

April 2017

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Jack and Cathy Clifford's 1964 XK-E (FHC)

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Leadership Team

President	Chauncy Dayton	410 370 2340	mitchdayton@cs.com
Vice President	Stephen Saltonstall	520 822 8278	slsaltonstall@gmail.com
Treasurer	Jim Hart	520 760 5667	jehart17@hotmail.com
Secretary	Carroll Lam	520 327 4696	jcsa-secretary@cox.net
Editor	Sharon Weatherbie	425 344-2977	wallabies2@msn.com
Marketing	Darrell Anderson	520 529 0570	andycarol@comcast.net
Web Master	Dave Christensen	760 451 2288	davchr@gmail.com
Advisory	Skip Bailey	520 219 2578	skip-bailey@comcast.net

The Prez Sez



JCSA April Prez Says

We plan to drive East in the latter part of May and will follow, as best we can, old Route 66. We will pick up 66 in Williams and continue East past St Louis where the road turns North to Chicago. Last Spring, we drove the old National Hwy from Cumberland, MD to Vandalia, IL and connected to Rte 66 North to Joliet. That drive, which was sponsored by the Lincoln Highway Association, had an entourage of about 25 cars ranging from Corvette, Polaris Slingshot, '36 Packard, DeSoto and included our 2012 XF. This year, our ongoing debate is whether to drive the 2004 XK8 or the Outback. Clearly, it would be more fun in the XK8 but then we must drive back next January where the Outback shines - decisions, decisions.

FYI: There are a few details to iron out, but the planning is moving along for the annual Concours d'Elegance scheduled for November 4 this year at our usual location, St Philip's Plaza.

JAGUAR
E-TYPE SIX-CYLINDER
Originality Guide

Dr. Thomas F. Haddock • Dr. Michael C. Mueller

- A list of the many topics covered in the book are:
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Both authors are proud JCNA members with Dr. Mueller serving on the JCNA rules committee (JCRC). JCNA is proud that the publisher has given us this first opportunity to have this necessary and seminal work!

Do not be the person needing this work once it is out of print. Please note JCNA members will experience a significant savings. ORDER YOURS NOW!!!

\$95.00 for JCNA members and \$125.00 for non-members.



Jack and Cathy Clifford's 1964 XK-E Coupe

I purchased the Jag as a college graduation present for myself from British Motor Cars Distributors in San Francisco for the whopping price of \$7,200.00 (a king's ransom at the time!) The E has 18,000 original miles on the odometer, and it has never been smoked in or driven in the rain.

I'm convinced that the only reason Cathy, my wife, first dated me was because of the Jag. Imagine her shock when I picked her up on our first date in a 1967 Shelby GT 500

(Mustang). She at the time owned a 1966 Mustang convertible. I wish we had both cars back again! I remember when I finally took Cathy out in the Jag. We were driving to Carmel so she could meet my mother for the first time and Cathy asked if she could smoke. I held my breath and told her yes, but thank God she didn't after seeing that the ashtray looked brand new.

Before moving to Arizona eleven years ago, we belonged to the Jaguar Associate Group (JAG) in San Francisco. I think I financed their club for years because of the fines I paid for not bringing my Jag to the events and dinners.

Over the years I have shown the E-Type in quite a few concourse. While in Northern California, the car was in many S.C.C.S. shows with minimal success. The car showed well and was a crowd pleaser, but there was always a penalty for low mileage, so trophies were limited to only a few.

Since moving to Tucson I've shown it in the JCNA in display class and I have taken it to Cars and Coffee events. We plan to take part in more club driving events in the future. I want to use it, since you can't take it with you.

Classic Jaguar XK-E's are finally starting to go for very serious money.

Will I sell it? NEVER!!!!

Thanks so much for featuring my 1964 XK-E coupe in the Southwest JCNA newsletter. It's a real honor.



