

October 2017

# Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



**Chauncey Dayton autocrossing in an E-type Jag**

## Coming Events

- Oct 4 First Wednesday Dinner**
- Oct 13,14,15 Painted Desert** (Sam Logan & Linda Willmore)
- Oct 12,13,14 JCNA International Jaguar Festival**
- Nov 4 Concours** (Cameron Sheahan)
- Dec 3 JCSA Holiday Party** (Doug Dechant)

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## The Prez Sez



Here we are only a month away from our annual Concours d'Elegance at the beautiful St Phillip's Plaza. It's time to send in your registration and buff up the cats. Jude and I will continue to be in Virginia and miss our first JCSA concours in many years. On the bright side, we will enter a show in early October that is sponsored by the Shenandoah Valley British Car Club (SVBCC) and then venture down to Lanier Island, GA for the IJF. We always enjoy seeing the high-priced feline toys.

The area around Harrisonburg, VA is wine country so we are investigating local tasting rooms. We have driven the XF to several rendezvous set up by SVBCC at area vineyards. These events typically do not involve an organized drive since the club membership is scattered over the Harrisonburg-Charlottesville region

in every direction. So, a parking area is set aside for displaying a wide range of British motoring with a Miata or two thrown in. Once again, don't delay sending in your concours registration.

### *Michal Von Pinnon*

Long-time JCSA member Michael Von Pinnon passed away unexpectedly on Monday, September 18, 2017. He is survived by his lovely wife, Gail. He loved driving and working on his very special Jaguar XKR. They have been married for over 40 years and have been valued JCSA members since 1982.

Michael will be missed by us all.

(Michael and Gail at the recent club drive)



### **Leadership Team**

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Visit our club's award winning website [www.jcsaz.com](http://www.jcsaz.com)

*Mark your calendar for the  
Jaguar Club of Southern Arizona's Holiday Party*

*Sunday, December 3, 2017*

*Sullivan's Steak House*

1785 E River Rd, Tucson, AZ 85718



Cash bar starts at 4:30PM with Dinner at 5:30PM.

Fare is \$77/pp inclusive of tax and tip.

Please contact Doug Dechant at [dougdechant@gmail.com](mailto:dougdechant@gmail.com) for more details

### **JCSA Potluck Social**

The first JCSA Potluck Social Fundraiser was held at Dan & Colleen's home on Wednesday, September 20th. Bbq'd salmon and other fare was provided by our host and hostess. Attendees Ron & Abbe Meyer and Dan & Toni Veenstra brought accompanying dishes of their liking to make the event complete. What a better way to get to know other JCSA members than casually enjoying an evening in the privacy of one's home.

The winter season is open at this time for others who would like to host this event. Normally, the 3<sup>rd</sup> week in the month is the target for this event. The hosting members choose the day of the week and the duration of the event. The hours are usually 5 to 8.

In short, this is a fundraiser for the JCSA general fund. Besides bringing a dish for 6 to 8 people, attendees also make a contribution of \$10 per person. The monies collected go to support JCSA activities less the amount needed to reimburse the host for purchasing the entrée.

We have sent out particulars with regard to hosting this event and what is involved. If you need additional information prior to hosting an event in your home then feel free to contact Dan Veenstra at [Dan@TucsonArizona.town](mailto:Dan@TucsonArizona.town) or call him at 520 789-6644.

## A GREAT AMERICAN ECLIPSE ODYSSEY



What if some JCSA members decided to travel in their Jaguars to observe the total solar eclipse of 2017? Would they find happiness and contentment in experiencing such a rare USA event? What trials and tribulations would they experience?

To find out the answers to these burning questions, JCSA members Donna and Carroll Lam, and Ellen and Stephen Saltonstall embarked on an eight-day odyssey to Jackson, WY and return during August to observe the "Great American Eclipse of 2017." Carroll began planning for the trip over two years ago to assure room reservations in the desirable Snow King Resort in Jackson and "The View Hotel" in Monument Valley.

View Hotel" in Monument Valley.

