

July 2016

# Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



The **Jaguar XJR-9** was a sports prototype race car built by Jaguar for both FIA Group C and IMSA Camel GTP racing, debuting at the 1988 24 Hours of Daytona.. An evolution of the design for the XJR -8, the XJR-9 was designed by Tony Southgate and built by Tom Walkinshaw Racing (TWR), and featured a Jaguar 7.0-litre V12 based on the production 5.3-litre engine as used in the Jaguar XJS road car. A variant of the XJR-9, the XJR-9LM, would be developed specifically for the 24 Hours of Le Mans where the requirement for high straight line speeds on the Mulsanne Straight necessitated a low-drag aerodynamic package.

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# The Prez Sez

This newsletter is a little late due to my absence from my computer for three weeks while taking a 3,500 mile round trip to the island of Sicily. As usual each year I organize and lead a long distance tour in classic XK Jaguars to somewhere interesting in Europe. This year our destination was the Targa Florio road race circuit in Sicily. To describe this tour as



epic would be an understatement as we experienced some of the most challenging conditions of all the tours we have done over the past ten years. Read all about it in next months newsletter. To give you some background on the Targa Florio there is a historical account on page 6 and as a taster for what's to come next month here are some photos.



Driving through the Swiss Alps



Equipe XKlusive

Happy Motoring *Fred Secker* President

## 2016 Driving Events

- July 21 Mount Lemon & Lunch at Iron Door
- August 20 Karchner Caverns brunch and tour
- September 18 Local drive and brunch
- October 22 Double overnight White Mountains fall colors
- November 12 Concours
- December tba Holiday Party

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Next  
Event!

## July Jag Jaunt to Mt Lemmon



Escape the Heat!

Escape the City!

Escape to the Sky Island!

Join other hardy Tucson "Year-Rounders" for a break from the city heat and take a cool drive up the mountain on **Thursday, July 21** – that's right, Thursday – a lot less traffic and people. We will be leaving from the parking lot at "Cross Roads Coffee House" at 8898 E Tanque Verde Road. It is on the southwest corner of Tanque Verde Road and N. Bear Canyon Road in the Bear Path Shopping Center. Please get there at about 10:45 for drivers' meeting and we will leave promptly at 11:00 to head up Mt. Lemmon. You don't need to RSVP on this drive – just show up to go!

We will have lunch at the Iron Door – a long-time local favorite for humans and hummingbirds alike. See <http://www.skithelimon.com/page60.html> for menu, but don't forget their yummy pies and cobblers.

**DRIVE ENHANCEMENT TIP:** If you are not aware, the U of A has a wonderful and FREE "Mt. Lemmon Science Tour" app for smart phones. Have it downloaded to your phone and listen to the "how to use" instructions before you meet for the drive. As we drive up, there are signs telling you when to start it playing. You can Bluetooth it to your car stereo. It makes for an even more interesting drive with easy-listening lectures on the Sky Islands, Rocks, Life Zones, Water, Forest, and Fire – all matched to the drive up. We will also take a photo op break at one of the popular turn-outs on the way. Even if you have driven up Mt Lemmon many times, this app adds insight to the drive and scenery!

**Note** – We will be in the monsoon season, so if it looks like rain on Mt. Lemmon that day, we will re-schedule. Check your e-mails for any updates that morning. Any questions, call or e-mail Kelly Christensen, [klychr1@yahoo.com](mailto:klychr1@yahoo.com) or 760 451-2288.

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Report!

## Greek Monastery Visit

On June 17<sup>th</sup>, thirteen intrepid Jag owners saddled up their trusty cats for a jaunt into the AZ desert in search of an oasis of Greek beauty and serenity. After a relaxing drive up highway 79 and a short turn to the east, we spotted the first white-domed church, high atop a small hill amongst the cholla, and we knew that we were near something very unusual in the desert! We headed into the well-tended grounds of St. Anthony's Greek Orthodox Monastery.

