

September 2017

# Desert Jaguar



Monthly Newsletter of the Jaguar Club of Southern Arizona



**The Rarest Jaguar - 1954 XK120**

## Coming Events

- Sept 6**            **First Wednesday Dinner**
- Sept 16**          **Vice President's Breakfast 9:30 a.m.** (Stephen Saltostall)
- Sept 20**          **JCSA Potluck Social** (Dan Veenstra)
- Oct 13,14,15** **Painted Desert** (Sam Logan & Linda Willmore)
- Oct 12,13,14** **JCNA International Jaguar Festival**
- Nov 4**            **Concourse** (Cameron Sheahan)

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## The Prez Sez



Finally, we were able to join a local British car club in Virginia for a "rally" called Hares & Hounds (okay, it's Virginia.) The idea is that a route of 50+ miles is laid out by the organizers. The starting direction is provided and the next decision point (turn/don't turn at the next intersection, dirt roads don't count) is indicated by a large dollop of lime on the right-hand shoulder of the road. You make a decision, and if you are correct, there will be a confirmation dollop of lime within .5 miles. Otherwise turn around and try again. Cars are staged at 2 minute intervals and the final destination is provided.

Odometer reading closest to shortest route = winner. We drove the XF and weren't close to winning but we did make some neat u-turns.

The picture is a view inside the barn-sized garage of the home owner at the final destination. The Virginia countryside is laced with numbered roads that carry a low volume of traffic so it is a favorite area for planning rallies.

A reminder that our annual concours is approaching and the club is making final preparations for another exciting event. I'm sorry we will miss our first JCSA concours in 10 years but we plan to visit Tucson after the first of the year.



## Leadership Team

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# The rarest Jaguar comes back to life after a laborious restoration

Ronan Glon

Digital Trends August 22, 2017

The F-Type Project 7 is the rarest Jaguar in recent memory. Just 250 examples were built, and the entire production run was spoken for in the blink of an eye. It's not the rarest Jaguar in the company's history, though. That honor arguably goes to a Pininfarina-bodied XK120 built in 1954 and delivered to a high-profile owner in New York City. The one-of-a-kind car changed hands numerous times over the subsequent decades, and it ended up the worse for the wear. That's when modern tech came to the rescue.

A British shop named [Classic Motor Cars](#) (Click for video) spent a whopping 6,725 hours restoring every single part of this car to like-new condition. The team in charge of the project started by stripping the XK down to the bare metal. Its one-off status complicated the task considerably because there are no blueprints or reference guides to rely on. Mechanics working on the car consequently had to take careful notes during disassembly, and photograph every component. Rust chewed away at the body so the front end, the rear quarter panels, the door skins, and the trunk floor were replaced with new sheet metal. The chassis was repaired, and the car was given a fresh coat of two-tone paint to highlight its [Pininfarina](#)-penned lines.

Then came the challenge of finding the parts that were missing, or too damaged to be repaired. Using photographs taken over the course of the car's life, Classic Motor Sport re-manufactured the front and rear bumpers, which are specific to this car, and made mock-ups of the lights using a [3D printer](#). Some of the missing bits and pieces were also 3D-printed. This is clearly a technology that changes the way we restore cars; even [big manufacturers](#) are using it. And while we can't 3D-print glass parts yet, [3D-scanning technology](#) was used to reproduce the rear window.

The original upholstery was replaced with tan leather long ago, and the black-and-white photos of the car don't shed much light on what the interior looked like over six decades ago. The team was lucky to find a small sample of the original leather upholstery when tearing down the car, however. And automotive archaeology told them exactly which type and color of leather they needed to reproduce. There's no sense in making a car look good if you can't drive it, so the engine and the gearbox were completely rebuilt. Power for this stunning Jag comes from a [XK 120](#)-sourced 3.4-liter straight-six engine fed with a pair of carburetors. It makes 180 horsepower at 5,300 rpm, which was a jaw-dropping statistic in the 1950s. While it's not the most powerful car Jaguar has ever built (that honor goes to the [XE SVR Project 8](#)), we bet this XK 120 sounds every bit as good as it looks.

*Thanks to member Robert Bell for sharing this article*



## Jaguar Club Styling

Our current offerings include a Men's and Women's Polo Shirt, a Men's Polo Shirt with a pocket, a T-Shirt for Men, Women & Youth plus a baseball style hat which fits both adults and youth. We will be accepting orders every month through the last day of the month. Orders received during any month will be embroidered the following month and shipped to the buyer on the 15th.

