



# Desert Jaguar



Fred & Maggie's 1958 XK150S Roadster

This photo was taken in Greece in 2010 on the way to Istanbul along with 12 other XK Jaguars. The car underwent a ground-up restoration in 2001 at Classic Jaguar in Austin, TX and was then entered in several JCNA concours achieving 2nd place in the national standings. In 2004 it was shipped to UK where it lives permanently and is used extensively for long distance touring in Europe. This year it will transport Fred & Maggie to the Monaco Historic Grand Prix and then to Corsica for a tour of the island before returning to England through Provence and the Dordogne.

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## President's Message

When I was with AT&T we conducted a "Users Meeting" once a year. This gave us a chance to understand our customer's opinions on how we were doing. Although at times these could be a little stressful, at the end of the day it made a significant positive difference in our customer satisfaction.

Therefore I would like to hear from you. I have asked Fred Secker, our newsletter editor to set aside an area for member feedback, which we will title "Member's Input". This will be a place that you can provide your opinion on an event, request an event or provide just your thoughts on what we can do better.

All you have to do is send Fred an e-mail at [fred@secker.uk.net](mailto:fred@secker.uk.net) by the 20<sup>th</sup> of each month so



he can get it into the next newsletter. I know each of you is a professional, but I have to state that we do reserve the right not to publish e-mails that are anonymous, containing colorful language or are not civil.

If you do feel strongly about something and you do not want to express your thoughts publicly, please contact me directly. I promise to keep your thoughts in confidence and will contact you to discuss.

Communication from you is important to us. Your input will help us on the Board provide a better club for you. I am looking forward to hearing your ideas as to how to make this club the best in JCNA. Stay safe and have fun.

Doug Dechant

A very Warm Welcome to our Newest Member

**Diana Raymond**

And her 2012 XK Convertible

### 2012 Calendar

May 12/13	Dramamine Lite. Drive to the White Mountains.
May 19	Jaguars at the Zoo. Visit the Jaguar Enclosure
June 2	President's Pancake Breakfast at Agua Caliente Park.
June 17	Evening Dinner Drive to Luna Bella.
July 4	Independence Day Party at Lois Bloom's place.
July 28	Brunch at Hacienda del Lago.
August	Skyline Country Club Dinner. Date TBA.
Sept 29/30	Jaguars in Jerome.
Oct 14	High Performance Driver Education at Pinal Airpark.
Oct 26/27	Concours D'Elegance at St. Philip's Plaza.
Nov 18	Slalom.
November	Drive to Gammon's Gulch followed by Lunch. Date TBA.
December 8	Holiday Party at Al and Linda's Place

**We meet for social dining at Ric's Café on the First Wednesday of each month.**

Visit your Website

[www.jcsaz.com](http://www.jcsaz.com)

Here you will find all you need to know about your club. You can enjoy YouTube videos, Smilebox slideshows, accounts of past events, fun stuff such as Chuck Berry singing "Jaguar and Thunderbird" and lots more. It is your website so if you have suggestions as to what should be included just email your award winning editor Maggie Secker at [maggie@secker.uk.net](mailto:maggie@secker.uk.net).

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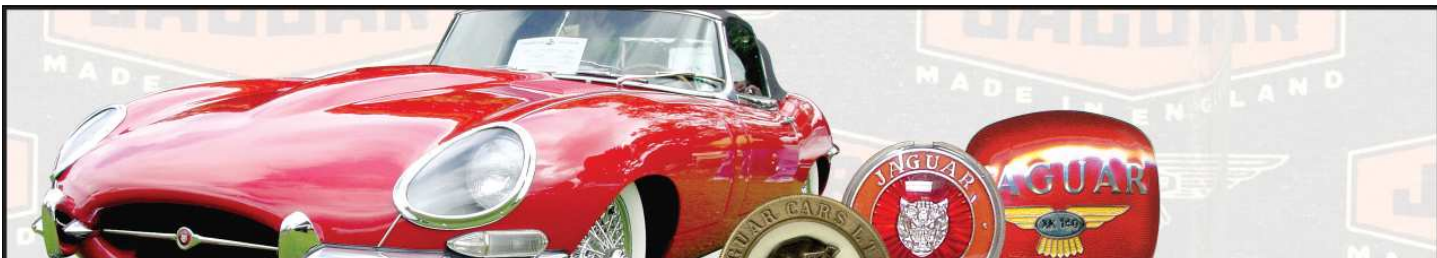