In keeping with the religious proprieties of the Greek Orthodox faith, everyone had conservatively dressed for the visit. The ladies were especially fashionable and photo op-worthy in long skirts and head scarves!

After a friendly welcome by one of the monks, we walked the acres of gardens and visited each of the five beautiful churches. Each church or chapel was built in a different style with Byzantine and Russian influences. Every church was filled with lovely religious objects imported from Greece – intricately carved wood, colorful icons, and huge candle chandeliers. The courtyards had fountains and the monks' olive and citrus groves surrounded the gardens. Despite the heat, the lush gardens were comfortable and the churches all air-conditioned. The monastery's gift shop had many interesting mementos, books, and even foods from the monks' own kitchens.

A pleasant drive back to Catalina for lunch at the "It's Greek to Me Deli" where everyone enjoyed generous sandwiches and conversation completed the "Jaunt".

Watch for details for our next summer Jag Jaunt up to Mt. Lemmon!



## Technical Forum

### The Preponderance of Evidence

As I'm working my way methodically through a diagnostic, trying to prove a particular electronic part is bad, testing this wire, and that output, and looking back to the wiring diagram, and then testing a voltage drop to confirm my last conclusion, it is beginning to feel as though this could get expensive for my client. Worse, it's appearing likely that a \$300 effort might indicate a \$100 part is the culprit. No less logical than doing the hard work, I decide to turn to the preponderance of evidence. I put down the multimeter and pick up the phone and call the parts-warehouse. "Do you have such-and such in stock?" "We do indeed: \$125" "How many do you have?" "I show ten." "Please ship one this afternoon." Had he said, "that's a special order out of the UK," I'd have been back to my meter. My initial line of reasoning came from good data I got from the car, and following that with my decision to just try changing a part came from good data I got from the sales-rep.

It used to be considered such a cop-out when folks changed the generator, regulator, and battery in one fell swoop, and the car was fixed. We know they weren't all broke. Where is the finesse in that? The increasing complexity of cars has given rise to heightened acceptance of parts-changing, no doubt. I believe this is an appropriate technique at times, but not as opposed to committing to logical, scientific, diagnostic testing to a conclusion. I do think it is important, however, that the mechanic proposing parts-changing have a good understanding of the system in question, and preferably be entirely familiar with its implementation on that type of vehicle. That said, on modern cars there's still a huge handicap we have to factor in.

The thing that changed everything even for the best diagnostician, was the practice of using the "chip" in the car. This is the ultimate electronic

black box, for it contains the logic and strategy of humans in a firm form which cannot reasonably be reverse-engineered. Seldom is the imbedded strategy made public. So when a chip is suspected of failure, a psychiatrist, or philosopher perhaps, as much as a mechanic or an electronics expert, would be qualified to attempt to prove it is faulty. I was once working with Land Rover tech support and asked about an apparently strange behavior of one such chip, suggesting that if we only knew what it was meant to do, I would no longer need their help to sort out this truck I was diagnosing. The nice man at help desk said, alas that the truck was already ten years old, the chap who designed the software had left the company over 12 years ago, and left no notes. There you go. Case closed. It is anyone's guess what all he really meant that thing to do, but the Factory certainly wasn't aware.

As you likely know, I am quite dismayed by some things the internet has done both to professional and for-fun auto repair. Skill and practice are often lost in this new world of the YouTube mechanic, one which often leads well grounded folks to think they can fly. The path of mimicry seems ego-based, and does not lend itself to workmanship. Similarly time and patience are distorted. We had a client ask how long it would take to change a particular fuel tank, and he added, in all seriousness, "it took the guy on YouTube eight minutes." But for diagnostics, the internet is a wonderful resource for assimilating a preponderance of evidence of a very specific sort: once the data is expunged of the myriad opinions — a huge problem with forums — it can contain data we need, such as Service Bulletins for example, which help us make wise causality inferences.

