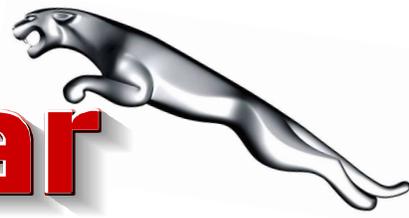


January 2016

# Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



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Visit our club's award winning website [www.jcsaz.com](http://www.jcsaz.com)



# The Prez Sez



## HAPPY NEW YEAR!

A successful year lies behind us and now we have a sparkling new year to look forward to. Our membership is increasing and participation at our events is excellent so 2016 is sure to be another highly enjoyable year for the JCSA.

We brought 2015 to a close with a wonderful Holiday Party at the beautifully decorated home of Jim & Monica to whom we are extremely grateful.

Our popular monthly First Wednesday dinners will continue and a full schedule of driving events has been planned. See below. Our next event is the ever popular Mystery Drive and lunch at Tanque Verde Ranch on January 24, see page 4 organized by Claire Hampton and Tom & Daria Durham.

The schedule of driving events for 2016 has been put together by our events coordinators Dave & Kelly



Christensen and contains no less than 3 double overnight tours due to the popularity of the last two double overnight events. The driving events for January and February have been planned but we need volunteers to run the drive to Tumacacori on March 19 and the local run to the downtown Historic Block on April 23. These are easy runs to organize.

On the same theme I have to report that we have no one to chair our concours to be held in November. Our club has held a concours every year for the last 43 years but this coming year it will not occur unless someone steps up to the plate soon to chair the event. There would be plenty of help and guidance for the person volunteering and there is a straight forward action list to follow so please come forward and make this valued contribution.

*Fred*

### REMEMBER - JANUARY 6th!

### 1st WEDNESDAY SOCIAL DINNER AT FIREBIRDS GRILL

Located at La Encantada on Campbell and Skyline.  
Half Price Drink Specials between 3pm & 7pm  
Get there at 5 pm for mix and mingle  
Special Mountain Time menu before 6pm

### 2016 Driving Events

January 24	Mystery Drive & Tanque Verde Lunch
February 14	St Valentines Drive to Bisbee. Love your Jaguar
March 19	Tumacacori & Tubac. Lunch at Tubac Golf Club
April 2	Double overnight. Scottsdale concours.
April 23	Local Drive & Lunch. Historic Block
May 20	Double overnight to Prescott and Jerome
June 14	Queen Creek Olive Mill & Orthodox Monastery
July 20	Mount Lemon & Lunch at Iron Door
August 20	Karchner Caverns brunch and tour
September 18	Local drive and brunch at Arizona Inn
October 22	Double overnight White Mountains fall colors
November 12	Concours
December 9	Holiday Party

### Leadership Team

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# Holiday Party

What a lovely Holiday Party we had at Jim and Monica's home on December 13. Forty two members turned up to join the festivities and the superb spread provided by AJs delicatessen. The refreshments and repartee flowed and everyone enjoyed the friendship of our wonderful club. The gifts donated to 'Toys for Tots' were collected by the firemen from Rural Metro Emergency Services who went away happy bearing great slabs of chocolate cake. Our president thanked all who had contributed to the success of the club in 2015 and Monica received a bouquet of flowers as a small token of appreciation for inviting us into their lovely home. Thank you so much Jim and Monica.



Present and future President?



## Mystery Drive & Tanque Verde Lunch

Next  
Event!

Sunday January 24

**Come join us for a mystery drive and scrumptious buffet lunch**

**Our annual Mystery Drive will start from the McDonalds parking lot on I10 and Cortaro. Take exit 246 from the freeway  
Please be there by 1000 for a 1030 departure.**

We will have an interesting drive to our traditional destination of Tanque Verde Guest Ranch there to partake of their famous lunch time Buffet. All you can eat Prime Rib, Shrimp, Oysters, Smoked Salmon, salad and vegetables followed by a great selection of cheese and chocolates.

