

The Jaguar's Growl



The newsletter of the Jaguar Association of Greater St. Louis proudly serving St. Louis Jaguar enthusiasts since 1961



A nice array of E types were on display at the All British Car and Cycle Show on September 26th with Terry & Chris Zerr awarded first place in class (insert)

AT LAST, LUXURY COMES ALIVE.

At Jaguar, we know that the car is the closest thing we can create to something that is alive. That passion for performance meets luxury in the 385 HP Jaguar XK Convertible. Set one loose and you'll feel it immediately. The top is down. The wind is crisp. The future is bright. Visit Plaza Jaguar St. Louis. We would love to make luxury come alive for you.



EXPERIENCE JAGUAR TODAY.

Plaza Jaguar St. Louis



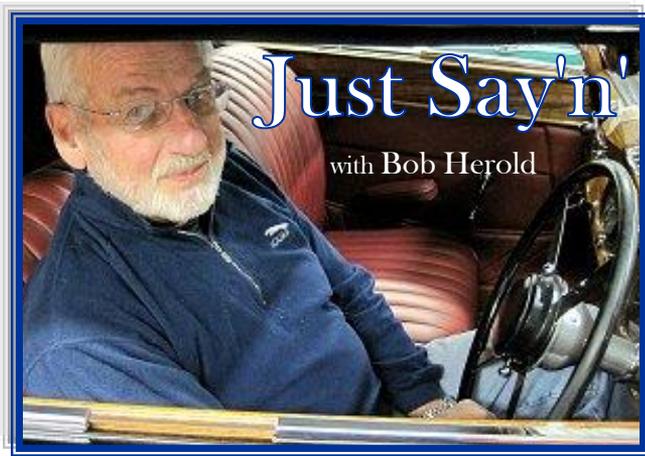
11830 Olive Blvd
Creve Coeur, Mo. 63141
314-301-1700

www.plazajaguarstlouis.com

HOW ALIVE ARE YOU?

©2012 JAGUAR LAND ROVER NORTH AMERICA, LLC

Plaza Jaguar St. Louis is a proud sponsor of the JAGSL Concours d'Elegance



This is going to be a more positive section this month. I was suitably chastised last month for expressing my opinion on the JCNA Members-at-Large program. The amazing thing about it was that I received my lashing before I had even opened my electronic copy of the *Growl*. As it turned out, I could have kept quiet. I read an article in *USA Today* a week later indicating that Jaguar Cars was reducing the prices of all models by approximately 9%, making a sales promotion program redundant. Rob Filipovic, General Manager of Jaguar Product Planning, stated that "We no longer want to be a high-priced outlier in the luxury market" [Source: Chris Woodyard, "Jaguar cuts 2016 prices to hit luxury sweet spot," 3 Sept 2015].

Now for the new and improved Just Say'n'. My son "emaled" a copy of a very interesting article to me that was an interview of Ian Callum, Director of Design at Jaguar, and his philosophy on the design of Jaguars. He said "the big picture for me, what matters, is the 200-yard look, where the car has a certain proportion, a certain profile and stance. ... The detailing is almost secondary" [Source: Joel Johnson, "Jaguar's Ian Callum On Restraint, Leadership, And Following Up On A Hit Design," *FastCompany.com*, 30 September 2015].

About the new XE sedan he said, "you don't accidentally design a sedan. But in our case, we set out to create a sedan that's got a little more of an edge to it." When asked what Jaguar was trying to telegraph, he said, "I still want people to look at this car and think, I want to drive it."

If anyone wants the link to the full article, "emale" me at bob@just-jags.net. It's worth reading.

Under the heading of "small world," I went up to the Fall Auburn Auction, a day after visiting the XJ220 in Muncie (it has been two years). I was sitting in the auction arena, having a cup of coffee, and reading the order-of-sale sheet before the sales began. I looked up when someone was walking by, and it turned out to be **Ben & June Hilliker**. Apparently they go up annually and take in all of the events that weekend, not just the auction. Now wasn't that positive? □ —OOP

Welcome to JAGSL's newest members:

- ◆ Robert & Joyce Frey ◆
- ◆ Mark Greenspahn ◆
- ◆ Mike Maisch ◆



Jaguar Association of Greater St. Louis

"To promote, foster and encourage a spirit of mutual interest among owners of Jaguar automobiles."

