

October 2016

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona

XKSS



Just 16 of these iconic cars were originally completed for export to the USA before the remaining nine were destroyed in the famous Browns Lane factory fire of February 12th 1957.

59-years on, nine brand new XKSS's will be meticulously hand-crafted by Jaguar Classic to the exact 1957 specification and made exclusively available to a select group of collectors and customers.

The story of the XKSS began with the all-conquering D-type's three successive Le Mans victories in 1955, 1956 and 1957. After this Sir Williams Lyons had the supreme vision to convert the remaining 25 D-type racers into road-going versions – thus creating the world's first ever supercar.

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Breaking News - First Wednesday Social dinner is moving back to Firebirds

Our first dinner there will be on Wednesday October 5th. See page 7. Look forward to seeing you there.

JCSA Concours D'Elegance

November 11 & 12

The premier event on the JCSA calendar is just around the corner. Saturday November 12 is the date for our annual Concours at St Philip's Plaza. This is an excellent opportunity for proud Jaguar owners to present their cats for all to see and appreciate. I appeal to JCSA club members to enter the spirit of this



prestigious event and bring their Jags along for judging or just for display. Please support your club. The registration pack can be obtained from or website www.jcsaz.com and here below is an extract from that package.....

Fred Secker President

A Welcome Cocktail Party will be held on Friday November 11th beginning at 6pm at the Hilton Homewood Suites in St Philip's Plaza. Hors D'oeuvres, wine, beer, water and sodas complimentary.

The Hilton Homewood Suites at St Philip's Plaza, 4250 N. Campbell Av, Tucson AZ 85718 Tel 520 577 0007 (cor. River and Campbell) offers rooms to all Jaguar folk at the special rate of \$134 per night. When booking use the reference Jaguar Club of Southern Arizona. A block of 15 rooms has been set aside at this rate for concours attendees. This block will remain open until 30 September 2015. After this date rooms will be at the same club rate but on an availability basis.

The Concours D'Elegance will take place on Saturday November 12th at St Philips Plaza (Campbell and River) <http://www.stphilipsplaza.com> The Spanish patio style location is delightful, with fountains, flower pots and shady trees. Around the patio are small shops and superb restaurants. Cars should arrive between 8 & 9 am. Judging will begin at 10 am and will be complete by 12 noon. Owners must be present when their car is judged.

Lunch can be had at The Union Pub Restaurant and the Reforma Mexican Restaurant both of which adjoin the concours display area. Reservations are not required. No special arrangements have been made. Have lunch there or not, just as you wish.

A Gala Dinner and Awards Ceremony will take place at Vivace Restaurant at 6440 N. Campbell Ave, Tucson AZ 85718 (cor Campbell and Skyline - just 5 minutes drive from St Philip's Plaza) on Saturday November 12. Valet parking is complimentary. Cocktails are from 6pm and can be purchased from a cash bar. Wine and beer will be complimentary for pre dinner drinks and two bottles of complimentary wine will be provided on each dining table. We will dine at 7pm and the proceedings will include the awards presentation, door prizes and an after dinner speaker. The cost has been subsidized by JCSA to bring the per person price down to \$80. The number of diners is limited to the first 50 people to register.

The JCSA is most grateful for Royal Jaguar's sponsorship of our Concours D'Elegance

Events

October 22	Overnight White Mountains
November 12	Concours
December 9	Holiday Party at Tanque Verde Ranch
January	Mystery Drive

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Report!

Tohono Chul Visit

Saturday September 17

In September the club drive and visit was to Tohono Chul Botanical Gardens.....



"It was a beautiful Tucson morning for a desert drive and breakfast at Tohono Chul. Claire Hampton was the "leader of the pack" in her beautiful, new white XF while Colleen Jacob acted as her navigator and enjoyed the ride! A one hour drive west of town was concluded with breakfast on the patio at Tohono Chul Bistro. Flowers and butterflies provided the entertainment for the group."



Maybe you are not familiar with Tohono Chul.....

Tohono Chul is a botanical garden, nature preserve and cultural museum located in Casas Adobes, a suburb of Tucson. The words "tohono chul" translate as "desert corner" and are borrowed from the language of the Tohono O'odham, the indigenous people of southern Arizona. The mission of Tohono Chul is to enrich people's lives by connecting them with the wonders of nature, art and culture in the Sonoran Desert region and inspiring wise stewardship of the natural world.

The 49-acre (19.8 ha) site itself offers a dramatic setting for Tohono Chul's regional focus. Views of the majestic Santa Catalina Mountains form a backdrop for the natural desert habitat and its location within existing migratory tracks provides a temporary home for many species of wild, native fauna. Thirty-eight species of birds make their permanent home here while another 57 migrant species visit seasonally, and a variety of reptiles and mammals, from Gila monsters to bobcats, may be spotted on the grounds.

Within these surroundings, Tohono Chul has developed thematic displays using its botanical collections which consist primarily of plants native to the Sonoran or Chihuahuan Deserts. They

include more than 150 species of shrubs and trees; 300 species of cacti and succulents; and 50 species of wildflowers. In addition, Tohono Chul has the largest private collection of native Night-blooming Cereus and each summer hosts "Bloom Night," the one night it is predicted the greatest number of cereus flowers will open.

