

August 2016

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Equipe XKlusive 10th Anniversary Fireworks

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The Prez Sez

Summer has at last arrived in the UK. At the time of writing conditions are oppressive with temperatures approaching 100F so now us Brits have changed from complaining about the rain to complaining about the heat and humidity.

Maggie and I are safely back from our European driving marathon and you can read of our adventure on page 5.

On page 7 is the second part of Alan Cowan's expert discussion about diagnosing problems with cars. We are so lucky to have these thought provoking articles presented by Alan each month



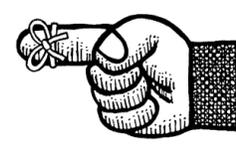
and hopefully you the members will have some questions to ask him relating to the topic. Any interaction between the members and Alan would be welcome and would provide interesting reading for us all.

Plans for the year end holiday party are moving ahead steadily thanks to Claire and her team. Tanque Verde Ranch is booked for December 9th. The food there is always superb and the Dog House Pub is an excellent place to meet with cozy bar and roaring fire.

Happy Motoring Fred Secker President

First Wednesday Dinner August 3rd

Harvest on River



Join us for our monthly social dinner at the River Center on Craycroft and River for an informal fun filled evening spent with like thinking Jaguar lovers. This is the perfect spot to socialize and for new joiners to meet with existing members.

There is no need to RSVP as they have been told how many to expect. Please be there at 5 pm to mix and mingle at the bar as usual.

Driving Events

August 20	Karchner Caverns brunch and tour
September 18	Local drive and brunch
October 22	Overnight White Mountains
November 12	Concours
December 9	Holiday Party at Tanque Verde Ranch

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Next
Event!

Benson & Karchner Caverns

Saturday August 20

Ready for another summer Jag Jaunt ?? We'll be enjoying a back roads drive and lunch, with the added option of a Kartchner Caverns tour. On Saturday, August 20th, we will head south for a drive through lovely countryside down to Sonoita and back up to Benson (about 80 miles from the start point to Benson). In Benson, we will "do lunch" at the Horseshoe Café. Lots of small town charm and good eats. The Horseshoe is a locals' favorite – feels like Arizona's version of Mayberry!



After lunch, those who would like to add some "caving" to the day can schedule a Throne Room tour at Kartchner Caverns State Park, see their website at <http://azstateparks.com/Parks/KACA/index.html> . If you have not been there before, the

Caverns are not to be missed. Even if you have, every guided tour is a little different, so it is always new. There is a shuttle to the cave entrance, the walk is easy, and the caverns big (so even claustrophobics like myself are ok with it). The tours are \$23 each and can be booked on-line at <https://azstateparks.itinio.com/kartchnercaverns/tours/> or by phone at (520) 586-2283. We are scheduling the drive and lunch so that we can do the 2:00 pm tour. They ask that you arrive 1 hour before the tour, but I have found that 30 minutes is more than enough. Make your tour reservation as soon as possible as they fill up early. (We will leave the Horseshoe at 1:00 and it is just a few minutes back to Kartchner).

Please meet for the drive just off the 10 at the Wilmot Rd exit, exit # 269, in the parking lot next to the Chevron and A&W at 9:45 am. We will leave promptly at 10:00.

Also, please RSVP on this one so that I can confirm with the Horseshoe – it is a small place. RSVP by Saturday, August 13th by e-mail to Kelly at klychr1@yahoo.com or by phone at 760 451-2288. See you there!

Karchner Caverns



How the Caverns were discovered

In November 1974, Gary Tenen and Randy Tufts were exploring the limestone hills at the eastern base of the Whetstone Mountains. They were looking "for a cave no one had ever found" and found it. The two kept the cave a secret until February 1978 when they told the property owners, James and Lois Kartchner, about their awesome discovery. Since unprotected caves can be seriously damaged by unregulated use,

they knew the cave had to be protected. Tenen and Tufts spent several years looking into the possibility of developing the cave themselves. Some members of the Kartchner family lived in Tucson and were very impressed with the development and operation of Catalina State Park by Arizona State Parks. They decided to approach State Parks to see if the agency was interested in acquiring this outstanding resource.

Report!

Sky Island Skirmish

Thursday July 21

Twelve dedicated Jaggers escaped the Tucson heat for a cool drive to the top of Mt. Lemmon and lunch at the long-time favorite restaurant, The Iron Door.

