

September 2016

Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona

XJ220



The initial XJ220 concept car was unveiled to the public at the 1988 British International Motor Show held in Birmingham, England. Its positive reception prompted Jaguar to put the car into production; some 1500 deposits of £50,000 each were taken, and deliveries were planned for 1992.

The changes to the specification and a collapse in the price of collectible cars brought about by the early 1990,s recession resulted in many buyers choosing not to exercise their purchase options. A total of just 271 cars were produced by the time production ended, each with a retail price of £470,000 in 1992.

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The Prez Sez

It seems the summer heat is taking its toll resulting in the cancellation of our August drive to Karchner Caverns through lack of interest. I guess we will have to give some thought to the future of summertime runs. One suggestion is that we have a mid-summer run up Mount Lemon each year and that would be the sum total of our hot weather drives. Your thoughts would be appreciated.



In October we have a most exciting event - the return of the famous Dramamine Drive and an overnight in the White Mountains at Alpine. See an advance notice on page 4 and mark your calendars.

In this issue I have included no words about happenings in Europe as I am sure you are bored with hearing about all that foreign stuff.

On September 18 we will have "Breakfast in the Garden" at Tohono Chul. Temperatures should be perfect for a short drive and breakfast in some very pleasant surroundings.

Another thing I am speechless about is the unbelievable price paid for a D-Type at Pebble Beach recently. See below!

Happy Motoring Fred Secker President

THE 22 MILLION DOLLAR JAGUAR!

'Must be a joke' was my immediate reaction but no, it is the absolute truth. The 1956 Le Mans winning Ecurie Ecosse D-type went for an eye-watering \$21.8 million at RM Sotheby's at Pebble Beach. WOW!



Driving Events

- September 18 Local drive and brunch
- October 22 Overnight White Mountains
- November 12 Concours
- December 9 Holiday Party at Tanque Verde Ranch
- January Mystery Drive

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September Saunter



Breakfast in the Garden!

Take your Jag on a morning jaunt through the saguaros and then to breakfast at the Tohono Chul Garden Bistro.

On Saturday, September 17th we will meet at 8:30 for a short (about an hour) morning drive through the west side of Tucson and the Saguaro National Forest. The drive will finish at Tohono Chul where we will have breakfast at the Bistro on their garden patio. (Weather permitting – if too hot, we will move it to indoors). Their menu can be found at <http://tohonochulpark.org/wp-content/uploads/2015/02/Breakfast2-15.pdf>.

We will meet at 8:15 in the parking lot of the Arco station (802 W. Speedway Blvd) at the northwest corner of Speedway and the 10. After a brief drivers meeting, we will head out at 8:30 for our drive.

Please RSVP to klychr1@yahoo.com or 760 451-2288 by 14 September so that we can confirm our reservation at the Bistro.



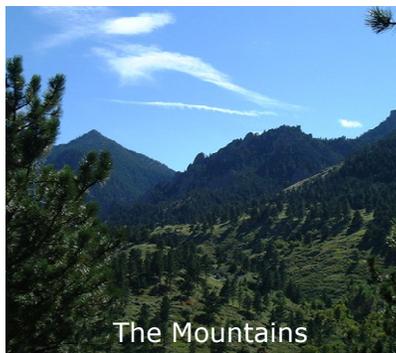
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Rustic Overnighter