◆ Officers ◆

President
Bob Herold
Vice-President
Ron Henry
Treasurer
Terry Carmack
Secretary/Membership
Diana Schlueter 636.477.1763

◆ JAGSL Board of Directors ◆

Term expires 2015
Jim Hendrix - Lisa Hendrix - John Tetrake
Term expires 2016
Tom Loew - Gary Schlueter - Kelly Waite
Term expires 2017
Allan Ellis - Marsh Riegert - Phil Taxman

Point Tabulator - Terry Carmack
Concours Chair - Lisa Hendrix & Ray Unger
Chief Mechanic - Gary Schlueter
Chief Judge - Jim Hendrix
Assistant Chief Judge - John Tetrake
Historian - Gary Schlueter
Advertising Manager - Tom Loew
Webmaster - Dave Henkelmann

Editor

Allan Ellis
allantheGrowl@gmail.com

Contributing Editor

Matthew Johnson
matthewtheGrowl@charter.net

Printing

Kwik Kopy Printing - Chesterfield, Missouri

ADVERTISING POLICY:

All submissions to *The Jaguar's Growl* must be in a form suitable for reprint, jpeg or gif files are fine. PDF files won't work in our format.

ADVERTISING RATES - 12 months:

Business Card	1/4 Page	1/2 Page	Full Page
\$49.00	\$111.00	\$194.00	\$375.00

All material for inclusion in The Jaguar's Growl must be submitted no later than the 15th of the month preceding publication. The Editors reserve the right to edit all material submitted. The Jaguar Association of Greater St. Louis, its officers, directors and the Editors of The Jaguar's Growl expressly disclaim any warranty or endorsement for any of the services or products contained in any advertisement or mentioned in any article. The opinions expressed by contributors are their own and not necessarily those of the Jaguar Association of Greater St. Louis, its officers, directors or the Editors of this publication.

Annual JAGSL Meeting and Elections

On Saturday, November 14 we will hold our Annual Meeting compliments of Plaza Jaguar St. Louis from 6:00 to 8:00pm. Plaza Jaguar is located at 11830 Olive Boulevard, Creve Coeur, Missouri 63141. There will be an election of officers and directors and we will be filling in the calendar for the upcoming 2016 year. If you are interested in hosting an event please have a month/date selected if possible. If you are unable to attend please send in the ballot that is printed below, which will serve as your proxy. Light hors 'd oeuvres and refreshments will be served. Please RSVP via email if you will be attending so Plaza will know how many to expect.

Thanks,

Lisa Hendrix

lhendrix@curtispack.com



ABSENTEE BALLOT

At this, the ANNUAL BUSINESS MEETING of the Jaguar Association of Greater St. Louis, to be held on November 14, 2015, with voting @ 7:00 PM, the following slate of officers will be offered:

- PRESIDENT:** John Testrake

Write-in for President
- VICE PRESIDENT:** Matthew Johnson

Write-in for Vice President
- SECRETARY:** Diana Schlueter

Write-in for Secretary
- TREASURER** Terry Carmack

Write-in for Treasurer
- DIRECTOR** (to expire in 2018): Jim Hendrix

Write-in for Director
- DIRECTOR** (to expire in 2018): Lisa Hendrix

Write-in for Director
- DIRECTOR** (to expire in 2018): Todd Dillon

Write-in for Director

If you are unable to attend, but would still like to enter a ballot, please fill in this form and mail it to:

Robert Herold ♦129 Ridgcrest Court ♦Chesterfield MO ♦63017

UPCOMING JAGSL EVENTS

OCTOBER EVENT

Saturday, Oct. 10th

**Concours
Bishop's Post
Restaurant
16125 Chesterfield
Parkway West**

NOVEMBER EVENT

Saturday, Nov. 14th

**Annual
Business
Meeting
at Plaza Jaguar
6:00-8:00 PM**

JANUARY EVENT

**Annual New Year
Dinner**

**Place and time to be
determined**

NOTE: Absentee ballots are to be received no later than Friday, November 13, 2015, in order to be counted. Other nominations will be accepted at the meeting.



