

May 2016

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Lister Jaguar Knobbly

The Lister-Jaguar was Britain's most successful sports racing car of the 1950's. It won at almost every circuit in Britain and was virtually unbeatable both in the UK, overseas and in the USA and continued to keep the Jaguar name in the forefront of sports car racing long after the Jaguar D Type had become obsolete.

The 'Cars from Cambridge' designed, and built by Brian Lister, were simply the best of their kind and dominated the field with Archie Scott Brown driving, even when driven by Stirling Moss, who also drove a stint for Lister.

William Lyons donated the engines and gearboxes from the retiring Jaguar D Types which had previously dominated at Le Mans thus keeping the Jaguar name in the forefront of racing and at little cost to Jaguar and so Lister-Jaguar was born.

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

The Prez Sez

Was this the Jaguar Concours to end all Jaguar Concours? The show put on by the Jaguar Club of Central Arizona as part of the International Jaguar Festival was truly outstanding. Not only for the quality of the cars on display but also for the sheer number of cars. Over 140 Jaguars were arranged around the grounds of the Scottsdale Plaza Resort in a most pleasing manner. Well done JCCA!



For the first time in many a long age we have had to cancel an event for lack of support. A short local driving tour followed by lunch in the historic barrio district obviously did not hit the spot so was canceled. At the other end of the scale we have a double overnight tour to Prescott in May and hopefully this will prove to be much more popular.

The Jaguar Club of Southern Arizona is fortunate to be in the position to support three local charities - Youth On Their Own, Casa de los Ninos and the Northern Jaguar Project. See more about these charities on page 4 where I can be seen presenting the checks.

It is the time of the year when Snowbirds take flight to cooler climes and yours truly is no exception. Maggie and I will spend the summer in UK as usual but will be in Tucson in spirit and I will be keeping a beady eye on club proceedings from afar.

Happy Motoring Fred Secker President

SOS - Holiday Party Venue Needed

Would somebody please come to our rescue! We do not yet have a venue for our end-of-year Holiday Party. Our tradition is to have the party in a private home as this gives a friendly, convivial atmosphere where everyone can relax, circulate and chit chat. Also we can be assured of an excellent meal by having the food catered to our own specific requirements. So please would some kind couple let us enjoy our club holiday party in their home. As an alternative we could have our party in a restaurant but this is a poor second choice. However if that is the only alternative I guess we could celebrate the holidays at the tried and tested venue of Tanque Verde Guest Ranch.

2016 Driving Events

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

President	Fred Secker	520 574 3042	fredsecker@gmail.com
Vice President	Dave Christensen	760 696 7696	vicepresident@jcsaz.com
Treasurer	Dan Eklund	520 250 8209	treasurer@jcsaz.com
Secretary	Carroll Lam	520 327 4696	secretary@jcsaz.com
Editor	Fred Secker	520 574 3042	fredsecker@gmail.com
Chief Judge	Cameron Sheahan	971 275 4109	camsheahan@juno.com
Marketing	Darrell Anderson	520 529 0570	andycarol@comcast.net
Web Master	Maggie Secker	520 574 3042	webmaster@jcsaz.com
Events Chair	Kelly Christensen	760 451 2288	klychr1@yahoo.com
Concours Chair	Fred Secker	520 574 3042	fredsecker@gmail.com
Advisory	Skip Bailey	520 219 2578	skip-bailey@comcast.net

Next
Event!

Prescott/Jerome Double Overnighter

May 20th - 22nd



Hotel Vendome



Prescott Courthouse



Jerome

Make your reservations for a change-up on our club's well-loved, traditional overnighter to the Prescott/Jerome area. This time we will be staying in Prescott at the historic Hotel Vendome and doing a Saturday drive up to Jerome and back. We will leave on Friday, May 20th and return on Sunday, May 22.

We have a block of 12 rooms for our club at the charming (and haunted!) Hotel Vendome. The historic hotel is located a half block from the Courthouse Square, so it is within walking distance of shops, restaurants, and saloons, but with quiet evenings. It has big front porches for relaxing/chatting and includes a simple, continental style breakfast.

Built in 1917, it offers modern conveniences, albeit with a cozy, shabby chic flair. There are both upstairs and downstairs rooms (no elevator), so reserve early if you prefer a first floor room. Some rooms offer claw foot tubs (very vintage, but more difficult to get in and out of) and others have garden tubs, so again, reserve early for best choice. Visit their website for more detailed room descriptions at <http://www.vendomehotel.com>.

Make your reservation by calling the hotel at 928 776-0900 and telling them that you are with the Jaguar club. Nick (he is very helpful!) or anyone else there will be able to assist you. (You will not be able to reserve these rooms on-line as they are blocked for us).

The main events - we will drive to Prescott on Friday, May 20th with a stop in Wickenburg for lunch. The club will sponsor hors d'oeuvres on Friday night, there is a group drive to Jerome on Saturday (alternate option is to spend the day in Prescott and enjoy the museums, galleries, and shopping), and a group dinner on Saturday night in Prescott.

RSVP to Kelly Christensen (klychr1@yahoo.com or 760 451-2288) and let her know when you make your hotel room reservation so we know how many are attending.

