

March 2016

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Eagle, a British company that has specialized in resto-modding classic Jags for over thirty years, has rolled out a new version of their modified E-Type called the Eagle Spyder GT. If you've heard of Eagle already, it's probably for its gorgeous speedster. The company subsequently followed up with the fixed-roof Low Drag GT, inspired by the competition model Jaguar developed back in 1961 (and recently continued). The Spyder GT splits the difference, with a chopped and raked windscreen and a folding fabric roof mechanism. Like its stablemates, the Eagle Spyder GT wears bodywork painstakingly crafted entirely out of aluminum, with exquisite detailing.

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

The Prez Sez

I hope you are all enjoying this lovely long spell of warm weather we are having. What a delight it is to be in Tucson right now.

Indeed we had superb weather for our get together on St Valentine's Day when 11 cars turned up at the Arizona Inn for lunch followed by a country drive The wonderful line up of Jaguars even included a very rare cat in the form of Jim & Faria's Project 7. And the whole scene was recorded from the air by Carroll's drone. Its all on Page 3.

Kelly and Dave Christensen organized the St Valentine's bash and will also be running the day out at Tumacacori and Tubac on March 19th. A big thank you to Kelly and Dave.

I would like to remind people once more that a very big International Jaguar event will take place just up



the road in Scottsdale at the end of the month. The week long Annual JCNA AGM and International Jaguar Festival will have a variety of events, some of which will be of interest to all Jaguar enthusiasts. Our club has selected some of these events for our outing in April which you can read all about on Page 7.

It is looking more and more like we will not be staging a concours this year as I have not been able to complete the team required to run it.

I went to the Scottsdale auctions in January and was fascinated by the huge variation in the price of Jaguars. See below.

Happy Motoring Fred Secker President

2016 Scottsdale Auction Results Jaguars Sold

Goodings

1966 E-Type S1 roadster	\$385,000
1961 E-Type S1 roadster	\$260,000
1955 XK140 Roadster	\$137,500
1967 E-Type S1 Fixed Head	\$107,350
1966 E-Type S1 Roadster	\$220,000
1965 E-Type S1 roadster	\$192,500

R & M

1939 SS100 Van den Plas	\$1,402,500
1949 XK120 Alloy Roadster	\$407,000
1962 E_Type S1 Roadster	\$159,500
1962 E_Type Roadster	\$297,000
1994 XJ220	\$385,000
1960 XK150 Drop Head	\$154,000
1963 E-Type S1 Roadster	\$137,500
1974 E-Type S3 Roadster	\$93,500
1952 XK120 Race prepared	\$71,500
1969 E-Type S2 Roadster	\$77,000

2016 Driving Events

March 19	Tumacacori & Tubac.
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

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Next
Event!

Tumacacori Drive and Lunch

Join us for the March Jag Jaunt...



On March 19th, club members will be saddling up their trusty Jags for a country drive, historic Tumacacori guided tour, and lunch at a locals' Mexican joint, Wisdom's Café.

Meet at 9:00 am at the lot across from Mercado San Augustine, corner of W. Congress and S. Avenido del Convento (just west of the 10, it is a gravel lot). Enter the lot from S. Avenido del Convento.

We will leave promptly at 9:30 and take the back roads heading into the heart of the Santa Cruz Valley and the Tumacacori National Historic Park. (If you have an Annual Pass/Golden Eagle Pass, please bring it with you – 4 people can enter on each pass, otherwise, park fee is \$5 per person). We have a special, docent led tour scheduled for our club at 11:30. It will last for about 1 hour.

As soon as our tour is done, we will head down the road a short jaunt to Wisdom's Café, a long-time, family-owned, local favorite for a casual Mexican lunch. You can check out their menu at <http://www.wisdomscafe.com/menu/>. They also have a vegan/vegetarian/ gluten-free menu. They are known for their fruit burrito desserts and cozy family atmosphere.

After lunch, an individual stroll through the Tubac shops, just up the road, can complete a great day in the Santa Cruz Valley for you.

RSVP to Kelly Christensen klychr1@yahoo.com 760 451 2288



Father Kino's 1691 visit to an O'odham village resulted in the establishment of Mission of San Cayetano de Tumacacori as well as other missions in the area. The church, which still stands today, was built in the early 1800's. The intersection of cultures at this site makes for a fascinating story of Southern Arizona.

Report!

St Valentine's Day Junket

Sunday February 14

Love was in the air when Jaguars and owners gathered at the beautiful Arizona Inn to celebrate St. Valentine's Day. Twenty-seven club members and assorted Jaguars made for a stunning showing. Several owners showed their devotion to their cars by decorating them with symbols of love. Although the votes were close, Fred and Maggie Seckers' 1967 E-Type was voted "Best Decorated" and they went home with a bottle of champagne to celebrate their efforts. Every lady also took home a red rose as a token of the JCSA's love.

get to know their fellow club members. Although service was slow, the food and Mimosas were good. The Inn is always a special place for a special day. After lunch, the weather was perfect for a country drive out to Sonoita and Benson. The drivers finished the day with coffee and pie at Reb's Café in Benson- a locals favorite diner. Make sure that you check out Carroll Lam's video of the gathering as taken from a drone-mounted web cam! Fabulous! See it on the home page of our website.