Elkhart Lake Wisconsin is a resort town best known for its lake and Road America, one of the longest road racing tracks in the United States. During the week of September 16th, it was the home of the

last JCNA Challenge Championship, a biannual national event. The Challenge Championship consists of tours, a Slalom Race and a Concours d'Elegance. St. Louis was well represented: The **Hendrixes, Tax-**

mans, McDades, Schlueters, and **Marsh Riegert** all attended. The best St. Louis car in the Slalom Race was my E-Type; in the Concours, **Bob & Jeri Herold's** 1938 SS 2.5L took a first, Jim and Lisa

Hendrix's 1930 Swallow took a second, Phil and Lupe Taxman's '64 racing E-type took a second and I finished third in my class. All in all, a great time was had. □ —KEN MCDADE
(Pics submitted by Ken McDade & Phil Taxman)



There is only one word needed this year to describe the All British Car & Cycle Show, which was held on September 26th at Creve Coeur Lake Park, and that is "Perfect." Perfect weather, a wonderful display of nineteen perfect Jaguars. I was told perfect chocolate chip cookies and sprinkled sugar cookies -- perfect food. As well as the numerous awards received by JAGSL members. Even more perfect were the special awards won by Lisa Hendrix for Best in Show with her 1947 2.5 Litre Saloon and Phil Taxman for Chairman's Choice with his 1939 SS 2.5 Litre Saloon.

I would also like to take this opportunity to welcome two new members who joined JAGSL at the show: Robert & Joyce Frey and Mark Greenspahn. We look forward to seeing you at future JAGSL events!

Congratulations are in order to the following who placed in the four Jaguar classes:

Jaguar Saloon (all years)

- 1st Place - Lisa Hendrix, 1947 2.5 Litre Saloon
- 2nd Place - Phil Taxman, 1939 SS 2.5 Litre Saloon
- 3rd Place - Art & Linda Buechler, 1971 XJ6

Jaguar XJS (all years)

- 1st Place - Mark Schmidt, 1973 XJ-S
- 2nd Place - Tom Loew & Charlotte Bukowski, 1992 XJ-S
- 3rd Place - Robert Duddy, 1989 XJ-S

Jaguar Sports Car (thru XKE)

- 1st Place - Terry & Chris Zerr, 1970 XKE
- 2nd Place - Gary Sudin, 1966 XKE
- 3rd Place - Mark McClosky, 1970 XKE

Jaguar Sports Car (post XKE)

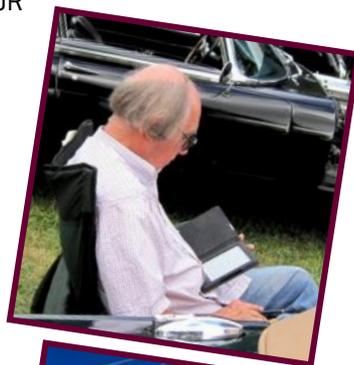
- 1st Place - Mark Greenspahn, 2015 F-Type R
- 2nd Place - Tony Childs
- 3rd Place - Tom Caldwell

In addition to the members noted above who won awards, the following is a list of members and their cars who attended the event:

- Allan Ellis - 1967 420
- Heather & Matthew Johnson - 1969 E-Type FHC
- John Testrake - 1967 E-Type
- Gary & Diana Schlueter - 1999 XJR
- Terry Carmack - 1987 XJ6
- Bonjour & Andre Stunson
- Terry Trowbridge
- Ray Unger
- Mark & Dawn Herzog
- Joe Mizerany

—DIANA SCHLUETER

(Picture credits: Allan Ellis, Heather Johnson, Matthew Johnson, Mark Morgan, Brian Schoeneck, Gary Sudin)





3RD ANNUAL VETERANS DAY DRIVE



Starting in Columbia, IL, join SLTOA on **Sunday, November 8th**, for a drive down to Chester, IL via Bluff Road, and then across the bridge to Perryville, MO (Stoney's Deli for lunch) — in support of **The Purple Heart Foundation** and to honor our veterans.



Post-lunch, folks disperse ... or for the stalwart, a group will be driving home to St. Louis and the Metro East via US 61 through beautiful Ste. Genevieve, and all are welcome to join them.