Although most had driven the Sky Island many times before, it was a first time treat for new members, Colin and Carol Stead who moved here only about a year ago. We are delighted that they had their first Mt. Lemmon experience with the club. They were amazed at the climate zone change and enjoyed giving their beautiful XJL (what a great cruising machine!) a workout on the mountain curves. We hope to see them at future club events!

A number of people used the UofA "Mt Lemmon App" to add to the driving experience and learn more about the unusual climate, flora, and geology of the mountain. A stop along the way at Windy Point provided some photo ops with pretty clouds adding to the views.

Once at the Iron Door, comfortable temperatures allowed us to enjoy an al fresco lunch on the charming deck with hummingbirds for company. Our waiter provided not only great service, but a good dash of humor while we ordered. We enjoyed a tasty lunch – some of us even indulged in their yummy desserts!

We split up for the drive back so that everyone could enjoy additional scenic overlooks at their leisure. A couple of raindrops on the way down reminded us that we had hit a perfect day for a summer drive to our Sky Island!



Pix by Sam Logan & Carroll Lam

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Technical Forum

The Preponderance of Evidence Part 2 Tests and Probabilities

We ended last month drawing inferences from something that can be found on the internet usually called Technical Service Bulletins (TSBs). These are in-house memos issued by car makers. While some have names for these which differ a little, they're essentially handouts given to dealership mechanics explaining either A) how the original documentation was either incorrect or insufficient to solve a particular problem, or B) a problem or situation with the car which has cropped up frequently, discovered since the original/last documentation was issued. Repair manuals are system-based and written a priori from a perspective that is unable to contain insight about what real-world faults will be like, or how to address them: the car is still a blank sheet containing only ideas of perfection. Conversely, TSBs are problem-based emanating from real-world experience with actual less-than-perfect cars; they consist of real solutions for real problems encountered on real cars. Independent specialists get them by subscription, but most TSBs can be found on the internet with a little work.

Of course if a problem is not chronic or endemic among a VIN or model range, or if a problem/solution is self-evident, there will be no TSB on the matter. TSBs could be viewed cynically as the maker's secret list of discovered design mistakes for a particular car. If cars were perfect we wouldn't need a manual, I guess. Once we're willing to accept that every facet of the automobile is a tradeoff between cost and risk, compiled TSBs begin to look like the repair manual chapter written ex post facto: the impromptu diagnostics guide.

Back in the workshop, when a TSB is found that is applicable to the problem at hand, it is very tempting, if not incumbent upon the mechanic, to follow its line of reasoning. But simply because the symptom experienced with the car is the same as

in the outline, and the vehicle is clearly included in the known problem-group, does not mean that following the TSB will solve the problem: it only means that this may be a *good place* to spend some diagnostic dollars. Let's use Bayes' Theorem to help paint that picture.

A TSB states that 'some affected Jaguars will exhibit overheating because of an internal combustion-gas leak (e.g. headgasket(s)), for which a test should be conducted.' Fortunately it's relatively a simple and non-invasive chemical test we use to sample the coolant for CO, called a "Block Check". This is well known to give excellent 98% positive results ("fail") when combustion gasses are present. But do consider that the Block Check is very sensitive and can also render false positive tests when CO is not present or not causal: while rare, it happens — let's put that number at 4%; many other things are more likely to cause overheating, and I'd like to put that percentage of affected cars where the gas-leak *is indeed* causal at about 4%. So the chance of a true positive: one where the Block Check correctly indicates the cause of overheating (afflicted population, 4% * good test, 98%), figures at 3.9%. The chance of a positive test that *incorrectly* indicates a CO presence (un-afflicted population, 96% * their positive results, 4%) is about 3.8%. That brings all positive test results — the ones we can validly catch with our test, plus the false positives we will get — to 7.8% probability: therefore if we test *any* overheating car there's a 7.8% chance it will fail the Block Check. Applying the math, the chance of a positive Block Check indicating a true combustion leak as cause of an overheat in our client's particular car (chance of true pos, 3.9% divided by all possible positives, 7.8%) is about 51%: just a wee bit more than a coin-toss. What shall we tell the client if it fails? More next month.

Kindly contributed by **Alan Cowan** 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.

XK Jaguars to Sicily

11 Classic XK Jaguars Drive South Through Europe

Equipe XKlusive's destination in 2016 was the Targa Florio road race circuit in Sicily - which you will know if you read last month's newsletter, is the oldest road race in the world.