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## Jaguar Heritage Racing

### Jaguar Heritage Racing Returns After 50 Year Hiatus

In the appropriate surroundings of the Royal Automobile Club in London, a special event took place on 12th March 2012 to launch Jaguar Heritage Racing - a programme which will see Jaguar return to the competitive arena through the vibrant world of historic motorsport.

The invited audience of motoring journalists, friends of Jaguar Heritage and VIP guests including Sir Stirling Moss, Win Percy and John Coombs, were taken through the details of this exciting new venture by Frank Klaas, Jaguar Land Rover Global Communications Director and Ken McConomy, Jaguar PR Director.



*The Jaguar Heritage D-type parked outside the RAC Club.*

The Jaguar Heritage Racing programme will be operated and managed by JD Classics, based in Maldon, Essex. An established player in the historic motorsport world, JD Classics will prepare both a C and D Type Jaguar which will take to the track, and they will have responsibility for all race-day activities.

The three main outings this year will be at the Mille Miglia in May, the Nurburgring AvD Oldtimer Grand Prix in August and the Goodwood Revival in

September - the latter two seeing the C and D Types in competitive action. The Jaguar Heritage Racing programme will supplement the activities of Jaguar Heritage which will be exhibiting - and demonstrating - other classic vehicles from its collection at a large number of events during 2012.

The date for the press launch had been carefully selected because it was 61 years ago to the day that Leslie Johnson achieved an amazing record for a production car by covering 131.83 miles in just one hour on the banked Montlhéry circuit near Paris in an XK120. This led onto the famous '7 days and 7 nights' drive in August 1952 when XK120 LWK 707 (now owned by Jaguar Heritage) covered an amazing 16,852 miles at an average speed of 100.31 mph with a team of drivers including Stirling Moss.

A highlight of the press conference was an interview session at the end where Sir Stirling Moss, Win Percy and John Coombs regaled the audience with fascinating anecdotes from their early years racing and testing Jaguars.

The launch of Jaguar Heritage Racing sends a clear signal that Jaguar's history and heritage are a key part of the brand message for today's Jaguar product range.

*Reprinted from the newsletter of the Jaguar Enthusiasts Club.*



Click the link below for a great video of Jaguar Racing Heritage

<http://youtu.be/ag1KbIEgZOU>



*The Cats are coming to the Red Sky and  
Luna Bella Restaurant*

On Sunday June 17, the JCSA has arranged an evening of fine dining and entertainment at The New Red Sky and Luna Bar. Under the culinary skill of Chef Steven Schultz, the fare is an exciting mélange of California, Italian, French and Southwest cuisine.

We will be meeting for cocktails starting at 5:30pm with dinner at 6:30pm. Marianne has arranged for reserved "Jaguar" parking, the convenience of separate checks and a private dining room. They

offer an exceptional menu that you can preview at [www.lunabellarestaurant.com](http://www.lunabellarestaurant.com). This should prove to be the dinner event of the summer. The Red Sky and Luna Bella restaurant is located at 2990 N. Swan Road, Suite 145 in the Plaza Palomino. 145, Plaza Palomino, Please join us. RSVP to Marianne Fortunato at [mmfortune@cox.net](mailto:mmfortune@cox.net) or home 207-1155 or cell 203-3234 no later than Wednesday, June 13th.



