

May 2017

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



Cam Sheahan's 1967 E-Type Project

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The Prez Sez



JCSA May Prez Says

The outing to Silver City was the high (and not-so-high) point of the month for us. First, a giant vote of thanks to Carol and Andy for organizing and chaperoning the trip. The Lodge was wonderful as in the past with great accommodations and cuisine. Now for the not-so-high part of the trip. We chose the back-way home and about 40 miles east of Safford, AZ we rounded a mountain curve at speed and hit debris on the road. A sharp rock sliced the outside of the left front tire and, with no room to pull off the road, I continued to drive as the tire quickly deflected and then shredded. Fortunately, the rim was salvageable and is at Nu Wheel on Ajo being refurbished. I'll report on the quality of their work in the future. We drove back to Tucson on the donut-spare and stuck near the 50 mph limit for the spare - awesomely frustrating especially when we got on I-10.

We have sold our condo at Kolb and Sunrise, so technically we are homeless. We plan to sell the XK8 and become just a one Jaguar (XF) family again. We will leave for the East coast in the middle of May and we plan to drive the XF back in January. We wish everyone a great summer and monsoon season in Tucson.

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What do you do when you are retired and don't play golf?

Cam Sheahan



Well, in my case, you play with your toys. Playing with my toys is not a new thing for me since I have been doing it for decades.

This current project was started by someone else, as is often the case. The car showed up on E-bay in August of 2014 and it was in Portland, Oregon. So, I could actually look at it since we live close to there. As it turned out, it was owned by an acquaintance who was a former member of the Oregon Jag club. I "Won" the E-bay auction with a last second bid. The car, a 1967 E-type FHC, had been their regular driver for some years when they made the decision to "Fix it up" in 1988. So it came apart and a number of things were done in 1988

and 1989 as was disclosed in the pile of paper I received along with the car. The panels which could be removed (bonnet, doors, hatch) were chemically stripped and primed, the gas tank was stripped and tinned, new pistons and bearings were installed, the block was processed by a machine shop, the transmission was rebuilt, bearings were put in the rear hubs, and a few minor items were acquired.

Then the hibernation began. Twenty-six years went by. I guess the owners finally figured out that they would never proceed. But will I? I have started, but will I finish? We shall see.

First I had it shipped to Tucson. Let's see. What does it need and what do I need? Go to Home Depot for a compressor and to Harbor Freight for a bead blaster.

I need an interior, new paint, chrome, assembly. That's all. And a few bits and pieces (110 line items from one vendor).

So, strip the body to bare metal, fix a few holes here and there, pound out a few dents. Take bumpers and tail lights to chrome shop. Take radiator to radiator shop.

Take miscellaneous bits to powder coat shop, take more miscellaneous pieces to nickel plating shop. Order an interior. Put bonnet back together and fit it to car. By now, several seasons in Tucson are consumed .

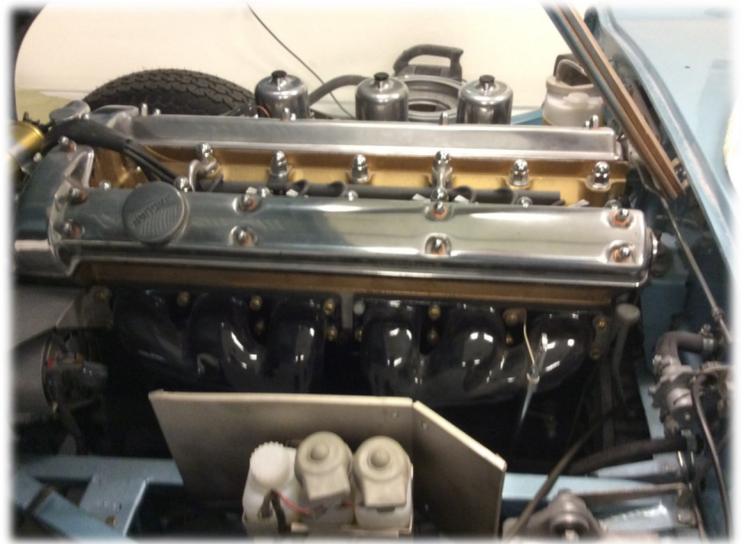
Go to paint store and get filler/primer. Put the primer on, many times, and sand it to a wonderful smooth surface. This is the process where all of the little injuries that the car has suffered will be revealed. Go to the paint store and pick out a color. Shoot some paint. Polish the paint (an ongoing process), put some of the interior pieces on.