The event is open: All drivers, all passengers, in whatever marque, and with any size donations! Meet in the parking lot immediately south of the McDonalds in Columbia on IL 3. Cars depart at 10:30am. Contact **Mark Morgan** <rangermk@sbcglobal.net> 314.607.1507 for more info.

A PROPOSAL ...

... to the Jaguar Concours d'Elegance Rules Committee at the 2016 AGM:

John and Kathy Schindler of Jaguar Club of Ohio will be putting forth a proposal to allow a rules change for semi-permanent clear bras being applied to Driven Division Concours cars. They argue that the allowance will encourage participation from more distant areas, especially from owners who will actually drive their cars to the judged shows. Not only are new paint jobs costly, but especially in the Midwest and Northeast, dramatic temperature changes contribute to pavement breakdown, which substantially increases the amount of flying gravel and debris, chipping and nicking paint; in addition, clear bras will protect finishes from bugs, whose acids inevitably damage paint when driving to shows during the summer months.



The Schindlers propose that clear bras be allowed only in JCNA-designated areas, and, if present, will also be judged (along with the finishes they protect) for any type of failure, curling, yellowing, water spots, etc. They call to help preserve Jaguar heritage and boost pride and investment in these fabulous automobiles, encouraging JCNA members to talk to Chief Judges and JCNA Representatives to vote to pass this proposal. Any questions or comments can be directed to:

Kathy Schindler
<schindler.kathy@yahoo.com>
440.336.0109

John Schindler
<jschindler@yahoo.com>
216.276.3774

JAGSL members will remember Kathy and John Schindler from the 2014 Concours d'Elegance at the Kemp Museum, where their stunning 1971 Series 3 E-type earned a solid 10 points in Driven Division.



KITTENS NEEDING GOOD HOMES



FOR SALE: 1997 Jaguar XK8; 217,000 miles, but 120,000 on engine, 60,000 on transmission. New brakes all around; newer rack, radiator, front spring, shocks, & aluminum timing chain tensioners. **\$9900. Ken McDade 618.616.7116**



FOR SALE: 1987 Jaguar XJ6, Woodland Green with tan interior, base model, in exceptional shape, with 72,XXX miles. It was a California car until purchased 4 years ago. No rust and no modifications to original specifications. Everything works except cruise control. Have some receipts from prior owners, as well as original books. Various new parts including tires, alternator, starter, etc. Won its class in JAGSL Concours when shown. **\$5000 OBO. Terry Carmack 314.692.0566**

TOUR DE FUN



Submitted by Gary Sudin

"It turns out," Gary reports, "Fredbird gets along with Jaguars. Who knew?"

On Sunday, August 30th, **Gary Sudin** attended the 25th Annual Tour de Fun, an event that includes "inflatables, rides, a petting zoo, pony rides, classic cars, construction vehicles, police cars, fire trucks, entertainment, and food" whose proceeds support "early childhood, youth and family programming and scholarships." (If I were a child, I'd be inspired by that Jag ... or even if I were middle-aged, come to think of it.) <www.tourdefun.com>

2016
JAGUAR CLUBS OF NORTH AMERICA
INTERNATIONAL JAGUAR FESTIVAL



JAGUAR CLUB OF CENTRAL AZ
SCOTTSDALE, AZ

For additional information, visit:
www.InternationalJaguarFestival.com

To honor our supportive spouses,
we will have an exciting, fun-filled
program especially for them



To reserve your room at the event
special rate of \$164/night, call
800-832-2025 and mention JAGUAR.

The first 50 room reservations will
automatically be upgraded to a suite;
reservations can be canceled up to
48 hours prior to arrival.



Save the dates!

03/31/16 - 04/06/16

AGM & JCNA

International
Jaguar
Festival

1ST ANNUAL CLASSIC CAR TRIVIA NIGHT

Spirit of St. Louis Region of the Classic Car Club invites JAGSL to the 1st Annual Classic Car Trivia Night on **Friday, February 19, 2016** at the Moolah Shrine Ballroom on Fee Fee Rd.



The Trivia Night rounds of auto-questions and general trivia; silent auctions and prizes. Tables are available for \$160.00 per table, or \$20.00 per person. Attendees are encouraged to bring their own food and snacks; there will be a cash bar. A portion of the proceeds will be donated to the **Wheels in Motion National Children's Cancer Society Fund**.

