



Jaguar Club of Southern Arizona

**Desert Jaguar**

**Newsletter of the Jaguar Club of Southern Arizona**  
May - June, 2022

**JCSAZ.COM**

**FROM THE *DESERT JAGUAR* ARCHIVES**

**Thirty Years Ago**



In celebrating 50 years of JCSA this year, we are taking a look back at past issues of the *Desert Jaguar* for articles that readers may find of interest. This 1936 Jaguar SS 2 ½ Litre Saloon was featured in the March, 1992, issue. The owner and former JCSA member, Rufus Coburn, was located in Austin, Texas, and interviewed recently. Read the original article in this issue.



**Abbe Meyer**

president@jcsaz.com

My gosh the year is just speeding along. The snowbirds have started to leave and we have already had our first 100 degree day.

First, I want to introduce everyone to the new Royal Jaguar/Land Rover Centre Manager Dan Ivey and the new Service Manager Robert Feeney. Please introduce yourselves if you go into the dealership. There still are no new Jags for sale but hopefully later in the year. Also, please know that Royal will service some older model Jags. Call and ask to speak to Robert Feeney. Also don't forget you get a service discount as a member of the JCSA. Royal has always been very supportive of the club and will continue to be under the new personnel. Welcome Dan and Robert.

The trip to New Mexico was fabulous. We had a total of 10 cars and 16 people. We had a few hiccups.... two illnesses (all well now) and one car that kept burping along the way. Food was quite good at all of our stops. The Carlsbad Caverns, the highlight of the trip, did not disappoint. They truly are amazing. See photos elsewhere in this newsletter. Air quality was good all along the way and we did not spot any of the fires. There was smoke but it was way off in to the distance.

First Wednesday lunches will continue through the summer. May, July, and September will be at Firebirds at 5:00. June and August will be at North indoors at 5:45.

On May 20, Linda Willmore is organizing a drive and lunch in wine country. In July, Jim Hart will be arranging our annual get-out-of-the-heat drive to Mt. Lemmon. Watch for emails for these events.

Heads up. The JCSA will be celebrating its 50<sup>th</sup> Club Anniversary this year. Our 2022 Concours d'Elegance is scheduled for November 12 at La Encantada. The awards dinner will be that same evening. Please put on your calendar and look for the registration email in a few months.

We will have a holiday party this year, most likely at Hacienda del Sol. We would like to have a larger silent auction this year. So please, if you have like-new Jaguar memorabilia that you would like to donate, please contact me. If you would like to solicit donations from your favorite shops, restaurants, or attraction places please do so and please let me know.

Best Regards,  
Abbe Meyer

## UPCOMING EVENTS

NOTE: Announcements and reminders will be sent as events are added and dates are determined. Also, check the calendar at [jcsaz.com](http://jcsaz.com)

May 4 - First Wednesday Dinner at [Firebirds](#)

May 20 - San Rafael Valley Wine Tour

June 1 - First Wednesday Dinner at [North](#)

July 6 - First Wednesday Dinner at [Firebirds](#)

July Drive TBD - Mt. Lemmon

August 3 - First Wednesday Dinner at [North](#)

September 7 - First Wednesday Dinner at [Firebirds](#)

September TBD - President's Brunch

October 5 - First Wednesday Dinner at [North](#)

October TBD - Mt. Lemmon Observatory

November 12 - JCSA Concours

December TBD - Holiday Party

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### JCSA Concours To Be Held November 12, 2022

The Jaguar Club of Southern Arizona's 48th Concours d'Elegance is set for Saturday November 12, 2022, at La Encantada Shopping Plaza in Tucson. This event is a great opportunity for you to show your beautiful Jaguar and compete for awards and acclamation, whether as a judged entry or display entry. The Concours is sanctioned by the Jaguar Clubs of North America. This means you can compete for awards nationally in the class of your particular Jaguar. We expect entrants from throughout the southwest US. More information and registration forms will be available on the JCSA website in July. Check out the video from the last Concours in 2021 on the main page of the JCSA website, [JCSAZ.COM](http://JCSAZ.COM)

## MEET NEW MEMBER: PETE WILLIAMS

Hello fellow JCSA members. I have been a long-time auto collector. Currently I own: 2.5 MGB cars (the half is the back half of a car I converted into a trailer), a low mileage (same family since new) 1983 Jeep CJ-7, a 1985 Mercedes 300D Turbo and two modern cars. I've been an admirer of Jaguars for many years. Last year I acquired a dilapidated Series One Jaguar XJ in parts. I just finished assembling the restored XJ. The restoration was a fun project. It made me respect how robust and the individual weight of the components are. Looking at the picture you will see it's a Jaguar sculpture. Some day I may find another Jaguar - one I will be able to drive.

