

July 2015

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona

Project X100



When the first Jaguar XK8 (project X100) was introduced back in 1996, it brought about brand new standards to the luxury sports car market.

Available as either a coupe or convertible it far exceeded its sales expectations and rapidly became the fastest selling sports car in Jaguars history and in doing so won numerous awards around the world.

In 1998, an even more dramatic XK model was unveiled – the supercharged XKR. With more impressive performance and further improved luxury, the XKR added a new dimension to the XK story.

From 2001 onwards Jaguar continued to unveil a number of Limited Special Edition XKs to their range and by 2006, when this shape model finally ceased production with the 4.2-S model, they had sold more than 91,406 cars worldwide.

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Visit our club's award winning website www.jcsaz.com

The Prez Sez

Every now and then your editor complains about the lack of newsletter articles written by club members. Very rarely do these complaints get results so I have resorted to drastic measures with the hope that you will be so outraged by a whole page given over to poetry that you will immediately put pen to paper and send me an article just to ensure that you never have to endure a page of poetry ever again. Articles can be on any subject under the sun. Preferably with a Jaguar theme but any subject that you think might interest our readers would be most welcome.



Now you may well be aware that I have been lusting after an XK8/R for quite some time and had an unfortunate experience when my first such acquisition was crunched by a bus while innocently parked in a town street. Well I was not put off by this gut wrenching experience and can now joyfully report that I am the owner of a 2004 XKR convertible in silver and black with 56,000 miles on the clock. A truly gorgeous piece of machinery and certainly a future classic Jaguar.

On July 1st Maggie and I will be off on our annual XK jaunt in Europe. We will take our XK150S Roadster to France and Spain along with a bunch of other classic XK Jaguar owners. We will cruise through French vineyards and Spanish mountains, drive some wonderful roads and stay in chateaux and castles. I will tell you all about it in next month's newsletter - if I can get it written in time.

Happy Motoring,

Fred

Carroll has also contributed an account of his participation in the Jaguar Performance Driving Academy. If we cannot have this experience ourselves perhaps the next best thing is to read about it.

Video of the Month

Jaguar Resurrects Its Most Classic Car

https://youtu.be/mcj62T_zG_I

Upcoming Events

Monthly	First Wednesday dinner at Firebirds Grill
September	Stargazing
October 31	Concours
November	Silver City Overnight
December	Holiday Party

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Stargazing

In September temperatures in Tucson will be cooling down so it's time to consider another outing for the Club.

SO HOW ABOUT A LITTLE STARGAZING AMONG THE SAGUAROS?

We start with a nice drive through Gate's Pass before sundown then on through Saguaro National Park West to Kinney Road.

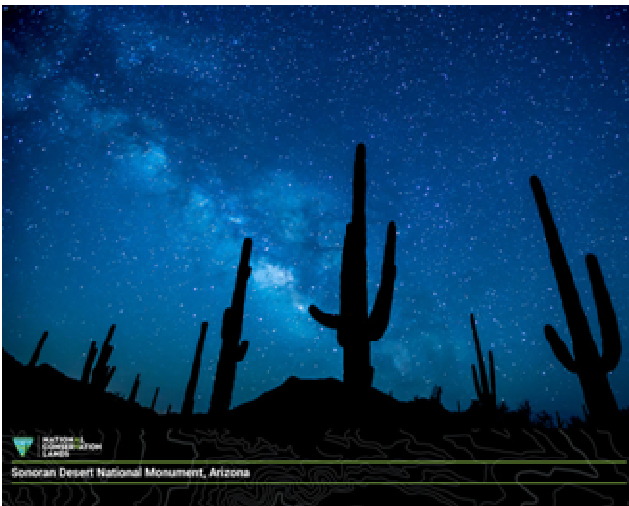
Continuing on Kinney Road north past the Arizona-Sonora Desert Museum we come to the park visitor center at 2700 N. Kinney Rd.