Payment due at the time of table reservation. Make checks payable to SSR CCCA & mail to:
SSR CCCA • 6257 Rhodes • St. Louis, MO 63109

Please include Team/Table Name, Phone Number & Email Address. Contact **Shannon Olson** <olsonrsa98@sbcglobal.net> 314.825.2980 with any questions. ALL old car clubs welcome!!

XF REVIEW FROM CARBUYER

Submitted by Ray Unger

Carbuyer's verdict: "Handsome, efficient, luxurious and hi-tech, the new Jaguar XF is everything a modern executive car should be."



Pros: "Looks gorgeous, handles very sharply, best-in-class legroom"

Cons: "Only one petrol engine available, hi-spec models and options quite pricey, infotainment system still not class-leading."

<<http://www.carbuyer.co.uk/reviews/jaguar/xj/new-saloon/review>>

(From the *Growl* Editorial Team: 1) If the one petrol engine is a *good* one, why would we need another? 2) Infotainment system not "class-leading," eh? In a Jaguar, the "infotainment" should consist of *the driver, the wheel, and the road*. "Infotainment system" indeed!)

September Cars
& Coffee

Next C&C: Oct. 17th
(Last of the season!)

While the *Growl* Editorial Team is known far and wide for its unsurpassed humility, how perfectly did issue 20.8's JAGcetera (pg. 9) call it? Yes, two of the indisputable highlights of C&C were marked in Willow Green: **Art & Linda Buechler's '71 XJ6** made its triumphant return while **Todd Dillon's '71 E-type** made its glorious debut. What has clearly and charmingly become JAGSL row



(since the fateful May 16th Waterway rendezvous) also included **Allan Ellis ('67 420)**, **Tom Loew ('92 XJ-S)**, **Gary Sudin ('66 E-type)**, **John & Meg Sippel ('09 XK)** and **John Testrake ('87 XJ12)**. Jaguar Row also warmly accommodated **Ray Unger's '10 Saab**, and **Matthew Johnson's '78 VW Bus** (the latter arrived transporting a whole crew — Lindsay, Bryan, and Aaron Bjork). Aaron, my 8-year-old nephew, bravely battling issues of hunger, cold, and tired feet, persevered, an accomplishment rewarded with feelings of awe, joy, and general blown-away-ed-ness brought on by the astonishing metal parked at Westport Plaza. I would be remiss if I did not mention that Mark Morgan, kindly (even enthusiastically) allowed Aaron to sit in the driver's seat of his TR8. Given Aaron's excitement, Mark and I were thankful that he couldn't reach the clutch. (And thus, Aaron's attention was successfully diverted from that shiny



2015 Corvette. Whew!) Perhaps we saw, right before our eyes, British sports car passion being embraced by the next generation. I can hope.)



What clearly has become JAGSL Row at C&C.

Bonjour and Andre Stunson examine the carburettor and wiring work of (a dare I say slightly apprehensive?) Art Buechler. (Note: the XJ6 was purring beautifully.)

Photos: Linda Buechler & Matthew Johnson

the TAXMAN Race Report

"Bob Tulus is a real gentleman and was wonderful to talk with over the entire weekend. He came by our garage site and signed the door of the '64 coupe. This was a dream come true!"

The Taxman Group Racing Team (Marsh, Lupe, and me) headed off to Wisconsin for our final weekend of racing in 2015. We were going to the legendary Road America race track for the Elkhart Lake Vintage Racing Festival (ELVF), September 17th-20th. What could be more exciting than 240 vintage race cars doing what they were designed to do? ... Go fast! This weekend held a great bonus, as we were able to spend a great deal of time with Bob Tulus of Group 44 and actually race against his famous XJR5 V-12 IMSA GTP car.

Road America was established in 1955 and is located between Milwaukee and Green Bay in Elkhart Lake, Wisconsin. It's a four-mile, fourteen-turn road circuit, which has challenged the world's best racers for more than sixty years. Bob Tulus said, "It is very fast and very dangerous!" Jaguar has a long history of racing at Road America. The first race was held on September 10, 1955 and featured a D Jaguar for the Briggs Cunningham team against a Ferrari Monza driven by Phil Hill. The first full weekend of racing was in August of 1956, where a Jaguar Mark VII won the feature race.