Currently I'm President of the Tucson British Car Register (TBCR), an all-British Marque car club. I also belong to the following car clubs: AMO, MBCA, WPC, Volvo (AMC, Mercedes, Chrysler, Volvo), and a member of the Society of Automotive Historians (SAH). I have been a board member of WPC, MBCA and VMCCA car clubs. I was the principal author of "The Untold AMC" (Ebay, book 1). I have started book two for a 2023 publication date.

As a snowbird, I call Tuscon one of the places I call home. The other places are in Wisconsin and Texas. I enjoy driving tours, car shows, photography, working on cars, visiting car museums, and concours events.



## THE STORY OF THE 1936 SS JAGUAR 2 ½ LITRE SALOON

From the *Desert Jaguar*, March, 1992  
By USAF Col. Rufus Coburn

“My association with SS Jaguar, chassis no.12018, began on a rainy Saturday afternoon near the village of Wixford, west of Stratford-on-Avon in Warwickshire, England in February 1984. It wasn't exactly “love at first sight” as I had been searching for an open tourer. I negotiated a package deal: purchase with subsequent restoration to be completed as time permitted. This arrangement was particularly attractive to me as I was living about four hours distant from Wixford and I could spare time for only occasional trips to check on progress. Restoration began; restoration continued; restoration continued; I moved back to the US; restoration continued and continued.

Pat has always been supportive (tolerant is a better choice of words) of my Jaguar fetish, but her humor was strained every year for five consecutive years at Christmas when my annual restoration bill always arrived, beating Santa by about two weeks. The Easter trip in 1989 to pick up chassis no. 12018 developed into another sequence of memorable events. Six months later however, the chassis was uncrated on the docks of Houston, Texas. Possession at last! Clearing the mountain of paperwork, threading through rush hour traffic in Houston, and finally getting out on the highway to Austin was an epic rivaled only by Ulysses in the Odyssey. The comment which summarized that trip was made by a Texas farmer at one of the gas stops along the route between Houston and Austin: “I know it ain't no Ford, but it shore is purty.” An occasional Sunday afternoon drive and a few photo sessions highlight the ventures out of the coziness of my garage. Exigencies of military life were such that I was never home when local concours were held. Spring of 1991 found chassis no. 12018 crated up again, this time moved with Pat and family to Tucson.

SS Jaguar chassis 12018 was constructed at the SS autoworks in Foleshill, Coventry, England in 1936. While registered as a 1936 model, it incorporates the improvements made to the initial SS Jaguars introduced in September 1935 and this is technically a 1937 model. It was restored to complete originality by A.B. Price Ltd. Of Warwickshire, England. The suede green coachwork is complemented by dark green leather interior accented by polished French walnut door capping and dash. Of approximately 2,000 cars originally manufactured, only about 20 remain today.”



Editor's Note: I located Rufus Coburn in Austin, Texas, and he said the car was sold at auction some time ago through Barrett-Jackson Auto Auctions, although he could not recall the date. Since the chassis number was in his article, I found the original sales listing in 2001 on the Barrett's website and the photo which appears on the cover of this issue. I could find no trace of the car since that time. The original color of the car was suede green, so the cover photo does not do justice to this classic Jaguar color, which is represented in the above photo of a 1937 SS 2 ½ Litre Tourer. Mr. Coburn asked that members be told that he still owns the 1935 Jaguar SS-90 Open Two-Seater which he had when he was a JCSA member in Tucson. Karen Bell

### **JAGUARS SIGHTING ON MARCH 10**

On March 10 it was reported that nine Jaguars were sighted running through the desert north of Tucson. Yes, it was nine beautiful JCSA cars on a day drive to Kannally Ranch at Oracle State Park planned by Kelly Christiansen and Daria Durham.

The route of beautiful, unmolested desert followed Park Link Drive to Route 79 and then Route 77 to Oracle State Park. Climbing slowly from an altitude of 2,000 feet to 3,000 feet on Park Link Road, the desert changes from scrubby vegetation to being totally filled with saguaro, cholla and prickly pear cactus. Then on Route 77 at about 3000 feet the roadside is thick with yucca trees until you get past 3,500 feet. Once inside the park at 4,000 feet, the vegetation again changes, but the focus then is on the large boulders and beautiful rolling landscape.

Kannally Ranch, established in 1903 by the Kannally family from Chicago, grew to 50,000 acres and included land that was later sold to Magma Copper to establish the mining town of San Manuel. In 1929 the family built the 2,600 sq. ft. Mediterranean-Revival ranch house which is now the visitor center for the park. The last family member died in 1976, and ultimately the ranch house and 4,000 acres was donated to the State of Arizona.