This amazing lunch is normally \$37 but the cost to our members will be **just \$25 per person.**

This popular event will be run by Tom & Daria Durham and Claire Hampton. If you are joining us please let Daria know before January 21 on [dariadurham@comcast.net](mailto:dariadurham@comcast.net) and make your check out to JCSA and send to our treasurer Dan Eklund, JCSA Treasurer, 11353 E San Juanito Pl, Tucson AZ85749.



## Heads up - Future Event !

**Our club driving tour in April** will be a double overnight visit to Scottsdale to enjoy some events at the JCNA International Jaguar Festival staged by the Phoenix Jaguar Club. This week-long event is based at the Scottsdale Plaza Hotel and includes many activities which you can view at [www.jaguarfestival.com](http://www.jaguarfestival.com)

Our driving tour will consist of :-

**Saturday Apr 2.** Drive in convoy to Scottsdale. In the evening have a group dinner at the Brazilian restaurant Fogo de Chao.

**Sunday Apr 3.** Enjoy the Concours as a spectator or as an entrant. In the evening join the BBQ and Twilight Movie 'Harold and Maude' at the Scottsdale Plaza Hotel

**Monday Apr 4.** Drive from Scottsdale to Tucson via the Bee Line Highway, Lake Roosevelt and Superior with a picnic at Lake Roosevelt en route.

**What you should do now** if you intend to join this tour:

1. Contact Fred Secker on 520 574 3042 or [fredsecker@gmail.com](mailto:fredsecker@gmail.com) and register your interest and ask questions.
2. Visit [www.jaguarfestival.com](http://www.jaguarfestival.com) and familiarize yourself with the International Jaguar Festival.
3. Register and pay for the BBQ & Twilight Movie at [www.jaguarfestival.com](http://www.jaguarfestival.com)
4. Register at [www.jaguarfestival.com](http://www.jaguarfestival.com) for the concours if you wish to enter.

You do **not** need to book a room at the Scottsdale Plaza Hotel as we have block booked 10 rooms which are available on a first come first served basis. Cost per night \$164 + 13.17% tax + \$22 resort fee.

## My Solo 2 Years

By Chauncy Dayton

For about a decade from 1970 to 1980, I was an active autocross enthusiast in the DC/Baltimore area. Most years, I drove a 1969 E-Type OTS that I had purchased new in the winter of 1968 from Epps Motors in Hyattsville, MD for \$5900. Part of my payment involved the trade-in of a 1960 XK150 drop-head coupe that I had purchased a couple of years earlier for \$1000. Since I received \$1000 in trade, I believed at the time that this was a fabulous deal (not so much, anymore!).



I visited the race track in Lime Rock, CT with the E-Type a couple of times when a Long Island Jaguar club leased the facility for, in essence, Solo I events (Lime Rock photo). I was modestly competitive in stock class but it was obvious that the car would benefit from better tires and shocks. Soon after that, I learned about the Metropolitan Washington Council of Sports Car Clubs (MWCSCC) that sponsored a series of autocrosses (Solo II events) in the D.C. area. I started competing in 1971 and was the only E-Type to run in the D.C./Baltimore area for the entire decade that I competed. At first, I was classified in A Prepared along with Porsche 911s, Lotus Elans, etc. Needless to say, the E-Type was not competitive but the next year I was placed in B Prepared with Corvettes, pony cars, Sunbeam Tigers and various misfits (e.g., AMC AMX). Once I got it sorted out, the E-Type was extremely competitive, rarely out of first, second or third in class (the exceptions usually involved breakage – spun rod bearing, crank broken at #6 journal, left rear locating arm torn out of floor panel, gear shift lever snapping off from the top of the gear box and jamming my hand into the dash on a two-one down shift, clutch exploding, need I go on!).