MEMBERS' NEWS

Cheerio

We bid a fond farewell and bon voyage to our friends and valuable JCSA members, Fred and Maggie Secker. They are shown receiving their gift of a beautiful leather travel bag given to them by the Jaguar Club of Southern Arizona. This gift was given in appreciation of the many contributions Fred and Maggie have made to the club.

Thank you, Fred and Maggie, you will be greatly missed.
Best of luck in your new endeavors.



WELCOME NEW JCSA MEMBERS

- ◆ Bob and Karen Bell 2017 F-Pace,
- ◆ Chris Crook 2010 XF SC
- ◆ Nick and Sally Falzone 2002 XK8 Convertible, 2014 E-Type Convertible
- ◆ Ron and Mary Ann Schanfish '49 Mk V, '66 3.8s, '89 XJ6 VDP, '98 XK8, 2009 XF
- ◆ Dan and Toni Veenstra 2007 VDP, 2007 XK

We are happy to have them join us. Let's all make them feel welcome!

Colin Stead

We send our condolences to the family of Colin Stead, a JCSA member who passed recently. He and his wife, Carol, moved to Arizona from California where they were members of the Jaguar Club of Los Angeles.

Colin retired from Airbus where he was a customer service manager. He enjoyed driving Jaguars for most of his adult life.

Their first club event was a drive to Mount Lemmon, and they were looking forward to participating in more events.

Our sympathy goes to Carol and the rest of his family.



CARS AND COFFEE CAR SHOW

Skip Bailey



Cars and Coffee Car Shows aren't like most car shows. There is no judging, no entry fee, and no real organization. Just show up, park, get a cup of coffee and enjoy sharing your car with other car enthusiasts. Most every major city, and many smaller ones have Cars and Coffee shows once a month. Scottsdale and Tubac have theirs on the first Saturday of each month while Tucson has one on the second Saturday of each month, rain or shine. We just had a huge show for March with about 250 cars on display.

Jaguar usually seems lacking in terms of attendance. We had six cars in March but often only two or three show up. A couple of us have been attending regularly for the past 5 years. It would be great to have more Jags participate. The current winter hours are 8-11 AM. The summer hours will be 7-10 AM. I usually get there early to get a prime spot so I can use my Jag folding chair on the sidewalk behind my car. The Tucson Cars and Coffee show is held in the parking lot of La Encantada shopping center at Skyline and Campbell, facing AJ's store. There is even a Cars and Coffee Facebook page, <https://www.facebook.com/TucsonCarsandCoffee/>.



There are a few rules we need to obey: no speeding, no exhibitions of speed, no burn-outs, and no loud revving of engines. We are guests of the shopping center. Other shoppers are using the lot as well, so we don't want to upset them. Also, please back your car into a spot and only use one parking spot not two, as we need to accommodate all that show up. So, come out on the second Saturday of the month where you can show off your Jag and enjoy meeting other car nuts. You will see many interesting cars.



Still, To This Day

Alan Cowan

"Fill 'R Up with Ethyl," said the attendant in his spotless white coveralls and snappy white cap. Years later he said, "Put a Tiger in your Tank!" Fuzzy little stuffed tiger-tails (with bales on them) were given out to kids, like toys in a box of cereal, purportedly to put around your parents' car's gas cap to show your family's wisdom, and power. Starting in about 1928, as I recall, a massive retail gas marketing campaign was mounted in the US to sell us the new leaded gasolines. Initially this was a product looking for a problem to solve. So pervasive was the advertising that by the end of its tenure, some fifty years later, many of us were convinced we couldn't do without it, often for reasons unrelated to any actual function it served.

THE PROBLEM

On each cycle, gasoline piston engines draw in a tiny charge of oxygen and fuel in a combination suitable to burn, and then they ignite it at just the right time. This takes a tiny fraction of a heartbeat's time. As the charge burns it expands, and just like pushing on the pedal of a bicycle, it exerts steady pressure on a crankshaft, causing it to turn half way 'round. The amount of power an engine can make with each charge has to do with its size (the engine's "displacement" or "engine size") and the amount that charge is compressed before the moment of ignition (the engine's "compression ratio.") Staying with the bicycle analogy, the displacement would be like the rider's weight standing on the pedal, and the compression ratio is his/her added muscular strength.

