

Racing The F-Type SVR



Story by Chris Waldock & Dr Christine Kirby - Racing the F-Type SVR.

Editor: Following on from July's Q & A with Chris Waldock, below is an updated article originally written for the Jaguar Magazine. It won the 'Andrew Whyte Journalistic Award' and their SVR also featured on the front cover of the magazine.

Husband and wife team Christine Kirby and Chris Waldock have competed in many Jaguars including a British Racing Green E-Type, which provided the first rally win, an XK-RS and a F-Type R Coupé. But when they heard about the specifications of the F-Type SVR they immediately put an order in. When their new car landed in Sydney it was whisked off by their friends at Jaguar, in particular Marc Gammage, and given individual livery as seen in the photographs.

Prior to their competition outings they did many Classic Adelaide's in E-Types.

Their initial outing in the new SVR was the Targa High Country which was first run in 2010 and attracts an average field of 200 entries due to its challenging yet scenic roads, as well as being such an easily accessible region.

Less than three hours from Melbourne, it is based on top of Victoria's most popular ski resort, Mt Buller, some 1800 metres above sea level. In summer the road to the summit masquerades as one of the most exciting hill climbs in the country and is the gateway to the other rally stages.

For Christine and Chris, the Targa High Country was the shakedown event in their second F-Type. It has been supported by Jaguar Australia for a number of years, and the F-Type R debuted there.

Their SVR has been given the name 'Puss In Boots II'. The team was officially known as Team Jaguar SVR Australia.

According to Christine: "The principal reason for choosing the SVR over the R was the AWD. We had the opportunity to drive an F-Type V8 AWD on a Jaguar Drive Day and were very impressed. We knew from driving both the XK-RS, and the first F-Type, the AWD would be highly beneficial both in the wet and on

tight competition stages of the Targa. In discussing this with Matt Weisner and Marc Gammage at Jaguar Australia, they strongly advised us to wait for the SVR. We did, and got 'Puss in Boots II'."

"The SVR is one of the most awesome cars we have driven including our Ferraris and Aston Martins. The value for money is outstanding. Like the way it turns in with avoidance of both under and oversteer."

"It has excellent front to rear balance with improved dynamics and body feel. The carbon ceramic brakes were fantastic right from cold, giving a very reassuring sense from the start of any stage. We had no fade across the course on any event even on stages greater than 30 kilometres that were intensely winding. The car has a massive advantage with less unsprung weight.

"Jaguar Australia were fantastic supporters right from the purchase of the XK-RS which had been a press car. "They ran it at Phillip Island, and

Racing The F-Type SVR (cont)

Targa Adelaide when Sammy Stevens drove the car. We ran it for two years in Targa events, and when we purchased the F-Types they assisted with purchase price on both cars (as did our local dealer Solitaire Jaguar).

"Jaguar also assisted with tyres, graphics plus ongoing technical and moral support for all three vehicles ensuring we had back up from local dealers. That included both Launceston and Hobart during all Targa Tasmania's that we did from 2013 through to 2016.

"The team in Sydney facilitated us getting our cars very early in the production run. Our SVR was the first customer delivered car in the country, ensuring that despite production delays, the car was here for Targa High Country in early November 2016.

"For Targa High Country we had taken delivery of the car two weeks before, so we chose to pace ourselves and get the feel to become at one with it. The conditions were challenging too with snow and rain. We had no desire to damage the car on our first outing, and we arrived at Mt Buller with around only 1500 kms recorded.

"We noticed the handling differences immediately and finished Targa High Country in a good placing while feeling optimistic about our chances in Classic Adelaide."

The four-day Adelaide Motorsport Festival in the South Australian capital combines Classic Adelaide closed road rally stages in the hills with circuit sprints at the original Formula One pit lane section in the city's Victoria Park.

Following the first run in 1998, the Classic Adelaide Rally rapidly gained an enviable reputation, particularly with overseas crews, for its challenging road stages in the hills surrounding the South Australian capital.

It now forms part of the annual four-day Adelaide Motorsport Festival, along with the Victoria Park Sprints that celebrate the era when Formula 1 cars raced on the city streets.

"We finished Day One of Classic Adelaide in first position which was a new experience. Suddenly there was enormous pressure we had not felt before, especially for Christine because this event required a huge input from the navigator".

"As Day Two progressed, and our lead grew smaller due to a couple of small calculation errors, the tension increased".

"Four stages from the end we dropped to second place, then regained the top spot by three points on the Mt Lofty stage after a very good run".

"Going into the two Victoria Park stages the tension was enormous - so we were stunned to learn at the end we had a lead of two hundred and two points - and had won the Classic Adelaide TSD Class! Modern cars are not eligible for outright victory".

"We cannot say how excited and elated we felt. The champagne shower and the cheers from other competitors was totally amazing. We felt we had vindicated Jaguar's faith in us, and the support they have given us. Amazing!!!"

Although they didn't realise it at the time, they had just scored the first

competition victory anywhere in the world for the F-Type SVR model.

"The best we had done previously was a second overall position in the Australian Targa Championship. That was in four events during 2013 and 2014 driving the XK-RS. There was no champagne shower for us then - we found out at a formal presentation at the Targa Tasmania dinner".

'Puss in Boots' was a totally awesome car, and we thank Jaguar Australia, Matt Weisner, Marc Gammage, Marc Eedle and the rest of the team for getting us into the car. We were privileged to represent the brand, and were thrilled that our's was the first race win for an SVR."

Chris & Christine



The debut outing for an F-Type SVR in Australia was Chris & Christine's car in the Targa High Country event. They then went on to win "The Classic Adelaide."