The car was more-or-less stock as required in B Prepared but I did have Koni shocks all-around, slightly lowered suspension, stainless steel headers, slightly modified valve timing (could not be too noticeable), 7-inch Corvette rims with Rudge spline adaptors and 60-series tires, triple-SU carbs and the intake manifold from a 1961 E-Type, electronic ignition, and free-flow exhaust (Walker mufflers – quite loud). I ran 42 psi in bias-ply tires and could coax the rear end out with remarkable ease – great for slaloms. I never went to solid bushings since the drive to and from events would have been even less bearable. For two seasons, I did not compete in the E-Type. One year, I ran a 1966 Corvair 140 coupe (Yenko Stinger) that belonged to a friend who ran in a Pre-

pared class. I purchased rims, Goodyear Blue Streak race tires and ran the Corvair in a Modified class. I managed third overall for the season but the car was not competitive in power for its class. I also competed once at Watkin's Glen in NY where the power deficiency was even more obvious. In 1979, I ran a 1979 Mustang V8 coupe (automatic, power-

steering, no limited-slip) that was my first wife's daily driver. Why, you ask? Well, I had regularly run a winter series of autocrosses in Thurmont, MD. It was a low-key series which I consistently won easily with the Jag. However, the E-Type did not have a top (had been removed and stored in the garage – I only had a tonneau cover). Frankly, I no longer enjoyed the hour-plus drive each way in January and February through the snow-covered mountains of western Maryland in an OTS. Unbelievably, I won the winter series and hubris led me to believe I could be competitive with the Mustang in a Stock class in MWCSCC. Actually, I did fairly well except for a Honda Civic something-or-other that I only beat twice all season long on wide open courses, but did finish second overall in class. I ran the E-Type for the last time in 1970 and soon thereafter moved on to an even more expensive hobby - racing sail boats.

In my decade of autocrossing, I collected about 200 trophies including some season wins with MWCSCC. I often traveled to Baltimore where the Corvette club ran a series of events. My favorite venue there was the Fort Holabird Jeep testing course. It was an oval with two heavily banked turns and two flat turns. Learning to keep full power on through a banked turn is interesting. A small stream ran next to the unbanked segment of the track and occasionally a 'Vette came dangerously close to needing rescue – all that horsepower wasn't always an advantage. Autocross courses always involved a garage stop and, since the Corvette club was fond of leading straight into the garage at the end of a straightaway where it was possible to hit 100 mph, there was some excitement watching 'Vettes sliding sideways and completely destroying the garage (made of pylons, fortunately). Toward the end of my Solo II career, it was becoming obvious that SCCA was going to take over the sport and that the nature of competition would change, not necessarily for the better (drivers now have sponsors!).

Continued next page...

.....Solo 2 continued

I suspect that some of the cars running Stock in my day sported blue-printed engines and tweaked suspensions but today that would be a necessity. As an aside, the Prepared classes in MWCSCC allowed up-dating and back-dating across model years of the same vehicle, suspension mods but no relocation of mounting points, street-legal tires on rims no more than 1.5 inches over stock, flared fenders to accommodate the additional offset, any exhaust system (street-legal noise level), cosmetic changes – steering wheel of choice, etc. This meant not a lot of choices for an E-Type other than carb swaps. However, for a Corvette or a pony car, the sky was the limit. I managed to fit 60-series tires without fender flares by removing the rear rebound bumpers but, since the Jag was lowered with dead-hard Koni shocks on the corners, there wasn't much rebound! There was an unwritten rule in B Prepared that protests were taboo since they might wipe out the entire class. One very competitive Plymouth Barracuda was protested in Baltimore for relocation of the battery to the trunk – in the D.C. area no one ever raised the issue.

