

December 2016

Desert Jaguar

Monthly Newsletter of the Jaguar Club of Southern Arizona



Jaguar Challenges Tesla with I-Pace

Less than a decade ago Jaguar still lived largely in the past with little round headlamps and dark wood interiors. Such slavish retrospection was the misguided creative direction Jaguar was obliged to take from its American owners at the time, the Ford Motor Company. And it's a direction the company has been pushing extremely hard to leave behind since its acquisition by the altogether more progressive Tata Group in 2008. And here's the proof of that: Jaguar's first all-electric car, available to reserve for delivery in 2018 - that's as much as two years before similarly-powered cars from Audi, Porsche and even the mighty Mercedes-Benz.

The I-PACE was unveiled in Tesla's own backyard - Los Angeles, where Elon Musk's revolutionary all-electric Model S is the best-selling luxury car. And it ticks all the boxes the Model S ticked way back in 2012, boxes which finally obliged buyers to take electric cars seriously. The I-Pace has a range of over 300 miles, will reach 60mph in four seconds and seats five.

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The Prez Sez

Plenty of action to report since the last newsletter - an overnight foray into the White Mountains and of course our premier event - the Concours D'Elegance generously sponsored by Royal Jaguar. Their help throughout the year is much appreciated.



The Board of Directors have decided that the club should subsidize future events whenever possible and the next event to benefit will be the Mystery Drive on January 22 when the cost of lunch will be reduced from \$37 to \$25.

Our trip to the White Mountains was orchestrated by Dave and Kelly and they did an excellent job. This is a classic drive and could surely bear repeating in a few years time.

Please get your thoughts together regarding the 2017 Board of Directors. The positions of Secretary, Treasurer and Newsletter Editor are filled but we do not have nominations for President and Vice President. If these latter positions are not filled the administration of the club will fall to just 3 people. This is hardly fair considering the total number of club members so please consider helping out.

Our concours on November 12 was an outstanding success and was hassle free due to the well oiled team that swung into action. Our volunteers are due a huge vote of thanks. Great people, great venue, great weather and great cars.

Maggie and I wish y'all a most enjoyable Holiday Season

Fred Secker President

Our Monthly Social Dinner will still take place even though the Holiday Party is two days later.

Firebirds Grill Wednesday December 7th

Events

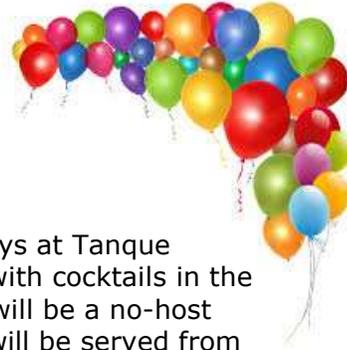
December 9	Holiday Party at Tanque Verde Ranch
January 22	Mystery Drive
February 14	St Valentines Day Run to Patagonia Lake
March 10	Texas Canyon Picnic & Amerind Museum
April 6,7 & 8	Silver City Double overnight
May 11	Titan Missile Drive & Lunch
June 10	President's Breakfast at Agua Caliente
July 13	Summer Drive to Mt Lemmon

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Holiday Party



Friday December 9

Come all ye Faithful Jaguar Club members and celebrate the holidays at Tanque Verde Ranch on December 9th, 2016. This fun evening will start with cocktails in the Dog House Saloon with its roaring fire and rustic atmosphere. There will be a no-host bar with happy hour from 4-6 p.m. Appetizers furnished by the club will be served from 5 to 6 p.m. Dinner will be in the Kiva main dining room from 6:15 to 8 p.m. and will consist of a Salad & Soup Bar with the Entrée selected in advance from the list below. Dessert will be off the menu and coffee, tea, lemonade and soft drinks are included. The club will provide complimentary wine on the table.

Entrée Choice

Vegetable Stack

Baked corn tortilla triangles stacked between sauteed root vegetables, dark greens and heirloom beans, with an edamame puree and finished with a fresh pico de gallo.

Tanque Verde Fish Fry

Corn meal battered cod fish, creamy tartar sauce, coleslaw, beer battered fries and lemon wedge.

Stuffed Qail

Cornbread stuffed and served on top a bed of wild rice pilaf, arugula, broccolini and a cherry demi.

Verde Monster Burger

Beef burger with caramelized onions, bacon, red bell peppers, tomato, spinach, swiss and cheddar cheese on chiabatta bun served with beer battered fries.

Grilled Rib Eye Steak

Bleu cheese mashed potatoes, asparagus, tobacco onions, and roasted garlic demi.

Cost per person \$37.14 including tax

Don't forget to bring an unwrapped toy for Toys for Tots

What to do now:-

Make checks payable to JCSA

Write entrée choice on check

Send to Fred Secker 8493 S. Maritime Pl, Tucson AZ 85756

It would help if you send checks as soon as possible to give our host Tanque Verde Ranch sufficient notice of our entrée choices - Many thanks.

Many thanks to Claire Hampton who did all the organizing of this event.



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JCSA Concours D'Elegance

November 12

For 45 years the Jaguar Club of Southern Arizona has been staging a Concours D'Elegance and this year's event was as good as any staged in the past. We are of course helped by having the superb venue of St Philip's Plaza aided and abetted by some of that classic Tucson Fall weather. Sunshine and super cars. An unbeatable combination.