Road America consists of three long straights, fourteen turns, a carousel, uphill and downhill terrain, and lots of esses. It's a better race course for a long wheelbase car like my '64 XKE coupe, but the course brings out all the big American muscle cars.

English cars were well represented this year at the ELVF. Triumphs, Sunbeams, Allards, Healeys, Brabhams, Lolas, Lotus, MGs, Morgans, TVRs, and Jaguars were seen throughout the 525 acre race complex. There were ten different racing groups. I was in Group 6, which was exceptionally tough. It included: Corvettes, Camaros, Mustangs, Firebirds, Darts, Galaxie 500s, Shelys, Sunbeams, Devins, TVRs, and a very fast Cheetah. Friday's scheduled included two practice sessions with my Group and a one-hour Endura. I was experiencing a tough learning curve during the first two practice sessions. My times were all over the place,

most above 3:16. I decided to enter the Endura, as this would give me a lot of seat time and help in learning the track. There were forty-five cars in the Endura and I was gridded last, due to my slow qualifying time. I finished 27th and knocked six sec-

ond seconds off my previous best time. The best was saved for last, the Jaguar/Allard Race. In 1985, Ken McDade and I went to Florida to watch the Miami Grand Prix. Bob Tulus' Group 44 finished 1st and 2nd. I was now racing against those same two cars! Following a



onds off my previous best time.

Saturday's schedule included a qualifying race and a sprint race. I qualified 37th out of thirty-seven cars in group and finished 31st. The Cheetah was running almost a minute faster than me per lap. In the 5-Lap Sprint Race, I finished 30th.

Sunday's schedule was exciting. A Group 6 Feature Race, the Kimberly Cup Race, and the Jaguar/Allard Feature Race. I finished 28th in my Group 6 Race and had my best times. These muscle cars were incredibly fast and most had twice as much horsepower as the XKE coupe. The 5-Lap Kimberly Cup Race was for cars with times over three minutes/lap. I was gridded 24th. It all started coming together for me in this race. I was driving better and becoming at one with the track. I finished 13th and recorded by best times, knocking another six seconds a lap off my previous

parade lap of Jaguars, the green flag was waved. I got a quick start and led the race for 2½ laps. The Allard J2X passed me and was followed shortly thereafter by the XJR-5. I followed as best I could, finishing the 7-Lap Race in 3rd place. MY FIRST PODIUM and again new best times.

Bob Tulus is a real gentleman and was wonderful to talk with over the entire weekend. He came by our garage site and signed the door of the '64 coupe. This was a dream come true! My first racing season is over and what a journey it has been. I couldn't have done this without the support of Marsh (my wrench), Andre and Bonjour, and Lupe (pit crew). VSCDA runs a wonderful program and I look forward to being more competitive in 2016. Hopefully, we can put together a racing weekend at Blackhawk Farm Raceways for JAGSL. □

—PHIL TAXMAN

became aware of and ultimately obsessed with cars at an early age. Growing up in the Kansas City area (Overland Park) in the '60s, I was surrounded by the explosion of American muscle cars. My best buddies from seventh grade on were all car freaks like me, living and dying for the latest and greatest coming out of Detroit -- with a particular focus on Corvettes, Mustangs, GTOs, Firebirds, and various Chevrolet SS models. We were mostly GM and Ford guys, although we were infatuated with MOPAR's Hemi Barracuda, Roadrunner, Charger, and GTX. What an incredible time to be a young guy coming of age! Plus, we had the Beatles and all the greatest rock and pop music of any generation before (or since).

My first car was a 1965 Chevy Impala SS 327 / 300HP coupe with a Muncie 4-speed, turquoise, with white bucket seats. God, I wish I had never sold that car! My best friend to this day, Bruce,

ing to Never Never Land. So many ultra-cool cars in one place -- some for sale; some in for repair; and many just in storage, awaiting their masters to stop by and take them for a spin. Quite a few of these cars were neglected and somewhat forgotten by their owners, including a certain 1962 Jaguar Mark II that had been relegated to the rear of the shop, partially covered by a red tarp. I would later find out that it had been restored in the early '90s by Keith Bester.

