

July 2017

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Photo by Mark Kitaoka

Jaguar XJS to star on Broadway ?

A Jaguar XJS is starring in the new musical, *Romy and Michele's High School Reunion*. The play is currently playing in Seattle, WA, where many future Broadway musicals have found their wings. Sagebrush High, a fictional Tucson High School is the setting. Tucson Desert is in the background.

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The Prez Sez



We made it to VA and have started the process of purchasing a new house. The nearest Jag club is NCJOC in the D.C. area. I was active with them in the 1970s when I had an E-type roadster and a 2+2. I actually served as President for a couple of years. Unfortunately, it would be well over a two-hour drive to any of their events so we will just do their annual concours.

I've included a few pictures from our drive along Route 66. Lots of rusty old cars, 66 signs and more-or-less restored service stations. In order: Unique 66 Sign; A Buggy Service Station; Jude Off Her Rocker; 1932 Studebaker Needs TLC



Concours d'Elegance

Our club's 45th annual *Concours d'Elegance* is coming up this November 4th. This event is a great opportunity for you to show off your pride and joy (Jaguar autos only!) and to compete for awards and acclamation. As usual, our Concours is sanctioned by the Jaguar Club of North America. This means you can compete for awards nationally in the class for your particular Jaguar. Or, you can just put your beauty on display for our usual crowd of visitors to admire.

We expect entrants from throughout the southwest United States. As usual, our event will be held at St Philips plaza in Tucson with a Friday night mixer at the Union Pub at the Plaza and an awards dinner at Vivace's on Saturday night. Keep this November weekend open on your calendar, and tell your friends and neighbors!

A short video of our 2016 Concours can be viewed [here](#). You can find more details about the 2017 Concours [here](#).

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Visit our club's award winning website www.jcsaz.com



Jaguar Club Styling



JCSA member Dan Veenstra arranged the availability of several clothing items with our club logo as shown above. Thanks to Dan for his efforts on this project.



Our current offerings include a Men's and Women's Polo Shirt, a Men's Polo Shirt with a pocket, a T-Shirt for Men, Women & Youth plus a baseball style hat which fits both adults and youth. In addition, the poly/cotton blend Men's and Women's Polo Shirt can now be ordered as 100% cotton. Everything is available in a rainbow of colors. For example, the standard Polo shirt comes in 38 colors. Match your car, match your eyes, it's your choice.

We will be accepting orders every month through the last day of the month. Orders received during any month will be embroidered the following month and shipped to the buyer on the 15th. In other words, if we receive an order during June up to the 30th, we will ship on July 15th.

Wherever you are, wearing one of our shirts or hats would be a great way for you to show off your association with JCSA.

Online ordering is currently available with payment through your favorite credit card or your PayPal account.

100% of proceeds over our cost goes to funding other ongoing programs within the club.

[CLICK HERE TO SEE THE OFFERINGS AND PLACE AN ORDER](#)

Passing of Gloria Chavez

We are saddened to inform you of the passing of Gloria Chavez, President of the Jaguar Club of New Mexico.

Gloria was a friend, president of the New Mexico club, and a great supporter of so many of the clubs in the Southwest including ours. She had pancreatic cancer and, although this was expected, her passing is still a tremendous loss.

Please keep Gloria, her husband, Stan, and their family in your thoughts and prayers.

A memorial service was held on Tuesday, June 20th.

Escape the Heat!

Escape the City!

Escape to the Sky Island!



July Jag Jaunt to Mt Lemmon

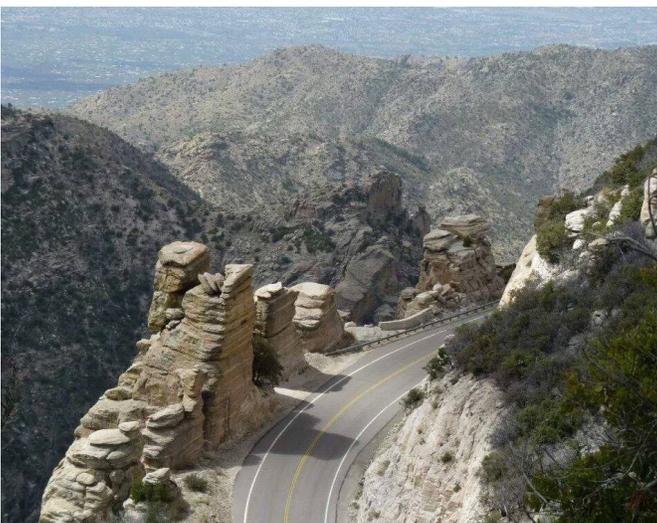
Join other hardy Tucson "Year-Rounders" for a break from the city heat and take a cool drive up the mountain on **Thursday, July 13** – that's right, Thursday – a lot less traffic and people. We will be leaving from the parking lot at "Cross Roads Coffee House" on Tanque Verde Road. It is on the southwest corner of Tanque Verde Road and N. Bear Canyon Road in the Bear Path Shopping Center. Please get there at about 10:45 for the 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 mini-pies and cobbles.

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 or 760 451-2288.

Another note – We will not be attending the drive, so we need someone to lead. All you need to do is make sure everyone is there, call the Iron Door with the numbers, and then lead the group up the mountain. Please call Kelly if you are willing to do this. Thank you.