Next month we'll offer more depth on the matter of test validity probabilities.

**Alan Cowan** is 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.

# Targa Florio - The Oldest Road Race

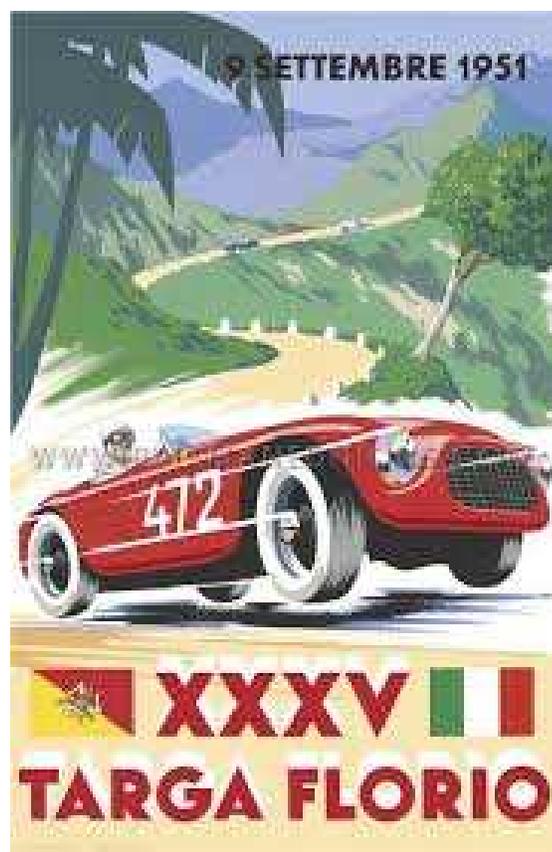
Vincenzo Florio was the younger son of the wealthy Florio family and did not need to be involved with the running of their business empire so he turned his energy to racing. Any kind of racing; bicycles, horses, motor bikes and eventually cars when they were invented. He ordered every new car that was produced and got his friends to drive them against each other and it was therefore natural that he came to organise a motor race around his homeland of Sicily. So it was that in 1906 the Targa Florio was born.

One of the toughest competitions in Europe, the first Targa Florio covered 3 laps equaling 446 km through multiple hairpin curves on treacherous mountain roads, at heights where severe changes in climate frequently occurred. Alessandro Cagno won the inaugural 1906 race in nine hours, averaging 50 km/h.

By the mid-1920s, the Targa Florio had become one of Europe's most important races, as neither the 24 hours of Le Mans nor the Mille Miglia had yet been established and Grand Prix races were isolated events.

The challenge of the Targa was unprecedented in its difficulty and the driving experience of any of the course variants was unlike any other circuit in the world. The original Grande 148 km circuit had in the realm of 2,000 corners per lap, the 108 km Medio had about 1,300-1,400 corners per lap and the final iteration of the course, the 72 km Piccolo circuit had about 800-900 corners per lap. To put that in perspective, most purpose built circuits have between 12 to 18 corners, and the longest purpose built circuit in the world, the 13-mile Nurburgring, has 180.

In the late 1960s and early 1970s, race cars with up to 600 hp such as Nino Vaccarella's Ferrari 512S raced through small mountain villages while spectators sat or stood right next to, or even on, the road. Inevitably there were serious accidents and in 1977 there were so many incidents that the police stopped the race and that was the end of the Targa Florio.



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**First Wednesday Dinner**

# Harvest on River

**Wednesday July 6th**

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.

Two menus are available - the normal Dinner Menu and the Sunset Menu. Happy hour is until 6 pm when there will be \$2 off glasses of wine & beer, half priced house cocktails & well drinks & \$6 apps. There is a bar area with tall tables where we can gather for mix and mingle as usual and the dinner seating will be at long tables at the far end of the room next to the fireplace. They will supply separate checks.