Online ordering is currently available with payment through your favorite credit card or your PayPal account.

100% of proceeds over our cost goes to funding other ongoing programs within the club. [CLICK HERE TO SEE THE OFFERINGS AND PLACE AN ORDER](#)

## Let's have a Party!

The JCSA first Potluck Social will be held on September 20 at Dan and Colleen's home. The festivities will start at 5:00 and will end somewhere around 8:00. Our gracious hosts will be providing a delicious BBQ entrée.

The members who are attending will need to bring a food item such as a hot dish, salad, dessert, appetizer, etc. (for 6-8 people.) Also, this is a BYOB function.

All plates, utensils, cups, napkins and drink mixers will be provided.

Please notify Dan Veenstra no later than September 15 if you are going to be attending this fun event. ( [Dan@TucsonArizona.town](mailto:Dan@TucsonArizona.town)) or (520) 789-6644



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**Party  
Time!!**



## First Wednesday Dinner – September 6

# Firebirds Grill

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.

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## Concours d'Elegance

Our club's 45<sup>th</sup> annual *Concours d'Elegance* is coming up this **November 4<sup>th</sup>**. As usual, our event will be held at St Philips Plaza in Tucson with a Friday night mixer at the Union Pub at the Plaza and an awards dinner at Vivace's on Saturday night. Keep this November weekend open on your calendar, and tell your friends and neighbors!

The Chief Judge is Cameron Sheahan. A short video of our 2016 Concours can be viewed [here](#). You can find more details about the 2017 Concours [here](#).

Here's our next event!

### The Vice-President's Breakfast - Sept. 16th

Let's take a leisurely drive down to Sonoita and partake in a lovely brunch on the patio of the

#### [Vineyard Cafe](#)

Stephen Saltonstall says: "The Vice President's breakfast, in honor of the redoubtable Doug Dechant, will be on September 16 at 11:00 A.M. at the Vineyard Cafe on the main drag in Sonoita. Carroll Lam will be leading the drive in his *Italian Racing Red Eight-Cylinder F-Type* [ed. note: 495 HP]. His love for speed should make the trip to Sonoita particularly stimulating."

We will meet at the CHEVRON station near the intersection of Wilmot and I-10 (Exit 269) at 9:30 A.M.

We need to inform the Vineyard Cafe of our expected attendance by August 31, so if you plan on attending click on the bar below.

**RSVP now by clicking [here](#)**



Follow me, if you can!

## STILL TO THIS DAY

by Alan Cowan



The *pothole effect* that we'll be using in today's discussion has not to do with infrastructure maintenance, politics, or taxation. It's a good term, I think, for an easily grasped image of a type of accelerated wear that applies to a great many — seemingly more technical — mechanical failures. Once a pothole develops, no matter how small, each tyre that comes to cross it leaves off the edge of the pavement, and like water off a waterfall begins its descent. When suddenly it arrives at the other side of the pothole, the tyre, now a little lower, crashes into the wall and rises. In so doing some material from the asphalt is removed and so grows the pothole, in the direction of travel. The bigger it gets, the deeper each incursion, and a perhaps-exponential rate of growth is observed.

One common place that the *pothole effect* can be seen in action is in the failure of ball bearings, another is the erosive wear from cavitation in liquids. But it is also seen as a sort of tyre wear on cars, commonly referred to as *scalloping*. Seen from the side, the round outer periphery of the tyre becomes faceted. Often you can feel it even before you can see it, and the pattern is distinguished by being irregular. In motion, because the wheel is spring-loaded, as each facet meets the ground *pothole effect* erodes a little more and the wear is self-aggrandizing, the tyre literally hopping up and down while driving on smooth pavement. All tyres owing to the most minor inherent imbalances would do this, soon self-destructing, if there were not a device to counter: a "shock absorber" (aka "shock") which is attached to suspensions, usually one parallel to each spring, and it allows slow movements of the wheel up-and-down. The more abrupt the movement the more the device resists travel, thus eliminating shocks, and earning its name. Effectively any tendency for the wheel to hop is canceled out and the tyres are both in better contact with the road and wear more evenly.