Kelly Christensen

Lunch at the Inn gave everyone *plenty* of time to



First Wednesday Restaurant

Harvest at River Center

Wednesday March 2nd

Last month's 1st Wednesday dinner at the Harvest Restaurant was enjoyed by all who attended so we will meet there once again on the next First Wednesday - March 2nd. The restaurant is at the River Center on the NE corner of Craycroft and River. It is on the second floor and is served by steps and an elevator if you park in the lower area or there is level access from the rear car park, which is recommended.

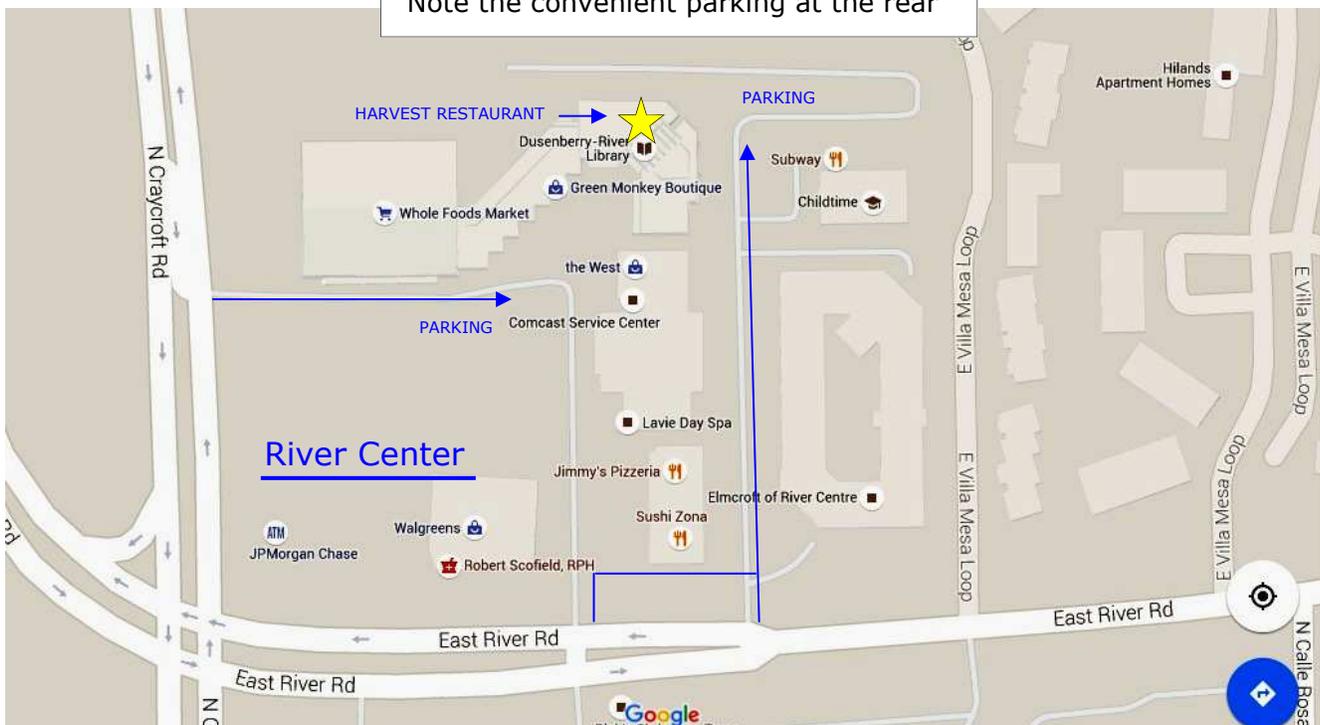
www.harvestonriver.com

Click the above link and explore the Harvest Restaurant website. Of particular interest is of course the menu selections. Two menus will be available to us - the Dinner Menu and the Sunset Menu. For our club there will be two additional items on the Sunset Menu, Chicken Picata and Pork Tenderloin. 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 a long table 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.
Please be there at 5 pm to mix and mingle at the bar as usual.**

Location of Harvest Restaurant

Note the convenient parking at the rear



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

Technical Forum

Your technical questions are answered by Alan Cowan proprietor of Falconworks

Question:

It is well known that there is an issue with the timing chain tensioners in the early Jaguar V8 engines so can you tell me what the problem is and if it is necessary to change all four tensioners?