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

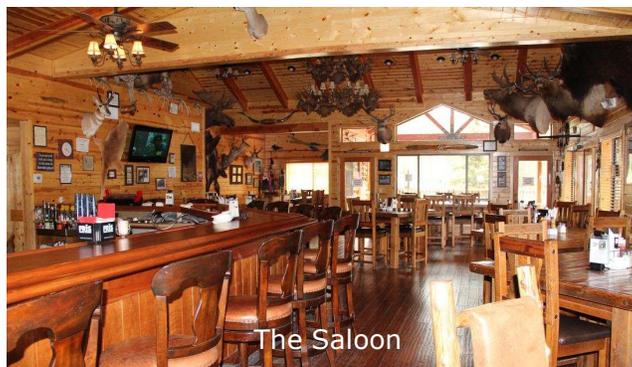


The Road

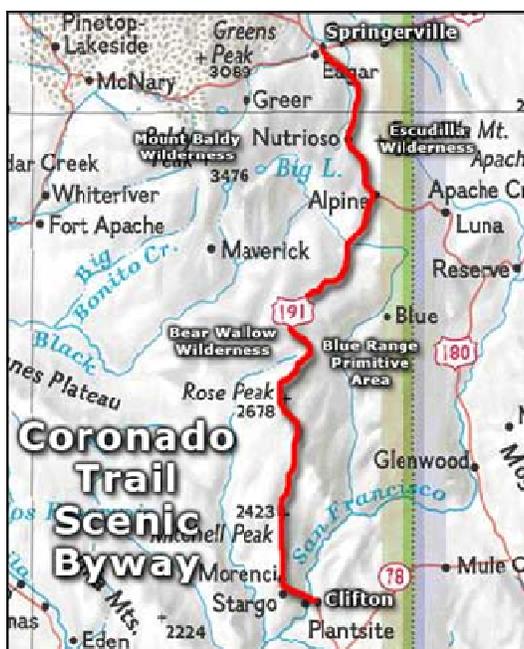
We will stay at the charming Tal WiWi Lodge, <http://www.talwiwi.com/home-1.html> outside of Alpine, AZ. We have a block of rooms held for us until 22 September, so call and make your reservations soon to get the room style of your choice. They can be reached at 928-339-4319 and tell them that you are with the Jag Club of Southern Arizona.



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 to Tucson by another beautiful route.

More details to follow.

Please RSVP to Kelly at klychr1@yahoo.com or call 760 451-2288 so that we know how many are planning on going. **It will be a great weekend in the splendor of Arizona's White Mountains.** If you have any questions, just e-mail klychr1@yahoo.com

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Technical Forum

The Preponderance of Evidence Part 3

Sequencing Tests

Technical Service Bulletins are part of a hierarchy of Factory-issued after-the-fact documentation. At the top of the heap is the well known Safety Recall. For obvious liability/public-outcry reasons, to the best of the manufacturer's ability these notifications are followed with mandatory repairs at least. Then there are non-safety Recall notifications to clients. Below these are Service Actions (aka Silent Recalls): notices to Dealers that if and only if the customer observes and complains of the situation, the car will be repaired/modified at a reduced rate, or for free. Last are the TSBs. We're discussing their use (in lieu of forums) as part of our preponderance of evidence which helps guide test technique.

Last time we considered how it would go: calling a client to report that their vehicle had failed a chemical test, performed in accordance with a Jaguar Factory Service Bulletin relevant to this VIN range of cars, which indicated a serious internal fault with the motor, costing many thousands of dollars to investigate: this tempered with the fact that the test has a probability of indicating the true cause of the overheating at about 50%.

In fact, we don't often begin a case with a search for relevant TSBs. Instead we interview the client, inspect the patient, and document the observable symptoms. For the overheating example, we start with: *is there any water in it?* Perhaps there's a huge plastic bag over front of the radiator (or other blockage, internal or external)? Is the cooling fans' system fully functional? Do we have reason to believe the thermostat is opening correctly? Is there evidence that a transmission, air-con, brake or running fault is leading to the buildup of extra heat? And later, yes, is there trace CO in the coolant? These are all likely hypotheses, and should be investigated before searching the TSBs.

The thing about the 50% chance dilemma, is that with each typical cause of overheating we rule

out, we increase the odds our candidate is part of the tiny minority — the 4% of its population with the condition — to a point there's little else left on the table, and we've moved our problem-car into a group of over heaters where perhaps half are actually suffering an internal gas leak at it's root. Now the Block Check is justified: referring back to the maths from last month's test validity examination, the large group of false positives (most of them having empty radiators in fact) skewed the reliability of the test. Having simply culled the population getting the false positives from 96% of all cars to 50%, and nothing else, we can perform the Block Check (per the TSB) with a 96% confidence that a positive result will *correctly indicate causality*. What we learn from this is important: while we can do little about the false positives, by filtering we can dramatically reduce the size of the group subject to them. The Block Check, used as a stand-alone test, showed a true positive result at about 50%; used in the context [of other tests] it improved to as close to existential certainty as we can hope for. My wish here is to help make clear that tests don't exist in a vacuum, or moreover, have little meaning in a vacuum.

