



Newsletter of the Jaguar Club of Southern Arizona
May - June, 2021



A rare prototype Jaguar 'leaper' mascot of a big cat that was once owned by Sir William Lyons, the co-owner and founder of the Coventry car maker, is set to fetch at least £10,000 at auction in Bristol, England. The mascot is part of a collection of Jaguar memorabilia thought to be the biggest of its kind in private hands up for auction. Sir William famously saw a car enter his factory with a Desmo-made mascot of a jumping cat and said: "It looks like a cat being shot off of a fence." He then entrusted designer Ercole Palanti to come up with a similar but newer version, and so the famous leaper mascot was born. *From Coventry Live*, April 3, 2021. For those of you interested in the history of the Jaguar automobile, Wikipedia has a lengthy article with credible sources. https://en.wikipedia.org/wiki/Jaguar_Cars

ANNOUNCEMENTS

Check out our website at JCSAZ.com for more information on our club, calendar of events, past issues of the newsletter, and information on how to join.

We have several new members this year and hope to include their profiles in future issues of the Desert Jaguar. An updated member directory will be emailed in the next few weeks.



Abbe Meyer

president@jcsaz.com

Hello All !

In April of this year, I was asked by the Executive Board to fill the vacated President position for the remainder of the term through December 2021. I expressed an interest in the position in order to revitalize our club and the Board and I want to reengage our members and vital supporters.

Our Board is excited about the rest of this year and next year as we are planning several activities. Day trip drives being discussed include Bisbee, Tumacacori, Casa Grande Ruins, the Titan Missile Museum, Mt. Lemmon and others. If you have an idea for a drive, please let us know or better yet help plan it. The date for the JCSA Concours is being finalized and we will be reaching out to some of you who expressed an interest in helping out with this important annual event. We will also be reaching out to some of our members and professional experts to continue our Tech Talks. If you have a topic or a particular challenge you had with your Jaguar it will be an opportunity to share with your fellow Jaguar aficionados. Lastly, we will be starting up our First Wednesday Dinners shortly. Please look for emails for announcements.

We look forward to seeing each other again and sharing our Jaguar camaraderie. The Board will be engaging in an outreach to new and old members to get input and get everyone involved in the club in some small way. I look forward to working and having fun with all of you. Stay healthy and drive safe.

Best Regards,

Abbe Meyer

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Associate VP - Vacant

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Newsletter - Karen Bell

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Concours Chief Judge - Cam Sheahan

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Saguaro West Breakfast Drive

Members in their six cars met for a breakfast drive on Sunday, March 28, to explore the flora and fauna of the Sonoran desert. Our first destination was Saguaro National Park West where petroglyphs were viewed from a distance and an easy hike up Signal Hill. After negotiating a marathon on several roads between the Park and Coyote Pause Café, we enjoyed a delicious brunch. Once again, Gail, our Events Planner, chose a destination where many of the locals have not visited. Thanks, Gail!



Jaguar MK-9 Garage Find Update

Jeff Simpson

It has been almost a year since we pulled an old Jaguar MK-9 out of a shed where it had been sitting for forty-seven years, so it seems that a one year progress report is in order.

After removing years of accumulated dust, I could really inspect the car. It turned out to be completely rust free and overall in pretty good shape, all things considered. The chrome and glass were all there and in usable condition. The car was very complete and original. The engine looked good, clean, and "un-messed with." Tires needed to be replaced immediately. I had the wheels powder-coated before the new tires were installed.



Originally, I thought that the main problem with the car was that it had suffered a cracked bell housing, which in-turn caused the transmission and drive shaft to be ruined. This idea was supported by the fact the previous owner had bought a

replacement transmission. I assumed that since it was clearly a transmission problem, the engine was likely to be solid and installing the replacement transmission would be the main repair necessary towards getting the car back on the road. As it turned out, several bad assumptions. The replacement transmission turned out to be a similar model, but not correct. Maybe why it was never installed? The transmission shop had to use parts from three different transmissions to get one good unit. I found that when the bell housing "let go" it not only ruined the transmission but also the torque converter and the drive shafts. So they also had to be replaced.

When trying to remove the original torque converter, I found that the engine could not be turned, so it would have to be pulled to address the problem. Removing the engine was quite a lot of work; surprisingly it is a tighter fit in the big sedan than in the XK-150 roadster made the same year. I ended up dropping the engine out, actually raising the car off the engine, which worked quite well with much less drama than lifting the engine out.

On removing the head, I found that a cracked cylinder wall had allowed coolant to seep into the cylinder over the years where it made a complete mess of the piston and cylinder wall, freezing the piston. Once I was able to get further into the engine, I found that it definitely had been "messed with." It appears that it had been "re-built" a short time before the bell housing disaster. The

cylinders had been bored out to .040" over, (recommended limit being .030") and four ring pistons used, OEM were three ring by that time. The main bearings were .010" over. In addition to the mess in #6 cylinder, I found that the water pump and main outlet into the block were plugged solid with something. My guess is that shortly before the bell housing let go, some kind of stop-leak was added to the cooling system to address what they thought was a leaking head gasket (actually what I assume was the cracked cylinder liner). Whatever it was turned into a hardened mess which completely blocked the cooling system. Without any circulation the engine would certainly have overheated. The photos show the water pump and blocked passage. What do you think happened to this engine? I would love to hear your ideas.



The block has had its initial cleaning and will now be cracked checked to make sure it is worth rebuilding. If so, it will be re-sleeved using "top-hat" or flanged liners. I expected to find that the head had warped from having overheated but it checked out perfectly flat. New three ring standard size pistons and rings will be used. The water pump, also frozen solid, will need to be replaced.