Then, to make it run. In January of this year, my Canadian friend stopped by on the way to Mexico and we put the engine in place. As long as you have spark and fuel it will run as long as it is set up correctly. Right?

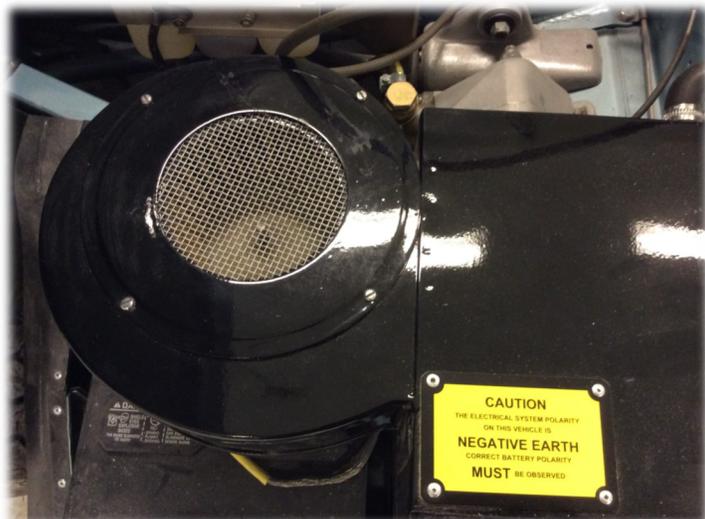
That would be set the cams as per book, the distributor set so that it fires when the #6 cylinder reaches the top of its travel, and the carburetors set per book. So, it did not start.

It turns out the distributor was off by one position. Move it 60 degrees and the position is correct and it starts.



Then we make sure there is transmission oil and rear end oil. Now for the big test. The clutch is bled, the shift lever is put in gear and the clutch is engaged. It has moved under its own power for the first time in thirty years. Yeah!

There are quite a few small tasks to complete. Install the headliner, install all of the side panels in the interior, install the windshield, install the dash top, and get the brakes to work. But these things are not very time consuming so I am going to declare that will be done next season. At this time, we are gone for the summer and in search of the next project.



SILVER CITY 2017



I love all of the Jaguar Club's overnight trips, but the trip to Silver City, New Mexico remains my favorite. The Bear Mountain Lodge is a place that welcomes and envelopes you with comfort and tranquility. Linda, a co-owner, manager Jeff, baker Heidi, and the staff focus on hospitality. They ensure pleasure as your needs are met during your stay and sorrow when it is time to leave.



We have been blessed each time the club has had an event in Silver City with participants who were flexible, interested, and interesting. Cocktails by the fireplace created the perfect setting for getting to know one another. The laughter, the sharing, and the deep discussions added to the warmth of the setting. I got to spend quality time with everyone, time that is not possible at large and public gatherings like First Wednesdays. I learned more about those I have had the privilege of calling friends and got to know and appreciate those with whom I had only spent part of an evening during previous events. We were a noisy crowd who were relaxing and having fun!



We dined both nights at the Bear Mountain Lodge's Café Oso Azul. This was a change and, I think, a positive one. Each evening we relaxed with cocktails and then moved to the dining room where we were served interesting and delicious meals. Then, we wandered back to the lounge to chat some more before going to bed. You would think we would run out of words or topics of discussion, but we never did.

This year a small group drove The Trail of the Mountain Spirits. It is a twisting, curving road that is perfect for our sport cars. We shared a picnic lunch provided by Diane's Bakery and then climbed to the Gila Cliff Dwellings. The climb was a challenge, so we were proud of ourselves for making it. The dwellings, themselves, were fascinating. We actually got to go into them where docents told us about the people who built the structures and who lived there for only one generation.



A second group drove to the City of Rocks. The area has been described as another planet with Stonehenge-like spires rising from the desert. The formations were the result of volcanic activity thousands of years ago along with wind and water erosion. It is more fun though, to run with your imagination. In this New Mexico state park, you can crawl over the rocks or hike around them. It is not to be missed.