With the advanced planning completed, the Lams and Saltonstalls departed Tucson on August 17<sup>th</sup> for a planned arrival in Jackson on the 19<sup>th</sup>, the Lams in their 2012 XJL and the Saltonstalls in their red 2016 F-Type Coupe. The Lams were driving the XJL rather than their F-Type Convertible due to the amount of camera and viewing gear needed for the eclipse. Stephen provided a set of Midland shortwave radios for car-to-car communications, which proved to be in-valuable during the trip. They also equipped both Jags with the latest in radar detection technology, which was very useful in many of the small towns we passed through.

The first day's travel was the longest of the trip and included many beautiful vistas up through Arizona's Salt River Canyon and the mountains of northern Arizona. The two-way radios were a great help in coordinating mountain passing and gas stops.

The first day's travel ended with a night spent in the wondrous Monument Valley at the The View Hotel. The views from our rooms were outstanding but hotel service left a lot to be desired.

Our second road night was spent at the luxurious Grand American Hotel in downtown Salt Lake City. Even that stay was not without adventure. Because Carroll had made the reservations over two years ahead, the hotel reservation software missed the reservation by a year! But, to their credit, the hotel solved the problem by upgrading both the Lams and the Saltonstalls to 17<sup>th</sup> floor suites. The hotel staff and amenities were outstanding.

The third day's travel, which included wonderful scenic views of the American west, concluded with an arrival in Jackson at the Snow King Resort with another reservation (mis)adventure. Again, with some "friendly" words with management (including the negotiating skills of Ellen), we actually ended up in much better accommodations – a four-bedroom condo with a two-car garage! It was a much bigger facility than the original reservation at a much lower price, plus the hotel threw in over \$260 worth of breakfasts for all of us

We had a couple of nights at the hotel prior to the eclipse, which included (for the Lams) an evening "Special Eclipse" program on a nearby mountain accessed via the ski lift. Donna even got to have her picture made with illustrious astronaut [Scott Altman](#), of Top Gun movie cameo fame.

In addition to being able to park our Jags in covered, secure parking, the area in front of our condo was perfect for eclipse viewing.

After two days of pleasantries in Jackson, the "big day" arrived. The eclipse itself was awesome (plus we were able to see the "shadow bands"). Most of us had never experienced a total solar eclipse so we were suitably impressed. (Carroll says he now wants to travel to the next total solar eclipse in the USA, which occurs in 2024.)



In addition to the eclipse phenomenon, we had a couple of great evening meals and fun in downtown Jackson, that was overflowing with eclipse visitors.

The day after the eclipse, we saddled up and headed our Cats down the highways to Steamboat Springs, CO, Durango, CO, and Gallup, NM (one night each) before experiencing the great views and curves of US Highway 191 from Springerville, AZ to almost Safford. Whee! We arrived back in Tucson on the 25<sup>th</sup>.

Our time on the highway in our Jags was great fun. Not only did we experience the beauty of the American mountain west, Stephen and Carroll got to dust off a few "S Car gos" that dared to challenge our two beautiful Cats. The only downside of the travel was a severe windshield "boo boo" on Saltonstall's windshield and a section of paint peeling on the nose of the XJ, both probably caused by a rock impact. We experienced several great lunches at 50's-era diners along the way, and were partly on historic Route 66. (**article edited due to limited space**)

## Concours d'Elegance

JCSA's 45<sup>th</sup> annual **Concours d'Elegance** is **November 4<sup>th</sup>** at St Philips Plaza in Tucson  
The Chief Judge is Cameron Sheahan. You can find more details about the 2017 Concours [here](#).

### **Report from the Vice-President's Brunch** by Steve Saltonstall

On the morning of September 16, five Jaguars and nine Jag enthusiasts gathered at the Chevron Station at Wilmot and I-10 to compete for parking spaces in the shade. We watched as a truck hauling a smoking stock car trailer pulled in to the vast parking lot, spewing insalubrious vapors of burned tire and the remains of a wheel. The stock car racers had no spare tire and no jack. So they just stood there, wistfully surveying their awful mess.