So, making progress, not as expected, but progress.

Jeff Simpson, simpson7717@gmail.com

. Jaguar J-Type Name Surfaces

New sports car on the way?

Jaguar has trademarked the name J-Type, according to a report by *AutoGuide*.

The moniker has been reserved under a number of different categories with the European Intellectual Property Office (EUIPO), including autonomous vehicles, software, cars, and repairs and servicing, although it seems clear that the J-Type will be a new car rather than a new technology or type of software.

It isn't yet clear what kind of car the J-Type could be, but one possibility could in fact be a sports car though. Back in 2016, Jaguar design director Ian Callum told *Road & Track* magazine that the F-Type's replacement could be mid-engined. "We've had a discussion – will the next F-Type be mid-engine or front-engine? We've had that discussion. We haven't decided yet," he added.



"I think we've got more permission to break the mold," Callum told the American publication. "Our F-Type, before the one that became the production car, the previous design concept was mid-engine. It never happened. It would have been very different. But I think we've got permission to do that, because we're a sports car company."

An all-electric supercar, and a coupe version of the F-Pace SUV have also been rumored, with either of them also being possibilities for the new nameplate. Another possibility for the J-Type name could be a proposed 2+2 GT car. The car, which has also been said to resurrect the XK name, would ride on an updated version of the F-Type's platform and will be built alongside the sports car at Jaguar's Castle Bromwich plant in the Midlands should it make it to production.

Jaguar New EVs Are Going Upmarket

Big changes are afoot at Jaguar because the brand intends to sell only EVs by 2025. In addition, the British brand's next generation of products could take a step higher in the market by competing against the likes of Bentley and Aston Martin, according to Jaguar Land Rover CEO Thierry Bollore in *Automotive News Europe*. "We will reposition completely the Jaguar brand," Bollore said. "The SUV will be Land Rover. Jaguar will be different from the SUVs. Very distinct."

The new brand strategy for Jaguar includes not replacing any of its current models when they reach the end of their production runs. The company will invest £2.5 billion (\$3.48 billion at the current exchange rates) into EV tech and to develop a new vehicle architecture for these models. This platform will be exclusive to the Jaguar brand and won't be underneath future Land Rovers.

Bollore also offered some more details about the decision to axe the next generation of the XJ, despite it appearing to be nearly ready for production in spy shots. He said the sedan didn't meet Jaguar's new "Modern Luxury" brand identity. "The XJ replacement was not fitting with that new positioning," Bollore told *Automotive News Europe*.

Jaguar announced the plan not to produce the new XJ at the same time it outlined the new EV strategy. "Although the nameplate may be retained, the planned Jaguar XJ replacement will not form part of the line-up, as the brand looks to realize its unique potential," the automaker stated.

You can also expect the next generation of Jags to look quite a bit different because of the automaker's new chief creative officer Gerry McGovern. "I'm savoring the thought of helping my Jaguar colleagues to bring Jaguar back to the position it deserves. It's a unique brand with incredible pedigree and a lot of potential."



Jaguar Club of North America E-News, March - April 2021

There has been a shuffle of the executive board of JCNA, but it's business as usual for all involved. Changes going forward for the remaining 2021 terms are President - John A Boswell II, Vice President - Bill Beible, Past President - Les Hamilton.

JCNA will not move forward with the proposed Concours Rule Book for 2021 as an in-person (according to By-laws) Annual General Meeting for delegates to vote on a new Concours Rule Book has not been held due to Covid restrictions. This proposed Rule Book is an impressive volume of work and the Rules Committee and Concours Committee are to be complimented and recognized for the great effort that has been invested. The clarifications and changes embodied in the new Rule Book will undoubtedly help in the 2022 Concours season, but for 2021 we must use the latest AGM approved Rule Book from 2019.

The Membership Committee continues to meet and work hard comparing ideas and practices for adding to as well as

retaining membership numbers. There is a goal to increase membership by 10% this year.

The Annual General Meeting is planned for August 26-28 in South Carolina if health regulations permit, and the International Jaguar Festival for October 20-24 in Ft. Myers, Florida. All information is found on www.jcna.com under

JCSA Newsletter

The Desert Jaguar is published bi-monthly and distributed by digital file to members of JCSA. Back issues are available at JCSAZ.com

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Submissions are always welcome and are encouraged. To submit an article please send it to newsletter@jcsaz.com

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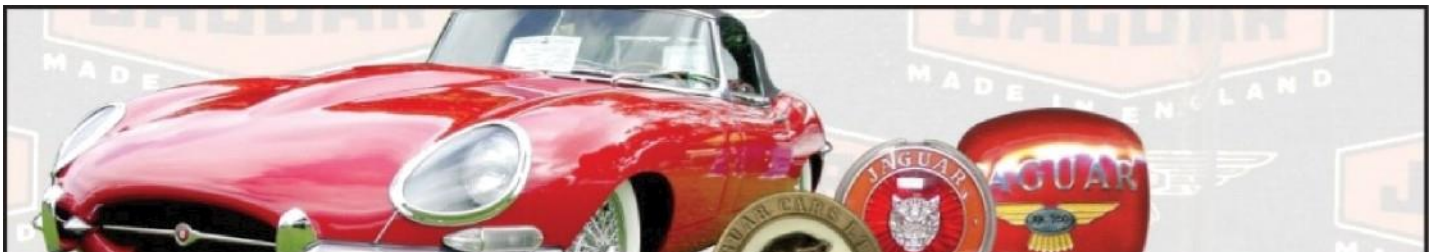
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