A third group spent time exploring the shops and galleries in Silver City. Each member of that group came back with a treasure which they were encouraged to show during cocktail hour. I was sorry I missed out because each purchase was beautiful.



I am constantly amazed by the variety of people who own Jaguars. They have lead interesting lives when they were busy earning a living and they have traveled throughout the world. They are fun, adventurous, and often creative. Join us on one of the club's outings and discover for yourself who we are.

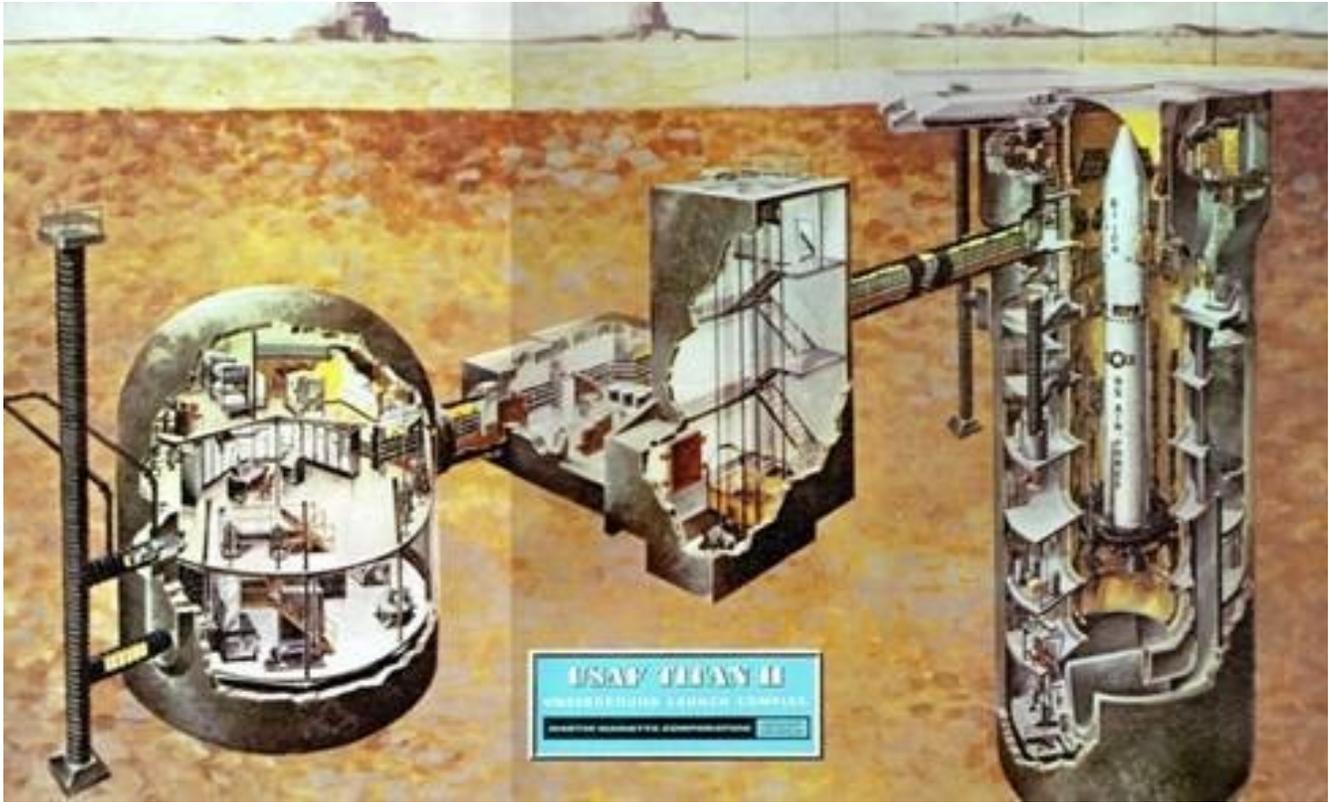


The Jaguar Club of Southern Arizona

TITAN MISSILE MUSEUM AND OBSERVATORY DRIVE - MAY 11



We will be meeting at the ARCO station on the **NW corner of Speedway and I-10** at 0915 and will leave at 0945 to drive to the Missile Museum via Continental Rd and we should arrive about 10:30. There are exhibits in the entrance area. We have 15 openings for the 11:00 tour which will last about an hour. Since this is a group tour, they will only accept one payment, so **please have \$8.50** to give to Dan or Colleen. Dan will make the payment. The site has 54 steps down. They have an elevator which we have reserved, but it will only accommodate 4 people. Following the tour, we will travel to the **Carne y Vino restaurant** for lunch about 10 minutes away. This is an up-scale Green Valley restaurant and they will have happy hour prices on the wine and beer. Their prices range from about \$8 to \$20, separate checks. For those who desire, we will plan to leave there at 1:30pm to travel to the [Whipple Observatory](#) visitor center (about 20 minutes away) where there are exhibits and videos. The personnel from the Veritos Observatory will give a tour of their gamma ray observatory (located on the grounds) at 2:00pm. After the tour is complete, everyone can travel back to Tucson via I-19.



The Titan II Missile Complex

Our upcoming outing on May 11, will be to the Titan II Missile Museum in Green Valley, AZ. One of Mike and Sharon Weatherbie's good friends of over 50 years, Lt Col Rick Ransdell (ret), was once a commander at the site and has shared some interesting facts with us. The Titan II Missile was decommissioned in 1982 and is now a National Historic Monument. The Green Valley complex was one of 54 missiles stationed around the US at three bases located in Arizona, Kansas, and Arkansas. The one in Green Valley is the only remaining reminder of this Cold War era weapon.

Russia's launch of Sputnik in 1957 put America's space race into high gear. The Titan was the largest ICBM missile in the Air Force inventory and was capable of delivering a nine-megaton nuclear bomb to the other side of the world in 25 minutes...nine megatons is 600 times more powerful than the Hiroshima bomb.