Some thought that this was an evil omen, and that the Jaguar Club members who showed up on this sunny but pleasantly cool morning might be in for a similarly bad ride. But it was not to be. Club Secretary Carroll Lam led our Jamboree of Jaguars east on the freeway, then south on the Old Sonoita highway and on to AZ Route 83 with uncharacteristic and somewhat boring, turtled restraint, unaccountably choosing to refrain from passing a small-displacement Honda motorcycle that was holding up the whole show.



But Sonoita and the Vineyard Café soon beckoned, and co-owner and server Jennifer showed us to a table in her establishment's garden, set especially for us in a private corner. As should be obvious from the smiling faces in Carroll Lam's photos, the food was superb and the company was equally fine, though for some reason the conversation turned to disagreeable times that the assembled had experienced at lesser venues. Someone recalled a Jaguar Club meal at a Houghton Road steakhouse, at which the entire staff quit and walked out. The proprietor didn't tell the guests what had happened, and our members just sat there glumly, like characters in a film by Luis Bunuel. Another member recalled seeing a busboy spit in the iced tea he just ordered, which he never got to drink.



The only (admittedly minor) disappointment of the day was that our redoubtable and much-beloved honoree, Vice President Doug Dechant, never gave his much-anticipated oration comparing the economics of the Arizona sports car and mid-Atlantic blue water yacht markets. Instead he told a difficult-to-follow shaggy dog story involving the management at Royal Jaguar, with a punch line that no one could seem to remember two minutes after it was delivered.

We drove home sated and happy.

## **First Wednesday Dinner- October 4**

Join us for our monthly social dinner at Firebirds Grill at La Encantada on Campbell and Skyline. This is an informal fun-filled evening spent with other Jaguar lovers, a perfect spot to socialize and meet new members. Order from the Special Mountain Time menu before 6pm.

Half Price Drink Specials between 3pm & 7pm

Get there between 5 & 6 for mix and mingle

## STILL, TO THIS DAY ...

In my youth there was a problem that cars would occasionally develop, where they would just stop running after 10 or 15 minutes, like getting tired out. This was eventually traced to a blockage in the tiny vent hole in the gas cap. This occurred because fuel would be drawn out of the gas tank, but no air would be allowed back in to replace it. Eventually there would be a vacuum in the tank, and the fuel pump could no longer draw fuel. In those days, I might note, if a car was stored in the garage the whole place would smell vaguely of fuel. Each day, as the room would warm up, the air on top of the fuel in the tank would expand and exit through the vent hole in the gas cap (also through vent holes in the carburetor.) In the evening the tank would cool and contract, and would draw some fresh air into the gas tank which would then be contaminated with vapor, to be expelled again the next day. If the tank was overfilled on a warm day the gas would spill out on the road through the vent in the cap as it expanded. "Topping off" was not advisable.

As times have changed, we no longer consider that behavior acceptable. Now, we have a fuel system in the car where that vapor in the airspace on top of the gasoline is sealed in a closed system and it is only allowed to vent to the atmosphere in controlled ways. Fuel vapor is stored and vented through a "purge valve" into the engine to be burned when the time is right. Also, in many states, when refilling, the vapor in the tank is removed by the gas nozzle as it is replaced with fuel at the gas station, and pumped into the station's storage tank to replace the missing fuel it has dispensed to you. In Arizona that vapor just becomes part of the atmosphere.