Tohono Chul's changing indoor arts and cultural exhibitions are strongly community oriented, and feature community groups and artists of all ages. Three exhibit spaces allow for different types of exhibitions, from large group shows lasting several months to smaller, one-man exhibits on display for six to eight weeks. The focus may be on traditional or contemporary art, and include paintings, sculpture and folk arts, but exhibitions also address environmental concerns affecting the Sonoran Desert and the Southwest. In addition, a selection of basketry, fiber arts, sculptural works and paintings forms the core of a Permanent Collection of Native American artwork.

In 2008 Travel & Liesure Magazine named Tohono Chul one of the Great Botanical Gardens of the World.

www.tohonochulpark.org

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Next
Event!

Rustic Overnighter

October 22 & 23

**Join us for a club favorite of the past - back by popular demand!
The famous (infamous?) "Dramamine Drive" into the White Mountains.**

Also known as the Coronado Trail Scenic Byway, Highway 191 is one of the curviest highways in Arizona. Enjoy incredible scenic beauty through the mountain forests with an elevation gain of over 4000 feet and hundreds of switchbacks. We will take our time on the drive and, as in the past, will stop at Hannagan Meadow for a break during the drive up. We will also stop in Safford for lunch before getting onto the 191, so it will be a full day on Saturday.



The Mountains



The Road

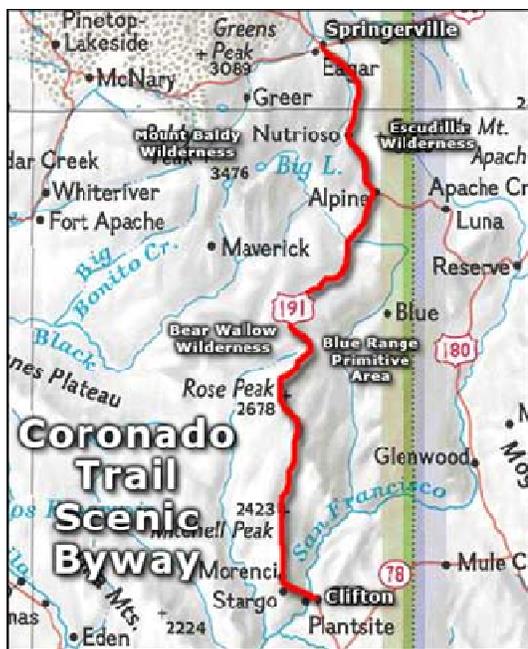
We will stay at the charming Tal WiWi Lodge, <http://www.talwiwi.com/home-1.html> They can be reached at 928-339-4319



The Lodge



The Saloon



We will have dinner at their on-site restaurant and saloon on Saturday night. Sunday morning we will have a group breakfast in Alpine before heading back.

The planned route is to go slightly east via highway 180 into New Mexico with a stop at Cat Walk (it has been rebuilt) – you have the option of taking an easy 15 minute hike up the cat walk. If you have not seen Cat Walk on a previous club trip, it is worth the time. The scenery along the route is gorgeous and we may catch some fall color as well!

A few side notes –

It will be cool in the mountains, bring warm jackets

The Tal WiWi does provide coffee makers in the rooms, but not hair dryers.

We have a nice size group signed up already, but if anyone else would like to go, the hotel may still have rooms. If you have any questions about the trip, just call Kelly at 760 451-2288 or e-mail at klychr1@yahoo.com.

Visit our award winning website www.jcsaz.com

Technical Forum

Design of a Diagnostic

It is remarkable how often each week, I field a Service call that goes like this:

"I've got a lot of time on my hands, and I've checked all the online forums, and now I've chosen to call you, and burn some of your time too: with no qualms I am going to outline to you, in detail, what the internet has to say about a problem with my car."

"What seems to be the problem with the car?"

"Well, 'everyone' says it is the thermostat, or water pump, or ..."

"Excuse me: I meant 'how is the car misbehaving' and how can we help you with that?"

"It seems like it's overheating and I need you to tell me what to do about it. It's not the ..."

"When you check under the bonnet is there anything unusual?"

"I haven't opened it yet."

So I'll reiterate that I think a really good place to start solving a problem is by looking at the patient closely; keep an open mind, and list what it — and it's curator — has to say. If that doesn't locate the solution, it puts us in a position to write a list of hypotheses all of which are appropriate to what we've seen with no tangents to lead us meandering. Next we'll apply the testing sequence quotient we discussed last time for each hypothesis in turn, performing the really-easy-tests that look for really-likely-maladies first. Our hypothesis list is prioritized with most likely at the top.