I was quite impressed by Fred. Such a character he is. And a gifted mechanic -- particularly for Jags. He loves those V12s more than anything. After a period of time, I inquired about that neglected Mark II ... and what might be involved to get her running. (Now all of you *Growl* readers who know and love these cars must be chuckling knowingly, having wisdom about such "adventures" and their predictably irritating habit of costing more than anticipated. Me? I took the

air intake and installing a 2.5-inch stainless exhaust really improves the performance of this car. *Love it!*

I became beautifully sicker. Despite having two great Jags in the stable, I was haunted by the E-type. I have long admired and dreamed about owning one of these cars, but prices have always been a deterrent, especially in recent years as E-types have appreciated so significantly. Then, along came Ms. Willow, a one-owner '71 2+2 shrouded in Willow Green enamel and sporting gorgeous wire wheels. Yeah, she has an automatic tranny (and looks like a hearse to some), but she was ready for a new home at a reasonable price. I spied her sitting in the showroom at Schwarz, Ltd. in early March. My Mercedes wagon was in for service and there she was -- just waiting. Captivating! I knew immediately that it was love at first bite.

But the timing was completely



wrong. I needed to sell a Corvette and then convince my wife that we "needed" one more Jag. I wished myself good luck. I told Eric Schwarz that I was the "right guy" to purchase the car, but that I had a number of obstacles to overcome. He said, "Bring me a check!"

I thought for sure there was No Way this car would sit long enough for me to get my act together. But that was not the case. It was meant to be. Ms. Willow waited patiently until the day after the JAGSL picnic at Pere Marquette. I somehow convinced Debbie to accompany me as we drove the un-air-conditioned Mark II on a hot day. She had a grand time at the picnic ... and the moment was right to make my move! It was a team effort by several members of the club to bring Debbie around to saying YES! (My sincere thanks to Matthew & Heather Johnson, John Testrake, Bob Herold, Jim Hendrix, Allan Ellis, and Kelly Waite.) Owning and driving this car has just been insane. People go nuts for the rare color and just the look of the car in general. The V12 is incredible. I am not sure just how much more fun this could be. I am on overload right now. And it is not letting up! □

—TODD DILLON



Bitten by the Cat

had a '67 Corvette convertible 427, a 4-speed. OMG, he sold it for \$2500 to go off to college. We just had no clue at the time what we were doing (in many ways) and could not have known the significance of these cars or how they would skyrocket in value in future years.

Now, all that said, just three doors up the street where I lived, there resided a Jaguar XKE, owned by a TWA pilot named Joe Schneider. As he was constantly under the bonnet adjusting carburetors, I would hang out with him in his garage. It was a coupe, most likely a Series 1 (one that would be worth a small fortune today). I thought it was very cool, but I did not become a Jag-a-holic until many years later when I came across a guy named Curt Engler, here in St Louis, and a JAGSL member.

Curt and I worked together at Aon Risk Services for more than twenty years. I knew he was a complete Jag nut and true car guy by all the posters and photos in his office. I was pretty much still a Corvette guy during this time, but that all changed one fateful day in July of 2013 when Curt invited me to pay a visit to Fred Garcia's shop in Sauget, IL. I thought, Sauget? By the strip clubs? Really? I will never forget walking into Fred's shop with Curt: we saw dozens of cars, many of them Jags, and also bona fide race cars -- including a GT40. For me, it was like go-

plunge. Work began in January of 2014.) As it turned out, the car had been sitting for several years (again I hear that knowing chuckle). Long months and larger infusions of cash later, and the car was ready to roll. It has been a joy. What an absolute blast to cruise in a Mark II! What reactions! At gas stations, at stop lights, around the neighborhood -- people just love the lines, intrigued by its distinctively British charm. It's the same reaction that drew me to it in the first place. (Now if I can just solve that leaky power steering....)