This closed system in the car involves a special air space at the top of the gas tank which cannot be filled with fuel when you buy gas (earlier systems often used a separate "vapor tank"). This way, if a full car is left to sit in the sun, when the fuel expands it has a place to go other than out onto the ground. There are just two other characteristics of this closed system that are important to full understanding. One is the use of a charcoal-filled canister, the device by which we replace that pinhole in the old gas cap and allow air back into the gas tank as the fuel is consumed by the engine. It is a can with two holes, usually open to the fuel vapor on one end, and the atmosphere on the other. The design itself, and the charcoal (carbon) in the middle, prevent fuel vapor and smell from escaping, and store it until purged during running. The second is a test system to ensure the security of the closed-circuit nature of the gas tank. This system consists of a small pump (DMTL), a pressure sensor, and a vent valve. Periodically the pump and pressure sensor within the fuel tank run a test. When driving conditions are correct, when the fuel tank is below a three quarter and above one quarter, and temperature and so-on are just right, the purge valve closes at the engine and the vent valve closes the charcoal canister vent. Then the little pump creates a specific pressure in the gas tank, turns off, and the pressure sensor monitors how long it takes for that pressure to dissipate. If the time meets a minimum then there will continue to be no "check engine" light (no fault codes stored) and life will be good.

Ever since these closed systems were first introduced there have been cars with design flaws in them. Surprise? One flaw was insufficient air space reserved in the fuel tank in case it is topped off on a hot day. The result is that excess fuel can be expelled through the charcoal canister. If liquid fuel is introduced into the carbon canister, the charcoal inside becomes saturated and will no longer prevent fuel vapor from exiting. The canister must be replaced. This defect is particularly noteworthy in the Jaguar range in the XK series of sports cars made from 97 through 05. But the advice to never top off the fuel tank after the pump first kicks-off is still wise to heed on any car.

**Alan Cowan** is a British-car driver of well over a million miles, and a private pilot of over 750 hours. He is proprietor of the workshop, Falconworks' Fine Auto Service.



## PAINTED DESERT OVERNIGHT DRIVE

OCTOBER 13-15

The Jaguar Club drive to Winslow and the Painted Desert is coming up soon! We will meet at the Safeway Plaza on the southeast corner of Ina and Oracle at 7:30 am on Friday, October 13, leaving at 8 am. The drive thru the Salt River Canyon to our lunch stop at the Cattlemen's Steakhouse in Showlow will take approximately four hours, then another 80 miles to Winslow and La Posada. Dinner in Winslow on Friday night will be at leisure. Saturday morning we motor to the Painted Desert with an early stop first at the famous "Standin on the Corner" display in Winslow for a club group photo. Dinner and Happy Hour will be Saturday night at La Posada's Turquoise Room and Martini Lounge.

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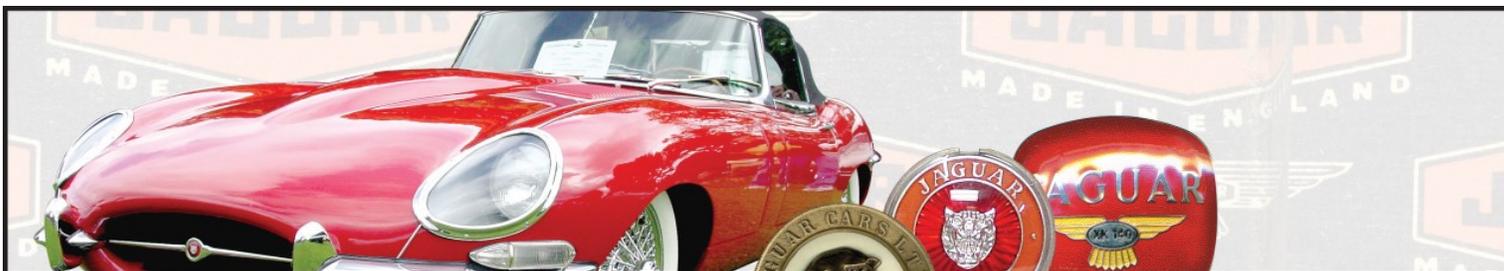
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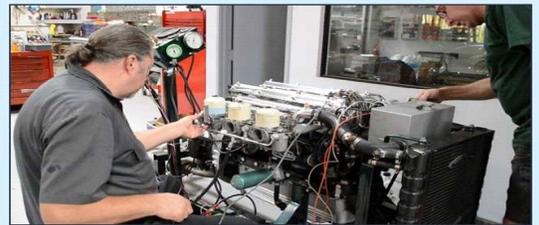
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