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## The Hood Ornament

During "The Golden Age of The Automobile," the hood ornament was an intricate piece of artistic expression that identified a vehicle's make or defined a car's style. From the late 1920s until after the Second World War, hood ornaments mostly took the shape of flying ladies, graceful birds, and fleet-footed animals. The 1950s saw a general trend toward steely, abstract renditions of torpedoes, rockets, and jet planes. Hood ornaments all but disappeared by the 1960s and, today, these attention-grabbing pieces of automotive eye candy are now highly prized by collectors. Some like Desoto's "Spanish conquistador" and Pontiac's early use of running Indian braves compliment the name of the maker and, thus, make complete and elegant sense. Others, however, beg the question: Just how did they think of that?

### An Archer's Tale

Before the company became synonymous with the powerful and well-to-do, the George N. Pierce Company in Buffalo, New York, was known for making more pedestrian items like ice boxes, birdcages, and bicycles. But then came the automobile, and from 1903 to 1938 few made them better and more luxurious than Pierce-Arrow Motorcar Company. Valuable as Pierce-Arrow touring cars are today, the most coveted single part of the vehicle is arguably the hood ornament. Originals are worth thousands and are typically kept under lock and key by their owners. The first Pierce-Arrow archers were slight in frame, partly clothed, and helmeted. Later versions depict a helmet-less archer with no clothes and a little more muscle. Both versions are graceful and elegant, which is funny when you consider that a fellow sweeping the floor of the Pierce-Arrow factory was asked to be the model. After attending archery classes to add realism to the pose, Albert Gonas used his broom for the arrow.

### A "Rolls" In the Hay

Prior to 1910, Rolls-Royce did not offer vehicles with a hood ornament; they simply carried the Rolls-Royce emblem. But hood ornaments—or mascots as they are called in Europe—were fast becoming the automotive trend of the day. People of the era believed that a vehicle as grand as a Rolls-Royce should have a hood ornament and, thus, began to affix their own. This disturbed leaders of the company who deemed some of these ornaments patently "inappropriate"—somewhat ironic when you learn the story behind the creation of the mascot known as "The Spirit of Ecstasy."

The Flying Lady we know today is a figurine of woman with sight fixed upon the distance and wide, outstretched arms. But she didn't start out that way. Designed by Charles Robinson Sykes, the idol was originally inspired by a secret love affair between John Walter Edward Douglas-Scott-Montagu (second Lord Montagu of Beaulieu after 1905, a pioneer of the automobile movement, and editor of *The Car Illustrated* magazine from 1902) and his secretary Eleanor Velasco Thornton.

By all accounts, Lord Montagu truly loved Thornton. But

Thornton was "a commoner" with no social standing, which proved to be an obstacle to marriage. Lord Montagu and Thornton continued their affair even after the former succumbed to family pressure and married a woman "worthy" of his money and status. But when Montagu commissioned his friend Sykes to sculpt a personal mascot for the bonnet of his Rolls-Royce Silver

Ghost, Sykes chose Thornton as his model.

The original "Flying Lady" was a figurine of a woman in fluttering robes and pressing a finger against her lips, symbolizing the secrets of Thornton and Lord Montagu's love.

### A Star is Born

Gottlieb Daimler probably rolled over in his grave during the mid-1980s when a rap-inspired fashion trend led to thousands of Mercedes-Benz automobiles being stripped of their hood ornaments by vandalizing thieves. The symbolic Mercedes star so long associated with wealth and prestige was then turned into a piece of jewelry worn on gold

chains around the necks of rappers with stage names like Run DMC and Kurtis Blow.

The origin of the "three-point star" traces its roots back to the late 1880s when Daimler had been technical director of the Deutz gas engine factory. According to company records, Daimler often rendered the image of a star on postcards to friends and had even once written to his wife that this star would one day shine over his own factory as a symbol of prosperity.