We'll arrive before sundown and depart about three hours later.

The evening of stargazing is hosted by personnel of the Kitt Peak National Observatory. They also provide us with good binoculars to use along with star charts for the evening of viewing.

A good pair of binoculars and your eyes are all that you need to explore the night sky. The staff will teach us how to use binoculars and give us a tour of the evening sky. We'll view planets, galaxies, star clusters, nebula and more, and learn how to navigate the night sky by using star charts. With a good pair of binoculars you will be amazed at what you can see.

We don't have a specific date yet but we expect it to be around mid-September. We'll have more details next month. So, keep your calendar open around then!



Visit our club's award winning website www.jcsaz.com

Robert Service - Wanderer and Poet

The Rover

Oh, how good it is to be
 Foot-loose and heart-free!
 Just my dog and pipe and I, underneath the vast sky;
 Trail to try and goal to win, white road and cool inn;
 Fields to lure a lad afar, clear spring and still star;
 Lilted feet that never tire, green dingle, fagot fire;
 None to hurry, none to hold, heather hill and hushed fold;
 Nature like a picture book, laughing leaf and bright brook;
 Every day a jewel bright, set serenely in the night;
 Every night a holy shrine, radiant for a day divine.

Weathered cheek and kindly eye, let the wanderer go by,
 Woman-love and wistful heart, let the gipsy one depart,
 For the farness and the road are his glory and his goad,
 Oh, the lilt of youth and spring! Eyes laugh and lips sing.
 Yea, but it is good to be
 Foot-loose and heart-free!

Robert Service was born in England in 1874 but spent his childhood in Scotland before going to Canada there to commence a life of wandering and adventure which has given birth to songs, rhymes, ballads and poems that have spread over the whole world.

His vagabond career bounded by Alaska and Turkey, by England and Mexico, has seen such a diversity of odd jobs in so many



places that an actual chronicle of it is virtually impossible. Mr Service who escaped to America from the German invasion of France, later returned to that country where he spent the remainder of his days.

In his poetry, however, he still lives as a vagabond in the hearts of his many readers. He has caught the spirit of wanderlust latent in every one of us and his verses will live on forever.

Ambition

They brought the mighty chief to town;
 They showed him strange, unwonted sights,
 Yet as he wandered up and down,
 He seemed to scorn their vain delights,
 His face was grim, his eyes lacked fire,
 As one who mourns a glory, dead;
 And when they sought his hearts desire;
 "Me like'um tooth same gold," he said

A dental place they quickly found,
 He neither moaned or moved his head,
 They pulled his teeth so white and sound;
 They put in teeth of gold instead,
 Oh, never saw a man so gay!
 His very being seemed to swell;
 "Ha!, Ha!" he cried, Now injun say
 Me heap big chief, me look like hell"

Jaguar Performance Driving Academy

By Carroll Lam

I recently attended a three-day session of the Jaguar Performance Driving Academy at Sonoma Raceway just outside Sonoma, CA. The overall objective of the academy is to promote "...a more confident driver, with the skills to respond more appropriately to unexpected real-world driving situations." Here's a summary of my odyssey.

Tuesday

It all started with a *banzai* run across the desert in my F-Type on I-8 to I-805, then I-5 to L.A. for an overnight with our son. The drive on I-8 was beautiful with virtually no highway patrol enforcement in evidence. But upon reaching I-5 the traffic was terrible, mostly stop and go from Camp Pendleton in to L.A.

Wednesday

Started with a run through the California central valley to Sonoma. There can't be many bugs left in the valley because it seems most of them committed suicide on my F-Type. Haze in the valley in the morning, beautiful green hills in the afternoon. Most cars were driving 80-85 mph. Saw little evidence of CHiPs (California Highway Patrol). On the free afternoon after the half day at the academy I Googled for auto detailers in the area and found Pristine Auto Detailers in Santa Rosa and had them give the F-Type a good bug removal hand wash.