Since the dawn of the practical gas engine, early in the 20th century, efforts to make it more powerful and efficient focused on these two major parameters. Metallurgy notwithstanding, two limitations were staggering. As you made the engine displacement larger, its weight grew exponentially and it became impractical for use in anything but ships. And as you made the compression ratio higher, a real interesting thing happened. Since compressing the charge more also heats it up more, there comes a magical point where, instead of burning, it just explodes, like in the movies. This is like the bicyclist putting in everything he/she has, all at an instant at just one point in the downward push. It hurts a lot, may bend metal, but doesn't advance the pedals very much. In gasoline engines, this phenomenon is known as motor "knock" or "pinging," mostly because it is audible to the user as such. It is usually experienced at wider throttle openings, and (like the cyclist) it results in the creation of a huge amount of heat, no increase in power, and often the destruction of internal engine parts.

By the early 1920's certain issues regarding bearing and gasket materials — both of which had also limited engines' compression possibilities — were well on their way to being solved by engine makers. Now a point had been reached in automotive design where the burning desire (so to speak) for a fuel that could be compressed a lot and still burn slowly had trumped efforts to sort it out mechanically. This is the moment car makers began to think that custom gasolines might be easier to pursue than custom engineering. So began the very long and quiet relationship involving the interests of the makers of gasoline, and those of cars.

THE PURVEYORS

In the early 20's, General Motors and Esso (Exxon-Mobile, today) formed a union for the purpose of finding the first anti-knock fuel. In a sequential trial-and-error process, they literally stumbled upon the addition of tetra-ethyl-lead (TEL) to plain old gas as an adequate solution, and stopped looking further. Obviously, going to market with it had to precede cars that needed it, and with the new cars on the drawing board already, a potent rollout was made swiftly. Because lead was already being discovered as having negative health effects, they purportedly decided to market the fuel as "Ethyl" rather than "leaded". The trademarked fuel could also be sold by other oil companies under license.

1929 saw a few cars available with the more powerful ("high-compression") engines which required the new slow-burning fuels. Esso sold the special leaded fuel, GM sold the cars that needed it. With the help of Madison Avenue, it was a marriage made in heaven. I doubt either had any pre-conceived notions just how lucrative such industry-wide control could be before their first unexpected windfall — a value-added approach hopped onto their plates, saying "eat me" — cars that didn't need the stuff, it turned out, with no apparent ill effect could use it as well. So, we were relentlessly told they should.

AND SO, IT CAME TO PASS

Throughout the 1930's the slower burning fuels, those with anti-knock additive of TEL were, in the spirit of DeBeers' marketing acumen, dubbed "Premium" fuels, and sold for a premium price. After the War, methods of measuring the anti-knock attributes of a fuel began to be quantified widely, and the term "octane" came into popular use. Fuels were tested for octane in one of two methods: "Motor" octane was determined by testing for pinging in real production cars; "Research" octane was tested for in a small standardized single-cylinder test engine. What we now refer to as an octane number is typically Research method times the Motor method divided by two.

The phase-out of TEL in the early 1980's saw the implementation of other compounds we now use to prevent knocking, that work just fine. The important takeaway here is that the higher-octane number now seen at the pumps is the slower burning fuel. Higher octane numbers are still universally sold to us as "premiums," when in fact they are simply fuels appropriate for certain engine designs, and no more. Nothing Premium about it. Still, engines that call for a "premium" fuel should always be fed the stuff except in a pinch. But equally importantly, an engine that was designed to use a fast-burning ("regular") fuel will not perform optimally on a "premium" fuel. Feeding those engines "premium" is not only an unnecessary waste of money, but compounds the cost by reduced efficiency as well. So please stop succumbing to three quarters' century of Madison Avenue hype — if we can ever kick the demon — and just stop buying higher octanes than your motor needs.