Following the visit to the Park, our Jaguars found their way back down to Mi Tierra restaurant in Catalina for a nice luncheon. A lovely way to spend the day. Tom Durham



## New Mexico Road Trip

Our New Mexico Road Trip on April 20 -22, also took us through a corner of Texas. After meeting early at Houghton and I-10, 13 people in 7 cars departed on time to rendezvous at Hacienda de Mesilla just outside of El Paso. There were two additional cars (3 people) joining us at this lunch stop. A short drive after lunch took us to Zin Valle Winery for a tasting before heading for one night's stay at Hotel Paso de Norte in El Paso. Dinner was at nearby restaurant, arranged by Clark Harvey. Another early start on Thursday assured we would get to Carlsbad Caverns in time for our group reservation. It was a "wow" factor for all of us as we walked the 1.5 mile circuit in the Big Room. Surfacing to ground level, we met for lunch in the town of Carlsbad, then on to Inn of the Mountain Gods near Ruidoso, NM. Friday's return to Tucson was somewhat of a challenge due to headwinds up to 40 miles an hour with blowing dirt and sand, but everyone made it safely home. Participants were Carolyn Arnquist, Bethanne and Jeff Simpson, Kathy and George Woodring, Abbe and Ron Meyer, Judy and John Wayte, Troy Jones and Colleen Kearney, Carol and Andy Anderson, Karen and Bob Bell, and Clark Harvey. Thanks to Abbe and Clark for organizing this tour.





## ALL THINGS JAGUAR

### 2016 Jaguar F-type R Coupe Supercharged 5.0-liter V-8 Engine

A recent discussion (online and in-person) among several JCSA members on the topic of using the V-8 engine to create the V-6 engine led Jim Hart to this article in *Car & Driver*. The first paragraph and chart appear here and the link to the complete article below.

Mankind's ability to make things, sometimes out of practically nothing, is what distinguishes us from our knuckle-dragging ancestors. We can dig up ore, melt it, and ladle it into a mold, and out pops an engine block. Jaguar Land Rover's AJ126 engine is a more economical form of human ingenuity; it's a supercharged 3.0-liter V-6 made from the existing AJ133 5.0-liter V-8. Although this is not an original idea on Buick's Fireball V-6, the JLR gambit deserves the Queen's Medal for creativity.

THE WHOLE TRUTH	V-6	V-8
<i>Jaguar Land Rover's AJ126 isn't just an eight with two dead holes, as its six cylinders have a smaller bore and stroke than the V-8. In their highest-output guises, the two engines scale thusly:</i>	BORE84.5 mm	92.5 mm
	STROKE89.0 mm	93.0 mm
	DISPLACEMENT2995 cc	5000 cc
	POWER380 hp	550 hp
	TORQUE339 lb-ft	502 lb-ft
	HP/LITER127	110

<https://www.caranddriver.com/news/a15349070/block-party-creating-a-v-6-by-declaring-two-cylinders-redundant/>

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### Denise McCluggage inducted into the Motorsports Hall of Fame of America

In March of this year, she was inducted posthumously into MSHFA. The 1956 Jaguar XK140 credited with inspiring the racing career of McCluggage arrived in Daytona Beach to be part of the induction celebration. The car, believed to be permanently lost, was miraculously discovered unaltered after sitting in a garage for nearly three decades. Barnaby Brokaw, President and Founder of The Motorcar Society, considers the Jaguar to be one of the most significant "barn finds" of the decade.

McCluggage, who passed away in 2015, was nicknamed "Lady Leadfoot" by motorsports friends and affectionate rivals alike. A cofounder of *Autoweek*, she was the first journalist to be inducted into the Automotive Hall of Fame. A comprehensive article on her accomplishments is linked here <https://www.autoweek.com/car-life/a38802197/denise-mccluggage-motorsports-hall-of-fame/>

## JCSA Health & Safety Statement

As we gather at Club functions, the Board would like all of our members, friends, and sponsors to know that we intend to be as careful as possible with your health and safety. Therefore, we ask that you stay home when not feeling well. The CDC recommends that individuals with symptoms should get tested. Face masks are optional, but individuals may choose to mask at any time. Thank you for your support of our health and safety efforts. March, 2022

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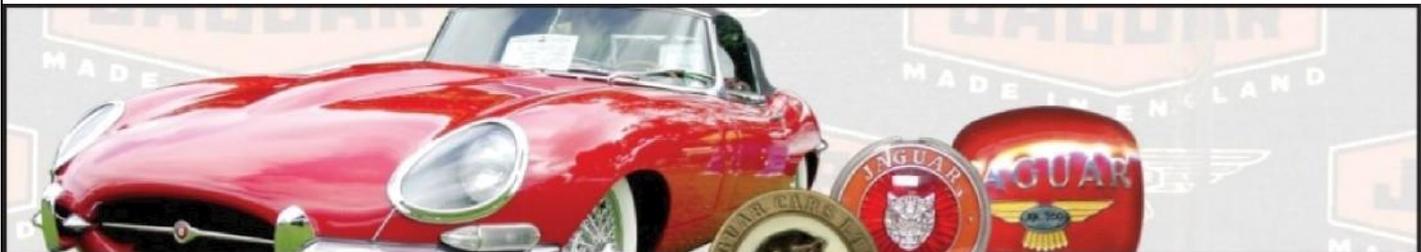
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