The nice Lodge at Sonoma Renaissance was the headquarters for the Jaguar team. Upon arriving in the room I found a nice gift package consisting of a academy cap, a Jaguar logo golf shirt, a nice writing pen, and (for Level 3 attendees only) a pair of Sparco driving shoes. A pre-academy reception was held at the Lodge the night before each day's event. In addition to free food and drinks at the reception, we got to meet the Jaguar team, including the instructors. There were about 10 instructors headed up by former Indy car driver Davy Jones and F1 and Indy car driver Roberto Guererro. All the Jaguar people, including the instructors were really nice people.

Thursday

Thursday was the **Level 1** course consisting of a half-day of exercises, plus breakfast and lunch. There were four types of driving exercises:

All of the driving is done in Jaguar provided vehicles. Four models are used: the XK-R Coupe, the XJL-R Sedan, the XF-R Sedan, and the F-Type R Coupe.

The **figure 8 skid pad** was used to illustrate the over and understeer characteristics of the cars using various levels of stability control – Sport mode, Dynamic mode, no stability control, etc. Only the XF and XK models were used for these exercises. By wetting down the course with water, the ability to induce "drifting" was greatly enhanced. The exercise really helped in learning to drive safely on slick pavements.

The **handling oval** was a short portion of the race track sectioned off as a small oval with a large constant radius turn on one end and a couple of S turns at the other end. The objective was to learn proper breaking and turn-in points. Only the XF model was used for this.

The **autocross** course was also used to train for proper breaking, turn-in, and acceleration effects. Only the F-Type Coupe was used for the autocross work.

The **follow the leader** exercise was the most fun part of the course. For this exercise, four students in four cars follow an instructor around the full race course. The objective is to follow the path of the instructor to learn proper braking and turn-in points. After each lap, the student just behind the instructor pulls aside and rotates to the back of the pack. In that way everyone gets a lap behind the instructor. This was the only exercise in which there was no instructor in the car with the students. We got to try all four models for this exercise. Interestingly, I found the XJL-R Sedan handled better for this exercise than the XK-R Coupe. This was undoubtedly due to the fact that the sedan has an eight-speed transmission versus the six-speed in the coupe and more modern stability control software.

At the end of the course we were awarded very nice certificates of completion along with a group picture taken with the instructors who also autographed the picture for us.

continued...

Figure 8 "skid pad"
Handling oval
Autocross
Follow the leader

.....continued

Friday

Friday was the **Level 2** course and was an all-day session. You need to have completed the Level 1 course to participate in the Level 2 course. Again, we were treated to a very nice breakfast and lunch at the track.

Basically, the same four exercises were completed both morning and afternoon with enhancements. In addition to practicing the autocross course to learn better braking and turn-in practices, we started being timed and at the end of the day the top three times were recognized. Unfortunately, my time was only eighth out of 32 participants. 8-(The best additions to the Level 2 course was called "one-on-one" and "hot laps".

For the one-on-ones we drove the full race course in an F-Type accompanied by an instructor. The objective was to improve lap times and to get personal tutoring on driving the course.

The hot laps consisted of riding along with one of the instructors driving the F-Type and aiming at maximum performance around the track. The instructors were really good at making it look easy to get around the track faster.

As with the Level 1 course we got a certificate of completion and the group picture.

Saturday

Finally, Saturday was the **Level 3** course which has Level 2 as a prerequisite. The same Level 2 exercises were performed, again with enhancements from the Level 2 exercises. We had breakfast and lunch at the track again.

The autocross exercise was livened up by having a "team" competition. During the morning segment the four people in your particular sub-group, along with the instructor, formed a team in which the cumulative times for the five drivers on each time were combined, including the time to change drivers between laps. Various little tricks were devised to speed up the changeover times, such as helping the new driver get buckled in, setting an average seat position, etc. The morning exercise was just a practice for the formal competition in the afternoon.