32 cars came from far and wide to be judged and displayed and admired. Royal Jaguar provided an F-Type SVR and an F-Pace to form the centre piece of the show along with Jim Dretler's much envied Project 7. We were also very lucky to have Ken Robert's E-Type hearse from the classic movie Harold and Maude which was presented to great effect with

all the accoutrements, posters and display boards. Judging was very competently managed by our chief judge Cameron Sheehan and it was generally felt by the judges that the standard of the cars was a notch above the average so a huge thank you goes out to all the owners that made the effort to present their cars in such superb condition.

The ambience of St Philip's Plaza is delightful and the addition of the farmers market in the surrounding area is an enjoyable addition. Also the restaurants in the plaza add to the whole concours experience. A huge vote of thanks is due to all the JCSA members who helped put the show together and to those who participated with their shiny cats.

Thank you Royal Jaguar for your generous sponsorship of our annual Concours



More Concours Pix



Technical Forum

Don't let the Tow Truck Driver be your Mechanic

You might want to skip this article altogether: it proposes shunning accepted practice handed down for generations. With such divorce from tradition we were raised upon, and all of urban legend as well, you'll soon begin to feel ungrounded and dizzy, and then revert to your old ways for respite. This could cause you to walk into something large and potentially harmful, like a tow-truck driver.

Last month we'd just found out that the cause of a failed transmission control (TCU) fuse, one which resulted in a tow into the workshop because it wouldn't crank, was unexplained. Further, even with the fuse safely bypassed (and the engine now starting) both the transmission and the ABS brake systems, which were fine before the no-start failure, had ceased to behave at all as intended. The ABS malfunction light had illuminated, indicating the system had been taken off line, the transmission refused to transmit motive power to the pavement and the TCU refused to speak with our diagnostic computer about its thoughts.

Always (and for ever), perhaps one in ten new clients comes with a predisposition, wholly convinced that garages break cars, whether out of incompetence, or intentionally from a desire to sell more repairs, no matter: they then strive — duty bound — to hold the facility responsible, regardless of facts to the contrary well within their comprehension, much less those beyond. The other nine volunteer that the other faults are novel in a sincere effort to proffer help, not to dole out blame, or demand free work. Some of the nine are actually thankful that the car developed its new faults in the workshop and not in the field.

The first problem we'd like to analyze is the no-crank the wife first experienced. Good hypotheses for this include a faulty battery (now gone), bad connection at battery (tampered with beyond recognition), security or other electronic lockout. In this last group are such things as a key fault, bad door lock actuator, shift position sensor, etc. And since the car now starts, there's nothing firm to test for since there's nothing presently broken in that realm. Second problem: what blew the fuse — also not now presenting — and could it have been the initial fault (chicken vs egg)? Or perhaps a wire got pinched during the battery swap? Thirdly, what befell the ABS, a sensor or wiring fault such as packrat damage? A

network communications issue with other computers in the car, including security? (Darn all that security) And lastly, why the car doesn't drive any more, for which a good hypothesis is always: is there any oil in the transmission? Even though that's not where we want to go with this problem, since we want it to relate to all this electrical stuff going on, transmission electrical faults typically result in a "limp home" mode where it's stuck in one gear (often 3rd), and not a total failure to proceed, so we might become duty-bound here.

What a mess. A close inspection of the patient turned up no apparent rodent workmanship, no pinched wires, just a fresh arc-weld mark on one of the battery cables. That anomaly led us to see the ABS problem as the low-hanging fruit (knowing it had stored electrical-system information because of the light). A diagnostic scan of the system revealed that ABS could not interpret network data from the TCU either. Well, "how much is a TCU and how often do you sell them?" "Quite a lot, and seldom if ever": not what we wanted to hear, but that computer sure looked guilty. Based on the theory that it experienced an over-voltage or reverse polarity during the jump-starting efforts, we confirmed the integrity of the network linking ABS to the TCU, ordered a TCU, fitted and programmed it. Very expensive day: all issues resolved.

Net-net in my opinion: if you still have jumper cables throw them away, or put them in the back of your old Vega where they belong — you still have that too don't you? — and never use a 'fast' battery charger. Jump-starting is not a solution on modern cars, just a very risky exhibition of denial or delay, and should not be considered an option. The battery did not go dead because of a mood-swing. The car is broken (note present tense). Even if the jumper cables were connected correctly ... the first time — even if the failed battery was not internally short-circuit, as they often are, demanding mega-voltage from the donor car's alternator — running or driving on a dead battery is like running an engine with all the coolant removed. You might get away with it in the short term, and you might be starting on a two-plus thousand-dollar work-around. And a final word: don't let that tow truck driver try to be your mechanic, ever, please?

Alan Cowan. Falconworks

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White Mountains Report

Overnight Tour October 22 & 23

Seven cars attacked the Coronado Trail aka the Dramamine Drive en route to the White Mountains for an overnight stay at the much improved Tal Wi Wi Lodge. The twists and turns of Hwy 191 provided 3 hours of non-stop entertainment before arriving at Hanigans Meadow. One car needed a little encouragement but was soon back on its merry way. We really enjoyed the mountain and forest scenery as it was such a contrast to the views around Tucson. Our return took us into New Mexico where we visited the spectacular catwalk. Another thoroughly enjoyable Jaguar outing



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