



Jaguar Club of Southern Arizona

Desert Jaguar

Newsletter of the Jaguar Club of Southern Arizona
September - October, 2024

JCSAZ.COM

DESTINY OF THE LAST F-TYPE BUILT



This last F-Type to be built will be held in the Jaguar Daimler Heritage Trust collection - more details below. Also, read John Thomson's article about the past and future of Jaguar.

President's Message

Hello everyone. After a summer of traveling far and wide, spending time in our summer homes or staying cool in the old pueblo, it will soon be time when we are all in Tucson again. Bob is busy lining up activities and our first Wednesday dinners will continue to be held at different venues. I've even started thinking about our holiday dinner which will be held on December 4. If anyone has any suggestions or would like to offer their home as a place to hold it, please contact me. We have a fabulous caterer from Café a La C'Art who can provide everything needed. If anyone would like to volunteer to organize a silent auction to raise money for local high-school vehicle maintenance programs, please let me know that too.

Please watch for notices on upcoming Concours d'Elegance events in adjacent states. California has several coming up. The British Wheels on the Green event is coming up on November 3 and we will be providing information on that as well.

Both our website and our members continue to get their emails hacked. Please see information elsewhere in this newsletter from our webmaster. Know that neither I nor anyone from the club will ever ask you to send money unless it is a club event that you have expressed interest in. We will never ask you to buy gift cards. I know it sounds crazy but this is happening. Always be cautious opening emails and texts from unknown addresses or sites.

We look forward to seeing all of you at upcoming events. If you have any ideas or suggestions, don't be shy, just contact one of the Board members. See everyone soon.

Cheers,
Abbe

UPCOMING JCSA EVENTS

Sept 4 - First Wednesday Dinner
Sept 20 - Old Pueblo Cellars, Marana
Oct 2 - First Wednesday Dinner
Nov 3 - British Wheels on the Green, Peoria
Nov 6 - First Wednesday Dinner
Dec 4 - Holiday Dinner

Tucson Police Dept. Crime Lab Tour

On July 30, Jaguar Club members had the opportunity to tour the Tucson Police Dept. Crime Lab. The Crime Lab, founded in 1960, is the oldest crime lab in Arizona. The visit provided fascinating insights into the critical forensic work conducted by a group of dedicated scientific professionals in support of law enforcement investigation in the region.

Key highlights of the tour included:

1. Latent Prints: Detection, collection, and comparison of latent fingerprints, palm prints, and footprints
2. Forensic Biology/DNA: Examination of biological fluids and DNA. This includes extracting, amplifying, and analyzing DNA from various samples.
3. Computer/Electronic Media Forensics: Collection, preservation, and analysis of digital evidence. Here we met Zona, an English Labrador, who can sniff out lost or hidden electronics such as cell phones, laptops, USB drives, and media cards. She is only one of 140 dogs in the world who has been trained in this specialty.
4. Controlled Substances: Analysis of drugs and narcotics
5. Trace Chemicals: Analysis of trace evidence such as hair, fibers, and other small particles linked to a crime scene.
6. Toxicology: Analysis of blood samples for alcohol and drugs.
7. Arson and Explosives: Examination of fire debris and explosive residues to detect the presence of ignitable chemicals.
8. Firearms: Analysis of bullets, cartridge cases, and firearms to determine specific weapons used in a crime.

Overall, the visit provided the club with a deeper appreciation for the sophisticated scientific work being conducted to support criminal investigations in Tucson. We extend our grateful thanks to all the individuals of the TPD Crime Lab Team for this educational opportunity. Lunch followed at BJ's Restaurant. Bob Ciaciuch





The Last Jaguar F-Type Ever Made Will Join Heritage Collection

Jaguar has ended production of the F-Type and the car in the cover photo will be kept in the hands of the Jaguar Daimler Heritage Trust and placed in the official [Jaguar Heritage Collection](#). This final F-Type is a V8 Convertible painted in Giola Green and joins the brand's heritage collection exactly 50 years after production of the E-Type ceased. The car rocks a black roof and a Tan Windsor leather interior and will be on display at a series of special events throughout the year.

Jaguar unveiled the F-Type in early 2013, selling it in Convertible and Coupe guises. The gorgeous design was well-received and the car proved itself to be a well-rounded, sporty grand tourer that, with the supercharged V6 and V8 engines, sounded absolutely incredible. A total of 87,731 F-Types have been built and while production has ended, the car will remain available to customers until early 2025.