It took Rick almost a year of training before he was declared mission-ready. Rick told us, "Our job was to keep the missile living and breathing and ready to launch within 58 seconds of being given the order by the President." The job was very interesting and we had to know a lot about the systems, but at the same time, it wasn't a pleasant thought that, every day when we went underground for 24 hours, we could be dealing with the "End of the world." Titan rockets were also used to launch the Gemini Astronauts. After being retired, many were used to launch weather satellites into space from Vandenberg Air Force Base in California.

It should be a fascinating tour.



Still To This Day (Continued)

Motoring to San Diego, westward from Tucson in 1926 on the Palomas-Yuma road, you might well have found yourself in Tacna, Arizona at the end of the day, at Max B. Noah's self-proclaimed oasis, Noah's Ark. The place was a great relief to find, even though the road itself had just yesterday been marked as a part of the new US Route 80. The stretch was still a very desolate lonely reach of dirt and gravel road. Two years before Ethyl hit the market, the new Federal Highway System began tying bits and pieces of existing local roads together into "routes." These routes were only those which went from one State line to another, which were connected with similar ones in the adjoining States — to form our first network of transcontinental "Highways". This bit was one of the first.

"Oases like these did not prosper in the desert; these memories it dismissed as belonging to the domain of legend. No doubt there did gleam in distant places scattered round the world - places to which we should return once our work was done - there did gleam lighted windows. No doubt somewhere there did sit young girls among their white lemurs or their books, patiently compounding souls as rich in delight as secret gardens. No doubt there did exist such creatures waxing in beauty. But solitude cultivates a strange mood."

Max, the owner of this place, you learned, moved here from Texas in '21. He says that in '79, that's 1679, the Greek priest Tachnopolis traveled from Dictionopolis to here for health reasons, and at this very spot left a painted railroad sign saying just 'Tacna'. "Must have been a town with his namesake here." He found the sign, he explains, in the dirt not twenty yards from the spot where he was pumping gasoline by hand from a barrel by the side of the road ... originally a gas station of the truest sort, by then he offered a bar and restaurant, and sleeping quarters too.

"And yet we know joys we could not possibly have known elsewhere. I shall never be able to express clearly whence comes this pleasure men take from aridity, but always and everywhere I have seen men attach themselves more stubbornly to barren lands than to any other. And I too ... have loved the desert to the point of feeling that it is where I have lived the best years of my life. I succumbed to the desert as soon as I saw it ... sand - as if it were a treasure of gold dust."