As early as 1910, both a three-pointed and a four-pointed star were registered trademarks of Daimler's fledgling company. Although both designs were legally protected, only the three-pointed star was used after it was determined to best symbolize Daimler's original ambition of universal motorization "on land, on water and in the air".

### Brotherly Love

On June 8, 1916, Rembrandt Bugatti, a gifted wildlife sculptor and younger brother of Italian auto maker Ettore Bugatti, committed suicide at the age of 31. An eccentric artist known around Paris for climbing into the cages of animals at the Antwerp Zoo, Rembrandt Bugatti suffered financial troubles and chronic bouts of depression.

Struggling financially and suffering from depression as a result of the horrors witnessed in his time as a paramedic aid at the Red Cross Military Hospital during World War I, Rembrandt found himself pushed over the edge. When he was found, sealed in his apartment with the gas turned on, the once gifted artist whose outstanding animal sculptures can be found in museums all over the world was reportedly clutching a bouquet of violets.

When older brother Ettore went on to produce the famed Bugatti Royale sports cars, each carried a replica of Rembrandt's most famous sculpture on the hood—a dancing silver elephant—commonly regarded as the most sought after hood ornament in the world.



## Letter From Olde England - Ye Snowbird's Tale

Greetings from Merrie England where we had the wettest April since records began. There were floods all over the country yet in London there was a hose pipe ban. Isn't that crazy? So Maggie and I did not exactly enjoy our first few weeks back here. We would like to spend longer in Tucson but Uncle Sam says we can only stay there 180 days per year so come April every year we migrate across the pond to our Summer nesting grounds. Even if the weather here leaves a lot to be desired we do very much enjoy the contrast between rural England and the Sonoran Desert. In England we live in a converted barn, dating from 1790 near the medieval town of Ludlow in the agricultural county of Shropshire. This town dates back to the 9th century and has a castle built in 1070 by William the Conqueror. Needless to say the castle is in ruins now but enough of it is left to form the ideal venue for events such as food festivals, car shows and Shakespearian plays. The castle was once home to Prince Arthur, elder brother of Henry VIII, and his wife Catherine of Aragon who Henry later made the first of his 6 wives when Arthur died young.

But enough of history and back to the present.... What do we get up to in England? Well, our children and grand children are here and we make up for being away from them for 6 months by spending as much time as we can visiting with

them. Then there are the cars of course. Just as in Tucson we are very much involved with the local Jaguar scene. We have an XK150S Roadster here which we drive a lot, particularly on the continent of Europe. We tour Europe with a group of folk with Classic XK Jags who love to drive long distances in their historic machines. It all started in 2006 when Maggie and I took a group of 40 classic XKs to St Petersburg in Russia. This tour was so successful that several XK owners asked if we would put together a similar tour each year and that is just what has transpired. So far we have been to Porto in Portugal, Dubrovnik in Croatia, Istanbul in Turkey, Fez in Morocco and last year to Budapest in Hungary. This year we will attend the Monaco Historic Grand Prix before putting all the XKs on a ferry to the island of Corsica where we will tour for 9 days then ferry back to Toulon in the South of France and tour Provence and the Dordogne on our way back home, arriving just in time for the Queen's Diamond Jubilee celebrations and the 2012 Olympics in London. The rest of the Summer will be spent enjoying the kids, grandkids, our friends and the classic car community.

See you in the Autumn,  
Fred & Maggie Secker

Read about our Corsica adventures next month



Ludlow - England



## Quiz Time!

These photos are from recent past club events. Do you know the event and location? Answers below.



1. Gracies Station near Benson after Gammon Gulch Drive. Nov 2010.
2. Bubb's Grubb in Catalina after Mystery Drive. Jan 2012
3. Hacienda del Sol Concours Gala Dinner. Oct 2011
4. Doghouse Saloon Holiday Party. Dec 2011
5. Train Robbery after Cats in the Canyon. Sept 2011
6. E-Type 50th Anniversary Celebration at Royal Jaguar. March 2011

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	<b>Monthly</b>
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