In addition to competing, I was heavily involved in the administration of events and was

an elected member of the MWCSCC. For many years, I served on, and later chaired, the Championship Autocross Committee (the Council also administered TSD road rallies). The Committee pre-checked courses for conformity to safety and competitiveness rules as well as adjudicating protests by entrants (as noted, none in B Prepared and rarely in the Modified classes but lots in the Stock classes). The Baltimore Corvette club garages would never be allowed at D.C. events. We also recommended classifications for new model cars and reclassifications on some occasions. Cars were rarely damaged at an autocross but two instances stand out: the driver of a modified MG Midget on race tires managed to roll over on the level (had a roll bar; we simply tipped him back up and off he went); a first-time entrant in a Mustang with more horsepower than driver-brains managed to smoke away from the start line, lose control and cross almost the entire course to ram into a light pole – fortunately, no real damage to the concrete base of the light pole so MWCSCC incurred no expense – the driver was unhurt but less lucky with respect to expense.

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## Jaguar to buy Silverstone?



Jaguar Land Rover is negotiating to buy the historic home of British motorsport - the Silverstone racing circuit in Northamptonshire. The Coventry-based car maker is understood to have made a bid for the circuit which currently hosts the British Grand Prix. The circuit is believed to be valued at almost £23million and if the deal goes through Jaguar Land Rover is thought to have major plans for the site. It wants to create a five-star hotel, a Jaguar Land Rover heritage centre, motor industry museum, vehicle design workshop, offices and a visitor centre at the Northamptonshire venue. A source close to Jaguar Land Rover said: "They have been trying to buy Silverstone for a while now. Talks are still ongoing and the deal isn't sealed yet. "They are interested in it for testing cars and the motorsport side." Talks between the car maker and the British Racing Drivers' Club are continuing with the board of parent company Tata Motors having already given the green light. Silverstone's managing director said in September the future of Formula One's British Grand Prix was at risk without major investment in the race track. It is understood any agreement would allow Silverstone to remain the home of motorsport, with events such as the Grand

Prix, Moto GP, World Superbikes and the British Touring Car Championship remaining at the circuit, which has hosted the British Grand Prix since 1948. Automotive sector experts have welcomed the news, claiming JLR could attract car enthusiasts from around the world. Coventry University automotive expert David Bailey said the deal would be a good move for Jaguar Land Rover. He said: "I think this makes sense on a number of levels. "The whole experience side of buying a premium car is becoming more important. "They are offering a service as well as a new car. "The opportunity to have heritage vehicles at a site like Silverstone would be a very attractive proposition internationally. "And there is a big cluster of motorsport activity there. JLR would be tapping into a lot of expertise and linking better with motorsport." Jaguar Land Rover's plans for Silverstone are also thought to include using it as a base for up to 1,000 sales and marketing staff and 700 engineers. The car maker's offer has been made to the British Racing Drivers' Club, a group of 850 members including Formula One drivers Jenson Button and Lewis Hamilton, for the 249-year leasehold of Silverstone, which first hosted the British Grand Prix in 1950.

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# Jaguar Land Rover Private Offer

Jaguar Land Rover North America, LLC has issued directions to ALL JCNA Members for access to the JLR Private Offer Program through March 31, 2016. Members should fire up their computers, smart phones or tablets and go to:

[www.jlrprivateoffer.com](http://www.jlrprivateoffer.com)

CAUTION to MEMBERS: Enter ONLY the 5-digit JCNA Member Number WITHOUT prefixes or suffixes.

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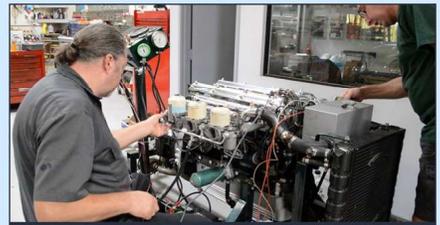
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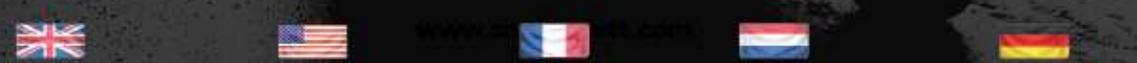
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