Next month we'll delve in to the actual effects lead had on engines, designer fuels in the "dirty fuels" era, and modern high-compression cars' coping abilities when the odd tank of "regular" is purchased. Please join along. Cheers.

Alan Cowan is a British-car driver of well over a million miles, and a private pilot of about 750 hours. He is proprietor of the workshop, Falconworks Quality Repair.

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Coming Events

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|----------------------|--|
| April 6, 7, 8 | Silver City Double overnight (Carol Anderson) |
| May 4 | Titan Missile Drive & Lunch (Dan Eklund & Colleen Jacobs) |
| July 13 | Summer Drive to Mt Lemmon (Dave & Kelly Christensen) |
| Sept 16 | President's Brunch (Stephen Saltonstall) |
| Oct 13 | Painted Desert (Sam Logan & Linda Willmore) |
| Nov 4 | Concourse (TBD) |

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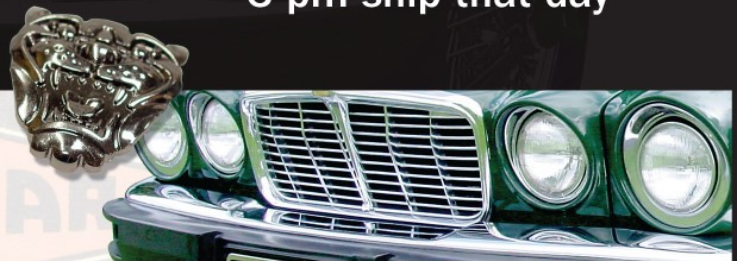
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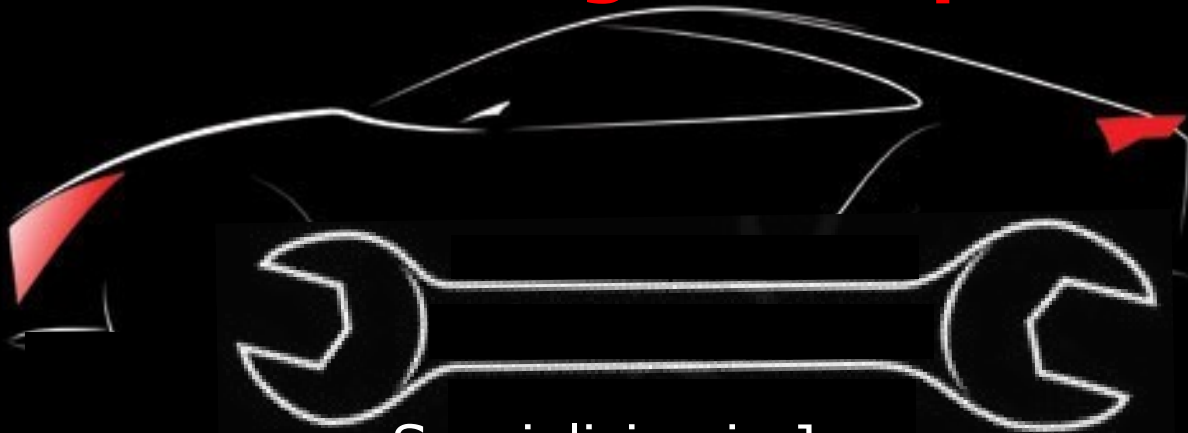
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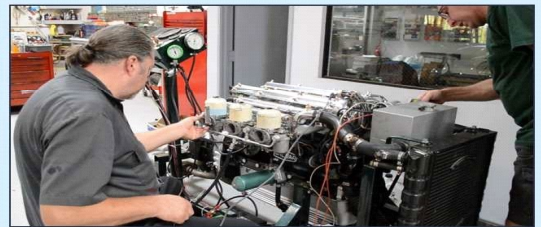
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