Still To This Day (Continued)

As gasoline ages, loss of octane is much less the issue, and more a side-effect, but let's touch on here for a moment. There are octane stabilizers that can be added to aging gas to help prevent pinging, though I don't know how well they work. But most cars made since 1995 have one or more devices called knock-sensors. The strategy is this: ignition timing — exactly when the spark plug fires with respect to the upward travel of the piston — is computer-controlled based on a map of engine speeds, temperature, throttle input, manifold pressure, and more. Since the most efficient use of the timing is to have it be as early as possible, the map errs toward an over-advanced spark, and waits for mild pinging to occur. Then, when these vigilant devices first perceive it, and alert the computer, the ignition timing is retarded just enough to accommodate, and stop the knock. The sensors themselves are piezoelectric devices, actually 'feeling' the impact of the explosion (and can easily be tripped by tapping the engine nearby with a hammer.)

If you recall our discussion on octane several months ago, a faster-burning fuel is intended to be ignited a wee-bit later in the engine's cycle — premiums earlier. The ignition timing map accounts for the intended fuel, of course. But since the knock-sensor can adjust for minor variations in fuel quality, with a small reduction in power, a regular fuel can suffice where a slow-burning fuel is intended. If the motor pings (knocks), the timing is retarded additionally, automatically. For this reason the occasional blending of regular into the tank of a car which asks for a diet of premium is usually harmless. If the pinging is violent or uncontrollable, even with the most delicate acceleration, the solutions are two: drive only when the motor is cool — not fully saturated with heat, or simply remove the incorrect fuel.

Cars using Lucas distributors, back in the days before electronic fuel injection, had a quaint method of addressing the [expected] issue of variations in octane. In addition to adjusting ignition timing automatically with respect to engine speed by a set of centrifugal fly-weights, and with respect to throttle input with a vacuum-sensing capsule, they had what was called a "micro-selector" on the outside of the distributor body. If the initial ignition timing pre-set by the mechanic was adjusted to be suitable for the correct grade of gas while the micro-selector was in a relatively advanced (mostly clockwise) position, (should pinging subsequently occur,) the driver could stop the car and turn the knurled knob on the distributor anti-clockwise a few clicks at a time (52 clicks to the degree, if I recall) until the pinging whilst driving had ceased. Further, if the mechanic had left some clockwise travel too, when the timing was set, the micro-selector could also be used to adjust periodically for the natural retarding of the spark from wear on the points that would naturally occur over their life span (perhaps 20k miles or so.)

Speaking of the old cars, there's one more issue with the dirty gas soup we get at the pumps now — all of them — we should cover. In the early days of "oxygenation" additives, early in the dirty -gas era, these used to be avoidable by going to gas stations outside those certain regions where they were seasonally mandated. The lobbies for the sellers of these additives have ensured their universality, claiming lower emissions (this is debated since, while they do burn cleaner, they make less power, so more fuel is needed to do the same work.) One problem with the oxygenators — typically alcohols — is that they are not compatible with materials long used in fuel systems, such as neoprene. This is not much of a factor for modern cars with parts designed to withstand the stuff, but for cars made much before the turn of the century deterioration of so-called "rubber" fuel system parts is rapid and predictable. The rubbers absorb the alcohols in the gas, expand, and soften. This factor too is exacerbated dramatically as the fuel ages.

Cheers.

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.

First Wednesday Dinner – July 5

Firebirds Grill

Join us for our monthly social dinner at Firebirds Grill at La Encantada. This is an informal fun-filled evening spent with other Jaguar lovers, a perfect spot to socialize and meet new members.

Located at La Encantada on Campbell and Skyline.

Half Price Drink Specials between 3pm & 7pm

Get there between 5 & 6 for mix and mingle

Special Mountain Time menu before 6pm

Coming Events

- | | |
|---------------------|---|
| July 13 | July Jag Jaunt to Mt Lemmon (Dave & Kelly Christensen) |
| Sept 16 | President's Brunch (Stephen Saltonstall) |
| Oct 13,14,15 | Painted Desert (Sam Logan & Linda Willmore) |
| Oct 12,13,14 | JCNA International Jaguar Festival |
| Nov 4 | Concourse (TBD) |



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OCTOBER 13-15

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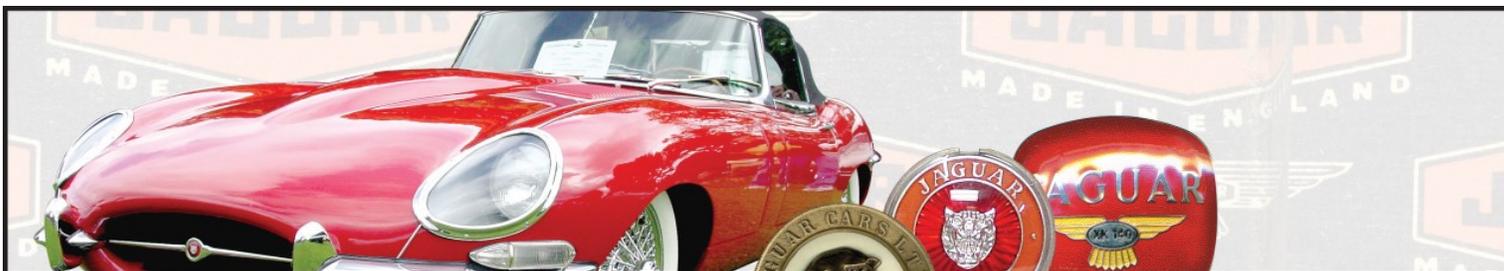
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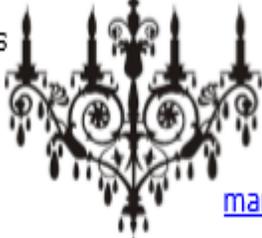
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