Our Charity Contributions

The Jaguar Club of Southern Arizona is proud to support these three charities in the wonderful work that they do. This year we were able to contribute \$500 to each:-

Youth On Their Own a nonprofit organization, is a drop out prevention program that supports the high school graduation of homeless unaccompanied youth in the Greater Tucson region who are in 6th – 12th grade (up to age 21). Students are enrolled in public schools—including charter and alternative schools—and are motivated to obtain their high school diplomas despite personal and financial hardship.



Casa De Los Ninos

Every day in Arizona, about 12 children are abused or neglected. The effects of child abuse and neglect last a lifetime and are often passed along to the next generation. Through parent education and support for families, Casa de los Niños is working to break the generation-to-generation cycle of abuse.



The Northern Jaguar Project was formed in 2003 by a small group of dedicated conservationists from the southwestern U.S. and Mexico, the Northern Jaguar Project (NJP) is a binational non-profit dedicated to protecting jaguars and their habitat. NJP is revitalizing the northernmost jaguar population by maintaining a protected core reserve and by working with ranchers, schools, and local communities to promote conservation.





First Wednesday Dinner

Harvest on River

Wednesday May 4th

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.
Please be there at 5 pm to mix and mingle at the bar as usual.**

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Tech Forum

Here is another excellent article by our Tech Contributor Alan Cowan which address some issues we might encounter with modern Jaguars.

The lurking romance embodied in a soul who knowingly owns the Jaguar, in spite of a long-standing reputation these cars have had for being problematic, is the irresistible melding of, perhaps, wisdom, control, independence, and *c'est la vie*. This human condition, which may not be apparent in all of daily life, is often the sole outward display of a freedom thriving in an otherwise well-grounded heart; Inspector Morse.

It must be appreciated that the modern car, the Jaguar included, has become remarkably reliable in recent years. Whether or not Jaguar's reputation is justified — another matter for another time — an owner of one of less than eight years of age is likely to experience few, if any, problems beyond the occasional 'infant mortality' and 'silly trim' items. Then, the sorts of problems owners of late model cars (of average mileage) will need to have addressed will tend to be age-related deterioration of mission-critical plastics and rubbers. While engine gaskets, steering, and AC systems will become porous later on, increasingly complex engine-cooling systems are by far the first major system to go.

As students of architecture already appreciate, the Jaguar was the perfect graceful modern cat to adorn the artful carports of what we now call "Mid-Century Modern" homes, built in the US in the 50's. Similarly modern, the MKII and the E-Type were unique offerings among contemporary motorcars, breaking the drudgery of the early post-war years without tail-fins and masses of chrome, but the XJ6 and XJS range can be considered modern by contrast. Some see their demise after Ford's takeover, some two decades ago, as the beginning of the modern Jag.

I see the sea-change moments in the modernization of post-war cars, from the repair perspective, beginning with truly consistent fuel-injection fully integrated with spark-control. This driver-proofing and mechanic-proofing measure

alone eliminated the need to change starters all the time, and is in use in most European cars by the late 80's. This made universal the next major milestone, one that had been in the works for over twenty years at some firms: engine bores and valve gear that don't utterly wear out each hundred thousand miles. And lastly, taking seriously the routing and connection-quality in electrical systems by most manufacturers around the turn of the century, ushers in the modern age we know.

The design criteria car-makers use to ensure nothing bad happens to the 'first-owner', their client, is still less than 100k miles: there are items in use on cars in general which have not improved in longevity over the past 3 or 4 decades, such as the water pump and the automatic transmission. Water pump first failures, which will be between 80k and 120k miles cannot be prevented; transmission failures (when fluid and filter have not been changed each every 30k) can be expected between 100k and 150k. Spark plugs should be changed each 80-90k to save the ignition coils. And fuel pumps still fail, but usually get more than 100k, except on those cars often driven down to the low-fuel lamp. A few items are now made worse than they used to be, requiring repairs historically relegated to restorative efforts on 20-year-old-plus cars, such as AC compressors.

So the Jaguar owner who really has *it* in his or her heart — who breathes that special something — daily drives a Jaguar with somewhat more than eight years and eighty thousand miles under its tyres. They actually know the drill.

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*.

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1st International Jaguar Festival

At the end of March the Jaguar Club of Central Arizona staged a week long event combining the AGM and the first International Jaguar Festival. A group of us drove up to Scottsdale to attend selected events and we all agreed that this was a very special event indeed. In particular the Concours on Sunday was outstanding with over 140 Jaguars arrayed in pristine condition including a time line of Jaguars starting with an original 1922 Swallow Sidecar going right through to Jim Dretler's 2016 Project 7. There was also evening entertainment in the form of a BBQ and a twilight movie performance of Harold and Maude, the quirky story which includes an E-type hearse. On the Saturday evening our group of 20 JCSA club members dined in style at the Fogo De Chao Brazilian Steakhouse where the chunks of meat are skewered on swords and carved at the table. Great fun.

Other events included a slalom for national points in which our own slalom expert Carolyn Arnquist took an excellent second place. After the event was over we had a magnificent drive home via the Bee Line Highway, Lake Roosevelt, Superior & Winkleman stopping on the way for a picnic on the shores of the lake.



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