So how did we get our 11 XK Jags the length of Europe to Sicily? Well it was not straight forward as the French unions were being awkward and shutting down the ferry ports at random so we decided to give France a wide berth and drive through Holland and Germany to our rendezvous point in Switzerland. Here at Neuchatel we had our reunion gala dinner followed by a private firework display commemorating the 10th anniversary of Equipe XKlusive driving tours (see front cover).

From Neuchatel we drove over the Simplon Pass into Italy and along the shores of Lake Maggiore before taking the freeway for a long haul to the important ferry port of Genoa where we embarked for a 24 hour ferry ride to Palermo, capital of Sicily, there to be confronted by a scorched countryside recently ravaged by a forest fire apparently started by the mafia for some nefarious purpose.

Next day the plan was to drive the Targa Florio circuit but what a disaster that turned out to be! All started well with a photo op at the old pits area but when we tried to drive the circuit we were met by atrocious road conditions with severe subsidence around every bend. We soldiered on for about half the circuit but were eventually beaten by the complete disappearance of the road. What a disappointment!

Never mind, our next stop at the Valley of Temples made up for it as the hotel was superb and our guided tour of the 2,500 year old Greek temples

was a real eye opener. Those guys were highly skilled engineers. In Sicily we also visited the baroque hill town of Ragusa and skirted around the slumbering volcano Mt Etna before crossing the Straits of Messina to the Italian mainland where we drove north to stay two nights on the Amalfi Coast including a bus tour to the famous coastal village of Positano.

Leaving the coast we drove inland to Abruzzo province where we stayed in a once-upon-a-time derelict hill town that is now a unique hotel. Very rustic.

Driving north through Umbria and Tuscany we stopped over at the hill town of Gubbio before moving on to the ancient city of Verona where we saw the opera Aida performed in the Roman Coliseum. A spectacular opera with a spectacular backdrop. Of course we also did the compulsory viewing of the balcony where Juliet said the immortal lines "Romeo, Romeo, wherefor art thou Romeo".

Our next great driving day was along the shore of Lake Garda and on into the Swiss Alps climbing up to the renowned resort of St Moritz and the Kempinsky Hotel. There is nothing quite like driving a classic Jaguar through sublime Swiss scenery so this was an unforgettable day. And there was even more of the same the following day as we continued through the mountains to our final destination of Lucerne where we held our farewell gala dinner in a chateau overlooking the lake. Our trusty XK Jaguars covered some 3,500 miles on this trip and are now raring to go on next year's adventure to Spain and Portugal.

Fred Secker



Anniversary Fireworks



Targa Layabouts

More Targa Florio Pix.....



Targa Florio Pits



Targa Florio Road Subsidence



Targa Competitors in Sicily



Coliseum in Verona



XKs Taking a Break



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Welcome New Members

Colin & Carol Stead



Recent additions to the Club are Colin and Carol Stead. They moved here last July from Burbank, CA where they were members of the Jaguar Owners Club of Los Angeles. Colin retired about 10 years ago from Airbus where he was a customer service manager. He and his lovely wife Carol have been married for four years and live in the Ventana Canyon area of Tucson. Colin is a Brit by birth and has driven Jaguars for most of his adult life including the current 2013 XJL All Wheel Drive. Because of other travel activities, their first Club event here was the July Jag Jaunt to Mt Lemmon, but are looking forward to attending future events.

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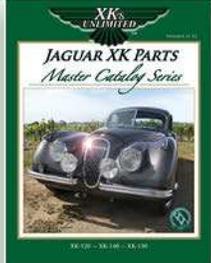
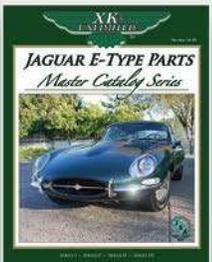
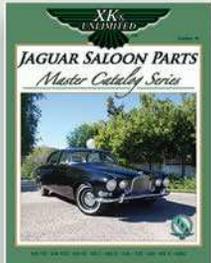
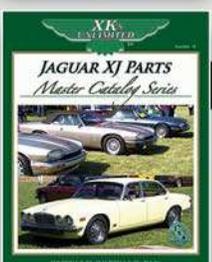


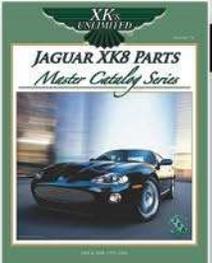
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