When designing these tests (often on the fly) we have to have concerns about performing a test that comes up with nothing — or worse, comes up with a compelling nothing which is in fact invalid. We tend to call these "negative test results." Let's consider a negative result to a test like: 'is the coolant all gone?' We look in, and find it is not. This is a negative test result by semantics alone. This test could have been

designed and executed in exactly the same way to render a positive result as follows: 'is the coolant still there?' Yes it is. But suppose we got a negative Block Check test result? Here, if you recall, we take a small sample of air from above the antifreeze in an operational cooling system, and aerate it through a test-liquid solution, and if the solution changes color, the presence of CO is indicated. But if it doesn't change color, can we conclude there is indeed no CO in the coolant? No. Unfortunately a new array of sub-hypotheses arise: isn't it possible the CO is there but we just couldn't find it; does the motor only exude the CO at a certain temperature, load, or other situation; is the test equipment defective; are we in a parallel universe? So, about taking CO-in-the-coolant off the table? No, we can't. To be accurate, the test result wasn't so much negative as it was "inconclusive."

Inconclusive results don't usually net much progress for us; invasive tests that come back inconclusive are far worse, since our paws may well have introduced change in the cause or the symptom. Let's say, for example, the only way we can get a good air sample from the particular cooling system in question is to remove part of the thermostat housing: when the block check comes back negative, and we can't subsequently duplicate the overheating symptom we're here for, we're forced to add to our list a problem with the thermostat or housing which we unwittingly repaired, but have no idea what it was or how we affected it. Now we've created a bad thing: a car that's not broken ... and never got fixed.

If the only tests one can invent for a hypothetical line-item are very costly to execute, likely return inconclusive results, or are invasive, I think it is wise to move down to the next on the list and look for the option for a simple decisive proof instead.

Kindly contributed by **Alan Cowan** 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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A 66 Year Old Jaguar Still Purrs

The son of auto racing champion Walt Hansgen explains why the XK 120 his father drove means so much to him.



Rusty Hansgen, 69, a retired mechanical engineer for Mars Chocolate from Woodway, Texas, with his 1950 Jaguar XK 120. The car belonged to his father Walt Hansgen, a racer from the 1950s and 60s, who died following a crash.

My father owned a Jaguar dealership, and the XK 120 pictured here was his personal car. Growing up in northern New Jersey, I drove it often. It was bare bones—no heat, no directional signals. I remember packing the cylinder head with ice cubes so the car wouldn't overheat during inspection.

In the spring of 1966, [my father crashed](#) while practicing for the 24 Hours of Le Mans in France, the most important sports car race in the world, at the peak of what many call the Golden Age of Racing. He died in a military hospital five days later.

Obviously, it was traumatic for our family. We had to liquidate his business, and I inherited this car. It was part of him, and it was a family heirloom. For 30 years, I kept the car on jack stands in a

workspace, looking forward to when I could retire so I could restore it. That time came about 10 years ago. I completely rebuilt every mechanical component on the car, redid the interior, had the chrome replated, etc. The car has a distinct exhaust note, and I'll never forget driving it for the first time after the restoration was complete. There was that engine's song that I remembered from when I was a kid.

I never intended this Jaguar to be a show car, but I do take it to local car shows. The car will have a sign with my name on it, and at least once at every show I take it to, a stranger will come up to me, asking if I have any relation to a racing driver from the 1950s and 60s named Walt Hansgen. That was my dad. He made a big impression on a lot of people.



From the Wall Street Journal

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First Wednesday Dinner

Firebirds Grill

Wednesday October 5th

Join us for our monthly social dinner at Firebirds Grill at the La Encantada complex 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.

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

www.firebirdsrestaurants.com/locations/tucson-az

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

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F-Type SVR comes to Royal

The new Jaguar F-Type SVR is expected to arrive at Royal Jaguar around October 7th. If it does arrive on the 7th, it should be on the sales floor around October 10th. Please understand these are estimated dates, so they may slip a bit, so you may want to call before coming down.

This F-Type SVR will be a convertible, blue with black top and black (jet) interior. This is one of the most exciting and fastest F-Types made, so please if you get a chance come by and take a look. When you come to Royal Jaguar, please identify yourself as a Club member.

JLR News

Jaguar Land Rover has demonstrated a range of innovative research technologies that would allow a future autonomous car to drive itself over any surface or terrain.

Jaguar Land Rover's multi-million pound **AUTONOMOUS ALL-TERRAIN DRIVING** research project aims to make the self-driving car viable in the widest range of real life, on- and off-road driving environments and weather conditions.

Tony Harper, Head of Research at Jaguar Land Rover, said: "Our all-terrain autonomy research isn't just about the car driving itself on a motorway or in extreme off-road situations. It's about helping both the driven and autonomous car make their way safely through any terrain or driving situation.

"We don't want to limit future highly automated and fully autonomous technologies to tarmac. When the driver turns off the road, we want this support and assistance to continue. So whether it's a road under construction with cones and a contraflow, a snow-covered road in the mountains or a muddy forest track, this advanced capability would be available to both the driver AND the autonomous car, with the driver able to let the car take control if they were unsure how best to tackle an obstacle or hazard ahead. We are already world-leaders in all-terrain technologies: these research projects will extend that lead still further."

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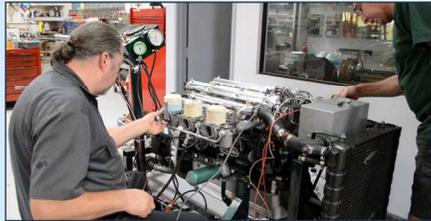
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