour the various flavours with piles of chips on the side.

The service was faultless (if you could speak French) and the owner was entertaining to say the least.

A wonderful, relaxed time with plenty of banter and full bellies. A place worth visiting again.

We all departed, some on foot, to our humble abodes for an early night in anticipation of what tomorrow's event will bring.

Noel

Article 2 - By Anrew Dovaston

At the invitation of the Auckland Jaguar Drivers Club some of us were able to join in their "Jaguar Leadfoot Festival" compliments of Giltrap Motors.

It was a beautiful day in Hahei, the sun shone, not a breath of wind...

The 10 spots our club were offered had been quickly snapped up, it was great to see many more members who had come along to check out the 'racing' and spend the day with Jag club friends.

The driver's brief was FIVE drives up the hill. Leaving in 20 second intervals, not timed.



One 'rekkie' run and four 'spirited' runs. The last two runs they could take a passenger.

Two groups of 27 cars, everyone having a go... some having more of a go than others. There was a bit of wheel squeal and blue smoke from some of the more confident drivers. But for the most

part everyone was happy to go for a fast drive on a purpose-built racetrack.... or driveway depending on who you ask.

The event was very well organised, the course marshals', having done it all before, kept everyone safe and running to time very efficiently.

There was plenty of shade, and some of our people were very comfortable under a large tree, and some at the museum and reception areas where there was plenty of seating under a wide veranda as well as lots of picnic tables with umbrellas.

We had the choice of a catered meal or to provide our own picnics. I'd say it was half & half. We chose the catered meal, which was very nice, a choice of salads, sausage rolls, sandwiches, fruit, and desserts as well.

Rod Millen was in attendance, he welcomed us to his property, and stayed around for the day, chatting to attendees, watching the 'racing', he opened his collection of cars and memorabilia for us to check out.

At the end of the day there was an invitation to go up to the house to check out the view and their amazing home. Apart from a spectacular uninterrupted view, away from the house, down a path, they have a wine cellar that was originally a mine shaft, complete with tracks and a converted Rail cart, opening onto a BBQ area (which doesn't interrupt the views from the house).

Parked in the massive high vaulted lounge/reception area of the house was a Red Ford GT supercar with delivery miles only. He told Andrew he had thoroughly enjoyed the day, and that we were welcome back anytime.

Huge thanks to Rod Millen and his team. Thanks to Auckland Jag Club for the invitation, and their team of planners and organisers.

Thanks to Giltrap motors for sponsoring the event. And thanks of course our events committee for their part in organising another memorable time for our members.

It was a great day out, thoroughly enjoyed by all who attended.

Andrew



Adrenaline Sunday.

Article 3 - By Dennis Catchpole

This is the only way for me to describe last Sunday at Lead Foot Ranch. We have over the years had many wonderful experiences in the Jaguar club, and Sunday was right up there with all of them. When the visit to Lead Foot came up, I thought this will be interesting, as I have heard President Dennis talk about the place for some time. I also knew of the Lead Foot Festivals, that took place up to covid, that ran over ten years, the last event in 2020. I thought we would see some interesting cars cruise up the track nice and slow and that would be the day. 'Wow' was I wrong, yes, the cars of the Millen's were interesting, but as for cruising up the track, no way, we blasted up that challenging, and Scary track, not my words but as described, by Scot Dixon when he drove it.



To understand Lead Foot, you need some background.

The 150 Acre property is owned by Rod and Shelly Millen, and the hill climb track is in fact the driveway to their Beautiful home looking over the Pacific. Rod was a very successful Racer in his day, and in that capacity, he came across the famous hill Climb track event, held in all the UK called "The Goodwood Festival of speed" This was an event begun by Lord March, (now the Duke of Richmond,) on his Goodwood Estate in West Sussex England. The first event was held in 1993 and proved so popular that today it is capped at 150.000 spectators.

I won't bore you with the Famous drivers who have driven this track, just to mention two, Sir Stirling Moss, and Sir Lewis Hamilton. The track is 1.890 metres and climbs to 92 meters it has 9 corners. The record is held by an electric car at 39.02seconds but was held for 20 years by an F1 Car at 41.6 seconds. F1 cars no longer can compete but do give demonstration drives. Rod Millen thought, I want one of these types of tracks, and a similar event in NZ, and so was born Lead Foot. Some of the corners for Rods track are copies of Goodwood, Rods track is 1.6ks long has 16 corners and Climbs 80 meters to the finish line. Speeds of 170 k have been recorded, and the record is held by a Scottish driver from the famous Scots, McRae Family, Alister McRae at 47.15 seconds.