Source: [CarScoops](#), June 14, 2024

Jaguar Land Rover Settles Infotainment Lawsuit

JLR will issue Over-the-Air (OTA) updates for compatible models, while vehicles fitted with older infotainment systems will get a new OTA-capable system. Vehicles are said to have radio, smartphone integration, and climate control problems. A lawsuit filed against the manufacturer asserts that certain vehicles have problems related to their radios, smartphone integration, heating, and air conditioning. They are also said to suffer from problems related to the rearview camera displays and navigation systems.

Impacted vehicles include: 2018-2020 Jaguar E-Pace • 2017-2020 Jaguar F-Pace • 2019-2020 Jaguar I-Pace • 2018-2020 Jaguar F-Type • 2017-2020 Jaguar XE • 2016-2020 Jaguar XF • 2016-2019 Jaguar XJ
The class action filed against JLR asserts that the company has been unable to resolve the problems and has not introduced effective software updates. Interestingly, buyers and lessees of impacted vehicles will not be financially compensated through the settlement, and instead, JLR will issue a field service action. Owners of vehicles with the older system will have one year from the date of the settlement to bring their vehicle to a dealership to have the new setup installed. JLR will also extend the warranty for the infotainment master controller used for an extra year, regardless of if the original vehicle warranty has expired.

Source: [Car Complaints](#), July 14, 2024

The Future of Auto Restoration Resides in Kansas!

In 2023, McPherson College's 1953 Mercedes-Benz 300S Cabriolet secured second at the 72nd Pebble Beach Concours d'Elegance - the first time in the history of the show a car restored by students landed a podium spot. The vintage car was restored by the students of the College's Automotive Restoration program. The victory marks the first time in Concours history that a student-restored car has ranked in the top three in any class at the Pebble Beach Concours d'Elegance.

Legendary television host Jay Leno narrates the documentary, *The Path to Pebble*, saying, "Pebble Beach is all about turning heads. And some heads were turned that day. A student entry had never placed in this elite competition." The Automotive Restoration program was started in the 1970's and was almost disbanded when in the 1990's it came to the attention of Jay Leno, who then encouraged the college to create a Board of Directors for the program. *The Path to Pebble*, is available on YouTube linked here:

<https://www.youtube.com/watch?v=NRAuwLD1gUo>

Editor's Note: McPherson, KS, is the location of this college and my hometown. I went to McPherson College for two years primarily since it was four blocks away from home. The College recently received endowments in the amount of \$1.5 billion; it is the largest endowment amount ever received by a small liberal arts college in the U.S. It will go towards student financial aid and across-the-board funding of all programs, notably the Automotive Restoration degree and a new Center for the Future of Automotive Engineering.

Editor's Note: John Thomson, JCSA Member, wrote the following article for the newsletter. He has indicated another article is in the works for a future issue.

The Past and Future of Jaguar Cars

Reflecting upon the situation at Jaguar Cars today, I was struck by how many times in the past that Jaguar has seemed to be on the brink of extinction, yet in defiance of popular opinion has emerged bigger and better than ever. Let's review the predicaments that Jaguar has faced over its tumultuous lifetime and the one it faces today.

William Lyons started the Swallow Sidecar company in the 1920s and expanded that in a few years to become carmaker Swallow Sports Cars, which would in 1945 become Jaguar Cars, Ltd.

In the 1930s car bodies were usually made using a wooden frame constructed of ash wood, in the traditional coach-building manner. Metal panels were then hand-formed and fastened to the wooden frame to form the body of the car. In his search for efficiency and lower costs, Lyons decided to use all-steel construction, using an assembly of pressings, to build his cars. However, it was not practical for his small company to manufacture their own steel pressings, and the Pressed Steel company required a full year's preparation in which to develop the tooling to produce a complete set of all-steel body parts. So, in 1937 Lyons decided to engage a number of small firms, each of whom were to produce a pressed steel component for his car bodies. These components were to be shipped to his plant for assembly into a complete car body.

That decision was a disaster which nearly ruined the company. The suppliers were late in fulfilling their orders, and many components did not match up as intended. For months, Lyons' work force was virtually idle while the problems were resolved. Eventually the problems were resolved, compensation was received from some suppliers, and the resulting increases in production allowed the company to turn a certain loss into record profits in 1938.