In solving difficult diagnostic problems I believe it is important not to get stuck in the trance that since something obscure happened to somebody before, it is therefore any more likely it has happened here. Hypotheses need to be offered up first — as many as possible — and then taken off the table in a weighted sequence. TSBs can help us develop hypotheses, but are not necessarily solutions. A formula for where testing begins, in painting our picture of causality, might be: (most-likely * easiest-to-test)/2. In the latter set lurks an interesting validity concern: suppose we've obtained a negative Block Check test result? Do we conclude there is no CO in the coolant and take that risk off the table??

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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NUB 120



This XK120, more than any other, was the car that established Jaguar's motor sport credentials. Though neither the first nor the last of the competition XK120s, NUB 120 was by far the most successful of the breed.

Unlike most other competition cars in the collection, NUB 120 was not a works car, but was privately owned and campaigned by Ian Appleyard, with his wife Patricia, William Lyons' daughter, acting as navigator. It missed victory in its first ever event, the 1950 Tulip Rally in Holland, by one quarter of an inch. Appleyard did not make the same mistake again, entering the 1950 Alpine Rally and winning a Coupe des Alpes.

The following year, Appleyard and NUB 120 repeated their success in the Alpine Rally and added the RAC Rally and the elusive Tulip Rally to their string of victories. Despite failing to win the Alpine Rally outright in 1952, the third consecutive run without incurring a single penalty point earned the first ever Gold Cup for the car!

The secret of the XK120s competition success was its extremely rugged chassis, the extraordinary reliability of its then new 3.4-litre, twin-cam engine and the light weight of its all-alloy bodywork (later production cars were built from steel). Its only weakness was its brakes, with heavy wear rates and susceptibility to fade, which almost proved the undoing of the Appleyards on many occasions during their time together.

At the end of its active career in 1953, NUB 120 returned to Jaguar and has been with them ever since. Ian Appleyard replaced it with a new XK 120, registered RUB 120. Today NUB 120 is maintained in full working order and can often be seen at classic car events supporting the marque whose reputation it did so much to establish.

Registration mark: NUB 120 (13 March 1950)

Chassis number: 660044

Owner: The Jaguar Daimler Heritage Trust



First Wednesday Dinner

Harvest on River

Wednesday September 7th

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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Jaguar News

Fastest Selling Jaguar

Jaguar's new F-Pace SUV has become the fastest-selling car in the company's 94-year history, fuelling expectations that parent company JLR may finally be able to break nearly a decade of over-reliance on sales of Land Rover cars.

30,000 models of the marque's first ever SUV have been sold globally since it hit British roads in mid-April before going on to be sold overseas. JLR is having to secure additional cars to satisfy customer demand, raising the prospect of a new production line having to be built at its Solihull factory if interest continues at the current pace.

The latest online data shows that 1.6m people have searched Jaguar's website for the F-Pace, and 370,000 have taken the time to specify exactly how they would configure the car down to the last detail.

Driverless Jaguars?

Jaguar Land Rover has revealed plans to create a fleet of more than 100 autonomous research vehicles – with testing on public roads starting later this year. The news comes shortly after the brand announced new road reading technology designed to make off-roading easier.

The first tests will involve vehicle-to-vehicle and vehicle-to-infrastructure communication tech that will allow cars to talk to each other by reading signs, gantries and traffic lights. Research will begin later this year on a new 41-mile route across motorways and urban roads around Coventry and Solihull in the West Midlands.

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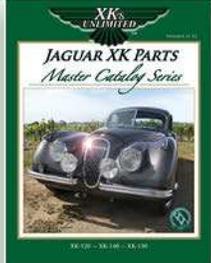
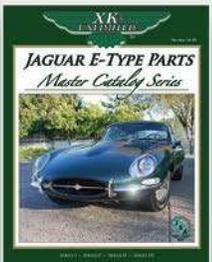
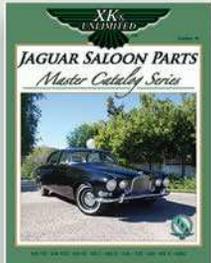
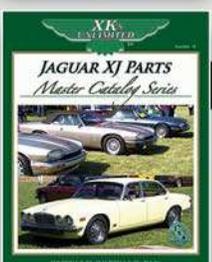


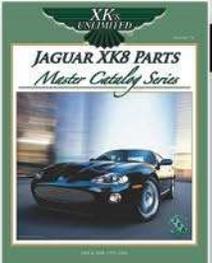
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