The fuel you bought at Max's was gas, plain and simple distilled dinosaurs. It was nothing at all like what we put in our tanks today. The first additive dispensed at the pump was the lead (tetraethyl-lead). An artificial octane-booster, we were sold the stuff for the next 50 years as the cure for valve wear to hemorrhoids.

As engine manufacturers then quietly, and now universally proclaim, lead contamination in fuels is detrimental. It was found over those decades of pervasive use that it has two major issues. 1) It conducts electricity, and 2) it is abrasive. On point one it builds deposits on spark plugs and shorts them out, known as "fouling". On point two it wears out affected engine parts at an accelerated rate, including valve stems, guide, seats, and piston rings. Ironically, these were the very things we were inculcated that it was helping.

If you Google the phase-out of leaded fuel you would think the *only* reason for its demise was environmental: marked damage to brains from ingesting the stuff. In fact, I think, the phase-out was far less out of compassion. You see, during the early years of emissions controls on cars — the 1970's — some manufacturers were experimenting with inline exhaust cleaners called catalytic converters ("cats"). While they are now universal on gas cars, in those days, they were experimental. They are a chemical device in the exhaust system which is, incidentally, wholly and forever ruined if even a trace of lead should pass through them. Until leaded fuels were banned for cars in the 1980's, it was not uncommon for a cat. to be melted into a molten puddle (often also burning up the carpet above it) because some leaded gas had been accidentally added to the car's fuel. (Alfa Romeo's of the era had a temp sensor above the cat. which could turn on a light on the dash that said "slow down").

Owing to the growing problem of leaded fuel getting mixed with unleaded, the diameter of gas station nozzles was soon reduced, and any car using a cat. was required to have a restrictor fitted in the fuel filler neck so a standard large nozzle would no longer fit inside. In fact, part of an annual emissions test [well into the 1990's] was a litmus test of the tailpipe to check for lead residues. If any were found, the entire exhaust system would need replacement before an emissions test pass could be granted. I believe that ultimately, the efficacy of the catalytic converter at cleaning up exhaust, for very little cost, was the reason leaded fuels finally went away.

So far as modified gasoline was concerned, however, the genie was already out of the bottle and into the lab. But whose lab? Certainly, designer fuels with a cocktail of additives were a product here to stay: bygone TEL had proved just the tip of the iceberg. Additive-makers twiddling their thumbs still wanted to be in the game. Similarly, the 1980's saw a new tug-of-war between the OEMs (car makers) and the fuel companies. It seems the OEMs, needing to meet increasingly stringent new EPA standards each year, wanted nothing more than to muddy the waters by dragging the oil companies into the fray. The late 80's saw each insisting the other was responsible for innovations that would allow cars to meet progressing federal emissions standards. Somewhere around 1990, a deal was worked. Being that neither were industries of transparency, nor was it a time of transparency, nobody without cement boots knows exactly how it went down. The era of dirty fuels began, and for the first decade anything that burned came out of the gas pump. Back then, often a molasses-like substance would settle out of the gas after just a few months' time sitting.

Then, suddenly, around 1999, stability. The cynic's take goes something like this. "Ok, so you can't reduce emissions with fuel additives after all. We'll admit it, and take your feet off the fire if you make something else to our benefit. Just make us a fuel that destroys old cars so we can sell more new ones." The way that works is remarkably simple. As the fuel ages (particularly in earlier, well vented systems) it still burns, and it starts and runs motors just fine. But it develops the ability to adhere to hot metal as a slime, rather than vaporizing-off as normal fuels would. When the engine is shut down, and the metals cool fully, the slime solidifies and cures into an effective glue. The next time the motor is started, many or all of the inlet valves won't move. They collide with pistons, with exhaust valves, they dislodge valve guides, break rockers, lifters, and bend pushrods. I have seen valves so stuck in guides that a 2-ton press just removes the guide from the head, but not the valve from the guide. No stabilizing fuel additive of which I am aware prevents this occurrence. And there's no outcry since the effect is so delayed. Besides, any car that sat largely unused for the year it took for the fuel to morph probably needed replacement anyway.