**There is no need to RSVP as they have been told how many to expect.  
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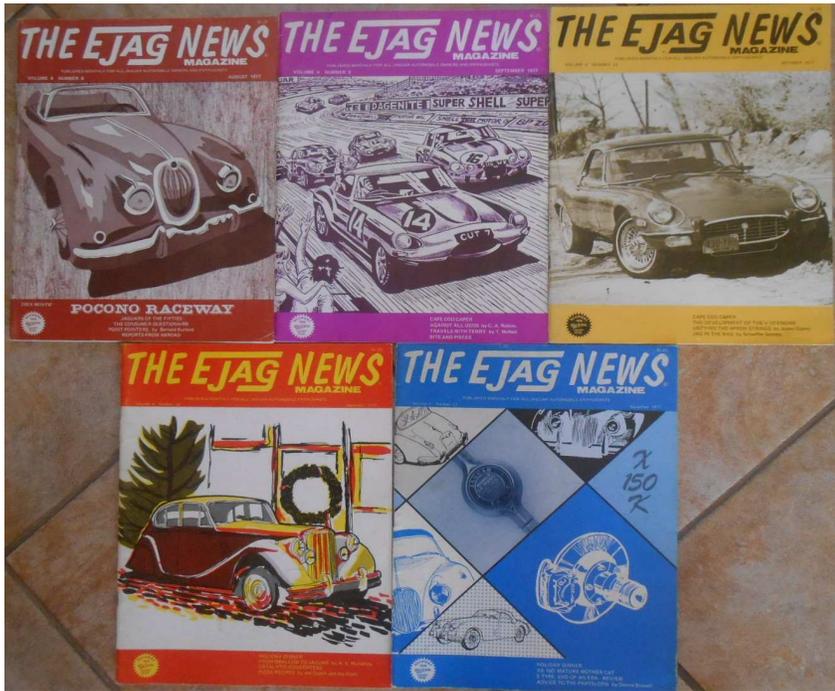
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# EJAG Magazine Collection

## For Sale



The EJAG News Magazine was first published January 1974 by Willem "Wolf" and Laurie Toepel, in Carlisle, Massachusetts. Despite the title the magazine covers all models of Jaguars. The publication appears to have stopped in the early 1990s.

I have a collection of 82 of these historic magazines for sale at \$50. They can be brought to a Club dinner or arrangements made for them to be picked up.

I also have 20 back copies of The Jaguar Enthusiast magazine dating from 1990 to 2009 at \$10 the lot.

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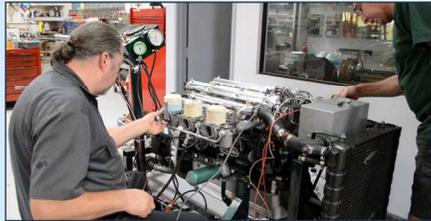
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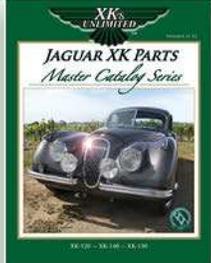
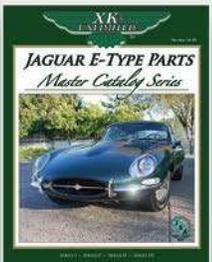
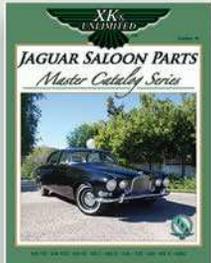
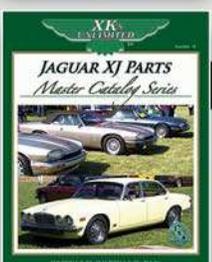


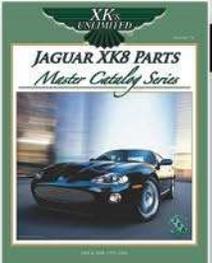
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