The onset of World War Two put a crimp in the British car business, as every industrial organization turned its efforts to winning the war. Car production was hampered by a shortage of materials, particularly steel. Steel production was controlled by a central planning authority under strict government control, and carmakers languished without the steel with which to build car bodies.

Five years of war created pent-up demand that ensured plenty of buyers for cars, but the end

of the war saw Jaguar in trouble. Jaguar needed desperately to launch a new post-war sedan. But the production tooling for its new sedan was delayed, even though Lyons already had the powerful new XK engine for the car. So, in 1948 William Lyons hurriedly designed and built the Super Sports XK120 sports car, using outsourced parts so as to provide his dealers with something to sell until the new Jaguar sedan could be put into production. Fortunately, the XK120 became an unexpected best-seller, and the robust sales of the XK120 enabled Jaguar to get back on its feet.

Jaguar's factory at Browns Lane was its home between 1951 and 2006. From the D-type to the X100 XK8, Mark VII to the X350 XJ, every great Jaguar of this era was produced here. Yet it all could have come to an end in 1957 when a huge fire destroyed large sections of the factory. Some 150,000 square feet of the factory were affected, and 270 cars were destroyed. In total, the fire damage cost Jaguar a potentially company-crippling \$4.5 million. Thankfully, the flames missed the main production line, engine assembly area, machine shop, chroming areas and press shop.

The clean-up operation started the next day. All the staff worked on cleaning up the debris, and the damaged areas were soon cleared, allowing the roof to be repaired and car production to restart a mere 36 hours after the fire. By the end of the first week, 93 cars had been built; soon this had risen to 1,000 cars and production was back to pre-fire levels.

In fact, 1957 turned out to be a record year for the company, and 12,952 cars were produced. Even more incredibly, the new 3.4 Saloon was launched during this time and two weeks after the fire more than 200 had been exported to America.

The 1960s takeover mania in Britain saw manufacturers jostling over ownership of the companies that built car bodies. Up to then, Pressed Steel Company Limited had made Jaguar's car bodies, leaving provision and installation of the mechanicals to Jaguar.

However, British Motor Corporation (BMC), a combine made up of Jaguar's competitors, Austin and Morris, bought Pressed Steel in 1965. Lyons became concerned about the future of Jaguar, partly because of the threat to ongoing supplies of Jaguar bodies, and partly because of his age and lack of an heir. So, Lyons accepted BMC's offer to merge with Jaguar to form British Motor (Holdings) Limited (BMH).

BMH was later compelled by the British Government to merge with Motor Corporation Limited, which was made up of Leyland Motors, Standard-Triumph motors, and Rover vehicles. The

result was British Leyland Motor Corporation, a new holding company which appeared in 1968. But the arrangement was not a success. A combination of poor decision-making by the board, along with the financial difficulties of some of the carmakers in the holding company, led to the effective government nationalization of British Leyland in 1975. Unfortunately, as a part of the holding company, Jaguar was caught up in the resulting mess, and its continuation was threatened, though Lyons remained on the British Leyland board and fought for Jaguar's independence.

In July 1984, Jaguar was floated as an independent company on the London Stock Exchange as one of the Thatcher government's many privatizations.

Sir John Egan, who in 1980 had become chairman of Jaguar, is credited for the company's unprecedented prosperity immediately after its privatization. By 1986 Egan had tackled the main problems that were holding Jaguar back from selling more cars: quality control, lagging delivery schedules, and poor productivity. Egan laid off about one-third of the company's roughly 10,000 employees to cut costs and intensified the effort to improve Jaguar's quality.

By the later 1980s, Jaguar was suffering from the age of its models and designs. Despite some robust sales numbers, by 1988 the company was barely breaking even. Jaguar's factories were antiquated, its quality abysmal.

In 1989, Jaguar was bought by Ford Motor Co. for \$2.38 billion, nearly twice the company's valuation. The takeover was only one of a number of acquisitions by American automakers at the time.

Despite the terrible condition of Jaguar, Ford persevered. They introduced new models and made huge strides in improving Jaguar's manufacturing and build quality. But by 2008, having lost \$15 billion during the previous two years, and facing a recession, Ford sold Jaguar and Land Rover for \$2.3 billion to Tata Motors of India.