Old fuel can also lose some octane and result in ping. Similarly, regular fuels can be accidentally put in cars needing premiums and do the same. We'll talk more about this next time, if you're around. 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. The good stuff here are citations from Antoine de Saint-Exupery, pilot-extraordinaire from his 1939 classic, Wind, Sand and Stars.

Accommodations



Serving as the centerpiece of Lanier Islands, Legacy Lodge & Conference Center offers a variety of great amenities. Including complimentary wireless Internet, a full-service business center, two restaurants and more.



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REGISTRATION

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This event is being held at the renowned [Lanier Islands](#) resort in Buford, Ga., just 45 minutes northeast of Atlanta. The venue covers 1,500 scenic acres, all on interconnected islands in the middle of picturesque Lake Lanier. Events will be spread across several of the islands and there will be a dedicated trolley shuttles around the event sites.

Thursday evening's Welcome Reception will be held lakeside under a pavilion overlooking the lake and the beautiful North Georgia mountains backdrop. Various JCNA-related activities will include a Slalom on Thursday, the Concourse on Friday, and the Rally on Saturday. The rally will have an unusual and fun format, while still meeting the JCNA requirements. There will also be a scenic drive option and all scheduled daytime IJF activities include lunch, with additional lunches available for purchase, so there will be no need to leave the resort to eat.

There are plans for a Friday Sunset Cruise and Buffet Dinner on the lake (complete with onboard entertainment). Seating is limited, so sign up early. There will be a showing of [Grand Prix](#) with dinner at an outdoor theatre for those unable to secure seats on the cruise. The 2017 JCNA International Jaguar Festival is simply an event you don't want to miss. Mark your calendar now!

First Wednesday Dinner - May 3

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.

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Get there between 5 & 6 for mix and mingle

Special Mountain Time menu before 6pm



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Coming Events

- May 11** **Titan Missile Drive & Lunch** (Dan Eklund & Colleen Jacobs)
July 13 **Summer Drive to Mt Lemmon** (Dave & Kelly Christensen)
Sept 16 **President's Brunch** (Stephen Saltonstall)
Oct 13 **Painted Desert** (Sam Logan & Linda Willmore)
Oct 12,13,14 **JCNA International Jaguar Festival**
Nov 4 **Concourse** (TBD)

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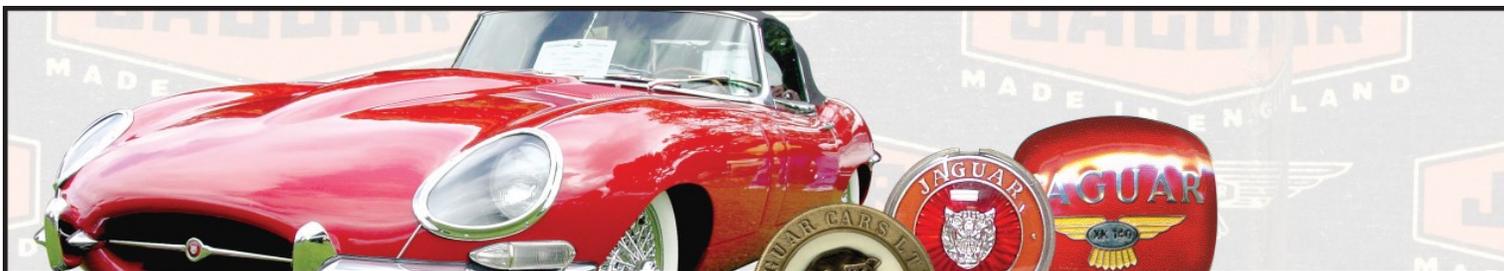
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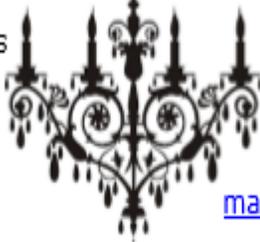
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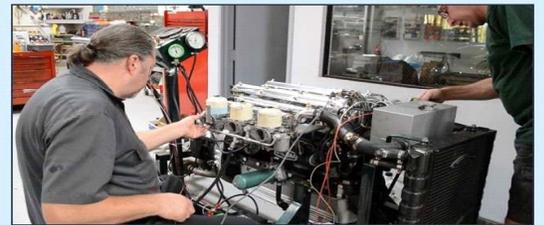
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