"The front of my car seems low. Perhaps I need to get it new shocks?" Still, to this day many are led to believe that shocks somehow or other hold the car up; that sagging indicates bad shock absorbers. Height is solely the responsibility of the springs and the springs alone. Also, many think shocks prevent vibration: they do not. This is the job of wheel-weights applied to the car's rims at the tyre store. Vibrations are caused by things that go round and round. Even the most egregiously failed shock, while permitting intense harmonic movement, as well as a tyre only intermittently available for such minor matters as braking or turning, will not result in a vibration the driver will feel as persistent or chronic. What then are the symptoms of shock failures, you ask? Most develop slowly and creep up on owner/drivers and are generally benign at the very first. Perhaps there is tyre noise from scalloped wear, slight thumping sensation from one axle or the other on certain sorts of bumps, a tendency for an axle to walk to one side on washboard roads, and in the E-Type and big Jag sedans a boat-like feeling from its butt. While other failures can occur such as seizure, breakage, or bushing disappearance, most worn shocks simply fail to dampen movement of the spring. The simplest test, valid at least for positive results, is to push down or pull up on a bumper (remember those?), quickly let go, and count the oscillations. If a shock is no longer a player, the oscillations will continue like a pendulum does. If the shock is good, the car will return to normal height and stop. With no other symptoms, one extra oscillation might be acceptable, two is not: no guru required. A notable exception to the static test however is leakage. Shocks use oil to function, but only hold a few ounces. If leaking, they may work on the static test and not on the road. But that's easy to cover: simply make sure they are inspected at each other oil Service, no matter their age, and avoid the scallops.

**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.

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## PAINTED DESERT OVERNIGHT DRIVE

OCTOBER 13-15

### Update J.C.S.A. PAINTED DESERT TRIP OCT. 13, 14, 15

"Standing on a corner in Winslow, Arizona"

An update on the JCSA overnight trip to La Posada Railroad Hotel in Winslow, Arizona and tour of Petrified National Forest: Eighteen club members have signed up for this event. Those planning on coming may enjoy the website at [winslowarizona.org](http://winslowarizona.org).

It's not too late to join the group! Reservations at La Posada for nights of Oct. 13 and 14 may be made by calling 928-289-4366. Alternative lodging is Best Western, two miles away, at 928-289-2960. Questions, or to RSVP, **contact Sam Logan at 520-282-2322/slogan16@cox.net**.

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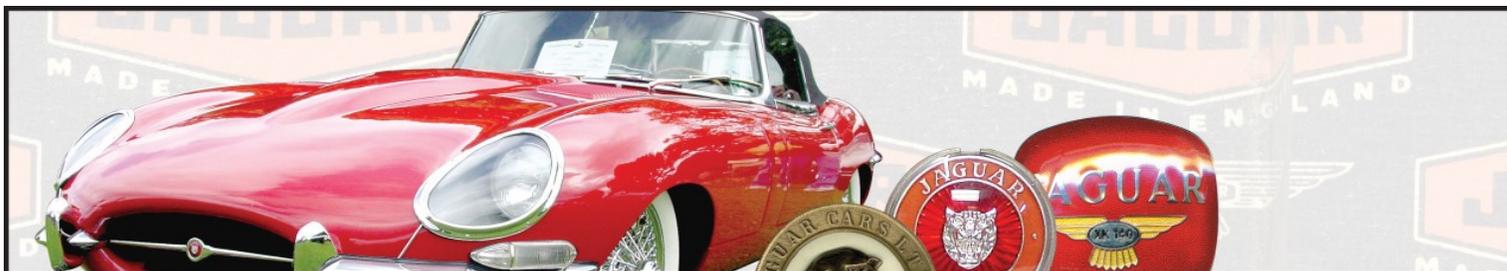
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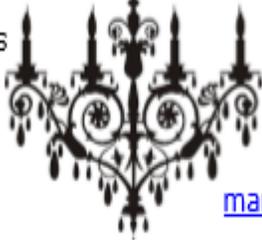
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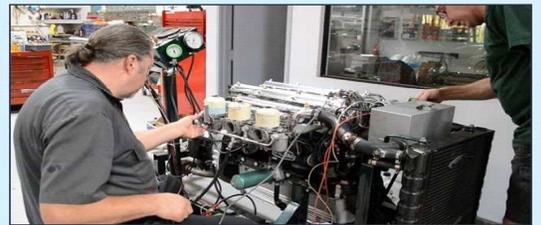
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