Ladies not to be outdone, one Ann Thompson drove the oldest car to the top, a French built, Darracq.

This car which Ann owns, won the very first GP held at Le Mans in 1906. So that is some of the background. Rod by the way, was one of the fastest to drive the track in his day in his Pikes Peak car which he has on display. Rod and his two sons both very quick drivers had for a while, a very lively rivalry going. So back to Sunday, the Auckland Jaguar drivers club set up

this event sponsored by Giltrap motors, who by the way have no current new Jaguars to sell, and they invited both our club, and the Waikato Club, to join them for the day.

Our clubs were allowed 10 cars each to drive the track, and the Auckland club had the rest so about 50 cars lined up in two groups to tackle the Hill. In addition, many other club members turned out for a very impressive display of Jaguars of all ages. The day was very well organised, most impressive, It began with an introduction from Rod Millen, who made us all very welcome, and said we could walk all over his property if we so wished. As for the Track there would be no timing as it was not a race, however he told us we could drive at any speed that was comfortable for each of us. Rod made it clear that he had a JCB tractor out the back with forks, so anyone who went off the track into the trees he would rescue, but the car would go into his at that stage, empty shed never to be seen again. So, we were warned not to go silly. The Track is flat with a lot of smooth corners, and a bridge, from the road to the bottom of the hill. It then climbs steeply to the first tight corner and from there you climb and the corners and humps in the road prove very interesting. From the bottom of the hill, you are also in trees so not much room for error. The track runs out under a bridge just past the finish line. Each of the two groups were taken on a recognisance run in convoy, to see the track and then we were allowed, what Ron called, two spirited runs. In the afternoon we could take a passenger for two more runs. A very nice lunch was served to us, and following that Ron took us through the Car display and explained some of the car's history. And so, to the speed runs. It was most interesting to watch how each driver approached his run, those in older cars were probably more careful as they did not have the benefit of modern technology in their cars, The E-Types, D-Type replicas, the 120, 140 and earlier Cars for example looked really good but do not have the benefit of the technology of say the F-Types or later model XK or XFs. Lots of power in some cases but not able to put it on the road, therefore a lot of wheel spin. I have no idea who got to the top in the fasts time, because no timing was allowed, this wasn't the point anyway. It was more about finding out how your car of choice behaved under track and hill climb conditions. None of us were race car drivers so we would never come close to the sort of times that others in the past would have achieved, on this track, so we were not kidding ourselves.

My Personal Experience.

I have never driven my current F-Type in anger, on a track so I was interested to see how it would perform. I have 550 HP from a Super charged V8 however this is balanced with all wheel drive and all the technology required to manage this sort of power.

The F-Type has a Dynamic mode which enhances all the cars features, and this is controlled by using the paddle shift on the steering wheel. and of course, it has ABS.EBD and AEB all part of the traction control.



I chose to use the Dynamic mode and the paddles, and I was very impressed with the car's performance. From the standing start I could feel the computers feeding the power to each wheel therefore avoiding any wheel spin and getting maximum power on to the road. The handling was beautiful not once did I feel any loss of traction on the corners. The car drove where I wanted it to go, I never got out of third gear mostly using second and this gave me maximum engine braking as well. The rev limit maxis out at 8000 but I did not get to that, or I would have been off the road and into the trees. I have no idea how fast I was going either, as you do not want to take your eyes of the road for a second. When you enter the hill in the trees it became tricky to register the change from light to the dark, as you drove out of the sun, and on some corners, it was not always easy to see where the apex was. Yes, it felt fast, and I was told I looked quick, but I can tell you it was great fun. In the afternoon I took my brother-in-law as a passenger, I did warn him that he might need a change of pants, however he was really buzzing when we hit the top and was a bit pale but just loved the experience. Congratulations to the Auckland club for putting on a great Day I really did have fun and judging by the smiles on all the drivers faces everyone else did too.

Dennis