Jaguar has reportedly struggled since its purchase by Tata. Management decisions delayed Jaguar's entry into the electric vehicle (EV) market, and it is said by some to be lagging badly. Some auto experts say that Jaguar isn't big enough to compete on cost with the likes of BMW, Mercedes, Toyota's Lexus, VW's Audi or Hyundai's Genesis, and should seek a merger or takeover. Jaguar and BMW have been jointly developing EV technology since 2019, and BMW has been mentioned as a possible partner because of the current collaboration.

Jaguar's purported decline has been long in the making, and dwindling sales finally convinced Tata Motors, its parent company, that it was no longer viable. Early last year, reports emerged about a massive overhaul, with an entirely new lineup and a streamlined dealer network. A number of Jaguar dealers in the United States have given up their Jaguar franchises in exchange for extra allocations of hot-selling Land Rover models. The move paid off for the dealers since most of them sold both Jaguar and Land Rover in dual showrooms.

This March Jaguar announced a major reorganization, with all current models being scrapped as of June, starting with the internal combustion vehicles. The official line is that Jaguar will be reborn as an electric-only carmaker with an entirely new EV lineup in 2025.

Rumors abound that Jaguar will transition into an asset-light car brand, probably in light of an upcoming spin-off and sale. Since Tata Motors, the parent company of Jaguar, is also restructuring its operations in India, it will be interesting to see how the Jaguar brand will evolve in the coming months.

Even if it survives as a carmaker, some pundits believe Jaguar will likely abandon the U.S. market. They say that the brand failed to attract enough customers there, and the limited production estimates of its EV-only plan will not be able to support a dealer network or even become cash-flow positive.

Jaguar has survived war, fire, mergers, nationalization, being spun off, and takeovers. Only time will tell whether Jaguar will survive this new threat to its existence. One must recall that in the past Jaguar, like the fabulous phoenix, has always risen anew from its ashes.

The information contained in this article is drawn from a number of sources believed to be reliable. As the Greek historian Herodotus said, "I can only record what I have seen, and what others have told me."

Hacking, Spam, Phishing, Spoofing

Hacking: If you cannot log into your email after multiple attempts and you know the password is correct, that is a sign that your password may have been changed without your knowledge. Also, if you stop receiving emails, your return reply address may have been changed to forward to the hacker's email.

Advice: Report it immediately to your email provider (Google, Yahoo, etc.). They will assist in trying to recover your account.

Spam: You may start receiving a lot of spam emails for several reasons. Someone may have added your email address to a mailing list, you may have clicked on a spam email (which signals to the sender that your email address is active) or someone may have sold or shared your email address to third-party marketers.

Advice: Enable Spam filters, if not already turned on.

Phishing: An attack that impersonates a legitimate source, such as a business, to trick the recipient into taking an action that benefits the attacker. Phishing attacks can involve fake websites, data collection portals, or emails that appear to be from a trusted organization.

Advice: Do not Reply to suspicious email addresses or open any links.

Spoofing: A method that allows the attacker to mask their origin and appear to be someone or something else. Spoofing can involve changing the sender's email address or phone number, or using a forged IP address. Spoofing is often used to aid phishing attacks, making them more believable and effective.

Advice: Do not Reply to suspicious email addresses or open any links.

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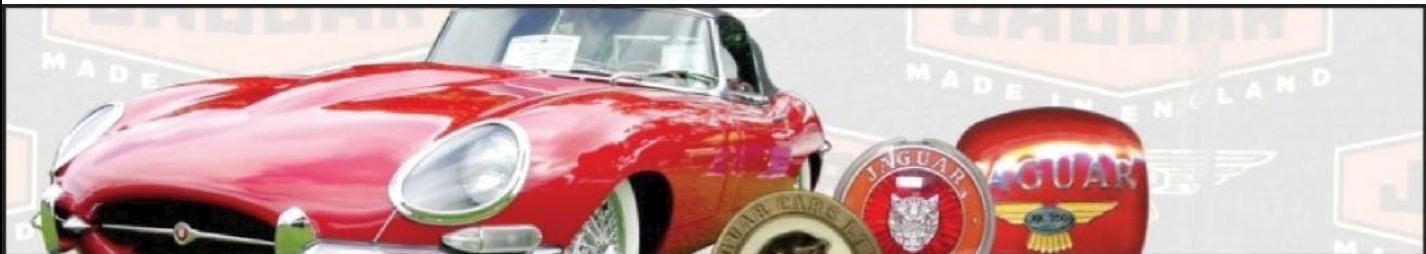
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