Answer:

Perchance there are some questions best left unanswered. Mysteries of the world provide endless hours of discussion and comradery to many. Gamblers make odds on such things. And many of us show our endless fascination, as evidenced by the sheer number of pundits making entire careers of them. In the case of the Jag four-liter V8 timing chain tensioner debates, would it be dispassionate to steal such opportunity from the cadre? *Is it necessary to change the tensioners, and if so, must all four be changed, you ask?* Probably a sad loss to the community if I could shed genuine new light, taming the outcry, but not to worry. Everything I can offer is just a glimmer at the top of an ocean. Jaguar expressed their conclusion by changing the design just before discontinuing the 4.0. The lower chain and tensioner arrangement was completely revised, and an upper tensioner with a metal body and better foot was fitted. The last engine number to use the old design was 01081 2235 (This is on the left side of the block, occluded by the steering column).

There are four of them. Their well-documented failure is simple ... and there will be no warning. The plastic sheath (slipper) over the foot of the upper left cam-chain tensioner is the first to go. It shrinks and ceases to be bonded to the shrink-proof steel underlying. Often this sheath, a thing about the size of a book of matches, just departs the scene into darkness. Other times it falls between the upper chain and the cam sprocket; the chain breaks instantly; the exhaust valves on that bank stop moving and two or so get bent. The engine can continue to limp — more accurately, drag the dead parts along for a very slow, rough slog — on the remaining bank.

So the foot lost its cover and we're the charmed ones: no harm was done. What now? Here is where we get our first symptom. Since the metal core of the foot now bears directly on the chain, it is often audible as a clatter in the second or two after a cold-start, before oil pressure develops, firmly pressing the foot against the chain. The foot's plunger is hanging out of its housing farther — by the thickness of the missing sheath — which is far enough that the plastic body of the tensioner begins to crack from the moment-load. Unchecked, eventually the crack grows until the foot falls out of

its housing, and, not so diminutive as the plastic sheath, unable to scamper into darkness, it wedges between the chain and sprocket, destroying both. It can even stall the inlet cam and break the lower chain, I suppose — and the bent-valve thing: that happens too.

Meanwhile, way down below, the lower tensioners use long chain guides in lieu of slippers. These are also clad in plastic, which, exactly like the sheath upstairs, shrinks and un-bonds. Some of these dislodged bits are as long as several inches. Catastrophic failure rarely occurs, but who wants a motor with big loose parts adrift inside?

"What years are affected?" 1997 through early fall of 2001, inclusive of all XK, XJ and S-Type V8.

"How often does this happen?" We have seen a broken chain at just shy of 50k miles; we have seen original tensioners still working with 120k under its roadsprings. *"The internet explains that (contrary to the original design) you can change just the upper tensioners: as they're the usual failure why not just do them?"* Factually the left side upper is the usual failure. You can do just the one. It just seems to me that a spurious sense of security is garnered by limiting one's scope to only the first in a series of tragically weak links that fail. Probably just leave it alone, if that's your approach. *"What is the added cost if I do that, and just let it fail?"* It might suck to be by the side of the road outside Quartzite on a mid-summer afternoon, or it might be exactly the sort of adventure you were hoping for and you're elated. But beyond the tow bill, and then beyond the usual tensioner and chain replacement these engines need, a head will need to come off and be repaired — perhaps another \$1750 at 2016 rates? — and we'll hope no pistons were cracked. And finally, *"I don't have any medical records for the car: what does it cost to find out the condition and type of tensioners fitted?"* It will require removal of at least one cam cover. Occasionally these are too warped to reuse. If so, expect around \$450 to inspect and exonerate one top tensioner. I feel inspection is a wise path, even on the new-type motors at 100k miles: if an issue is found then, it would take a potent yearning to not just pull the front cover, clean it all spotless and fit the newest generation of parts regardless. So there ya go!

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Future Event - Scottsdale Double Overnighter

April 2nd & 3rd

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

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 and register your interest and ask questions.
2. Visit www.jaguarfestival.com and familiarize yourself with the International Jaguar Festival.
3. Register and pay for the BBQ & Twilight Movie at www.jaguarfestival.com
4. Register at 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. Just let Fred Secker know if you wish to be included in the club block booking. Cost per night \$164 + 13.17% tax + \$22 resort fee.

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XJS For Sale

\$5,000



This car was bought at the Russo & Steele auction recently and the owner has decided to sell it on. He has very little history other than the owner just put \$8,000 into the car in tires, wheel suspension, some brake parts and other things. The car has about a hundred and seventy one thousand miles on it but it runs great and drives very straight, does not burn oil but leaks a little. It has an aftermarket stereo and some other nice little features. Contact Jeff 602-460-1527 (Phoenix)

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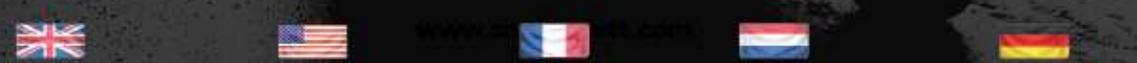
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