Although we thought that we would compete as the same teams in the competition, we were wrong! Instead, new teams were created by drawing names out of a helmet along with a name for the instructor. That meant we had to re-create all the tricks for reducing time. There were four teams participating and, unfortunately, my team came in fourth. At least I wasn't the slowest on my team. The other addition was to the **one-on-one** track laps in which both video, speed, and timing data were recorded during both the morning and afternoon sessions. After the morning session, these recordings were compared to that of Davy Jones to point out why we weren't as fast as Davy. Then in the afternoon, after learning some of the things we were doing wrong, the data laps were repeated and another comparison of the data was made. The objective was to have a better time for the afternoon run. I did manage to improve my lap time by seven seconds from morning to afternoon. We weren't given any times for other drivers. Finally, at the end of the day we received a very impressive course completion "trophy" that is basically a sheet of granite with the completion data engraved on it.

Sunday and Monday

These two days got me back to Tucson with an overnight with our son in LA. Unlike during the drive over, the return to LA to Tucson via I-10 was festooned with CHiPers from Palm Springs to the CA-AZ border, all using radar to catch speeders. Thanks to alerts from my radar detector and the Waze App on my iPhone, I managed to avoid any "certifications."

Summary

All in all, the academy courses were a kick. As the instructors continually stressed, the courses are not to make you a race driver but to train you to drive your car more safely in extreme conditions. You can sign up for one, two or all three levels but you must meet the pre-requisites for Levels 2 and 3. There were a lot of repeat students for the advanced levels.



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Doug Moulton (480) 834-6118 and am in Maricopa, AZ.

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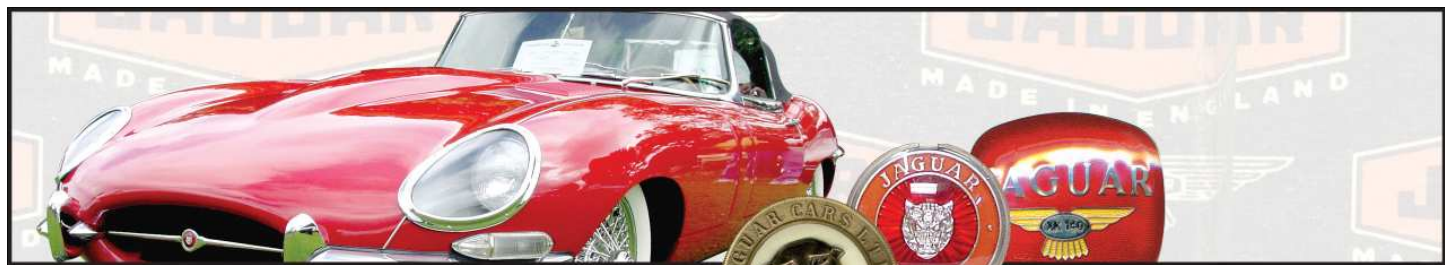
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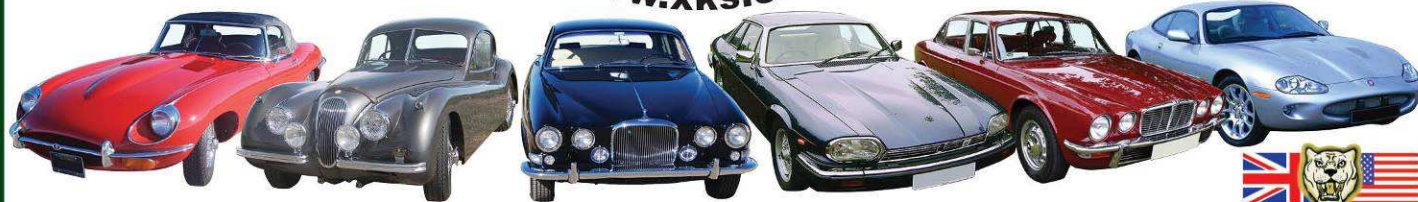


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