What I did not know, but soon discovered, is that Curt and Fred had something contagious. And I had come down with it. It caused me to set my sights on the venerable XJ-S. Fred had me sold on the magnificence of the V12. A neophyte, upon opening the bonnet of one of these cars, usually gasps: "What the h...?" The engine looks like a plumbers' and an electricians' union conspired to come up with the most insanely complex arrangement imaginable. Holy crap, Batman! Fear has made these cars available today at ridiculously low prices. I found a fabulous '92 coupe in Nashville and bought it last February. A well-heeled collector had spent a lot of money on this car, so I figured it was worth writing a check. I drove it directly to Fred's for some additional work, which accompanied some paint by Bob Gross. Enlarging the

www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050
Fax: 610-845-3518



email: sales@britishwiring.com

P.O. Box 185 • 617 Walnut St., Bally, PA 19503

BOB HEROLD

314.616.7440 cell
bob@just-jags.net

Just Jags, LLC

7113 N. Hanley Road
St. Louis, MO 63042

314.524.5300
www.just-jags.net



Dr. Thomas K. Unger
Dr. Alice E. Unger

*The doctors you know,
the people you trust
with your eyes.*

534 Edwardsville Rd.
Troy, Illinois 62294
618-667-2000

www.ungereyecare.com

Modern Eye Care. Old-Fashioned Caring.

Authorized Source for JAGUAR Fashion Eyewear

Receive Your *Growl* Online Sharper Pictures and Full Color

Navigating to the online version of *The Growl* is simple. Just go to www.jcna.com, click on "Clubs List", scroll down to "The Jaguar Association of Greater St. Louis", click on the newsletter at the lower right hand side. You need Adobe Reader (free).

For a color hardcopy, just print it out.

Why not go completely digital?

You can "opt out" of the mailed copy of *The Growl*. Just Email the editor at allanthejgrowl@gmail.com and you'll receive an Email every month with the PDF file attached.

No extra charge!

The best version of *The Growl* and the convenience of Email

The
Jaguar's Growl

EDITOR'S PAGE: *Allan Ellis*

Years ago, after a long winter of sitting, my '66 coupe wouldn't start. My brother-in-law transported high-dollar cars for a living, so I asked him if he could recommend anyone in St. Louis. That's how I met Rudy Goodues, the man who could fix anything. Rudy passed away on September 16 at the age of 74.

I fiddled a bit with the fuel pump but never was able to get it running on my own. Calling Rudy and arranging a flatbed was the next step. In a few days, he called back and said the car was ready. "What was wrong with it, Rudy?", I asked. "Oh, just needed the fuel lines blown out...you know, bad gas." When I went to pick up the car, I noticed that he hadn't put the cover back over the fuel pump access in the rear wheel haunch. I had removed it to tap on the fuel pump to see if I could get it ticking. When I asked him about that, he said, "Oh yeah. I didn't know what you had going on there." That was typical of Rudy: if you started something, you better finish it...yourself.

During the sixties, Rudy had a shop in Rock Hill, on Manchester Road, I think. If you had anything exotic, you came to know Rudy. When I met him, he was working out of his home that had a field full of cars in various states of disrepair. Over the years, I learned a lot from Rudy. For example, he was very insistent on not using starting fluid. More than once, he plied me with disastrous tales of deadly damage inflicted on a cylinder head because of the fluid's potency. Sometimes I listened to him and sometimes, well, I just ran the risk of his disapproval.

He certainly loved all old cars but his respect for German engineering was evident. British cars amused him. A 1973 MG Midget I once owned (Limeflower, nonetheless!) needed front end work. Most mechanics would have just ordered new lever shocks, but Rudy took pride in rebuilding the originals. One time, when I was talking to him about buying another Jag, he said, "Well, look. If it breaks down and you can't afford to fix it, just push it out in front of the house and get in it every so often and smell the leather." It made perfect sense to me.

When Bill Terry was still in Benton, Illinois, he had an open house. I called Rudy and asked him if he wanted to go. "Oh, Allan, that would be great!", he replied. So I picked him up in a non-descript Hyundai and off we went. Everybody seemed to know him. The Terry family invited us upstairs to their family quarters in the old factory building they had renovated. We toured the machine shop where the race engines were built. We took in a couple of car shows, one right on the town square in Benton where we both admired an early, Series 1 XJ6. It was a good day, the stuff memories are made of.

One day he called me up and announced, "I'm cleaning up around here and I've got a bunch of Jaguar parts for you, if you want them." Want them?!? A 3.8 engine with a four speed transmission with overdrive was the result...along with a bunch of other parts still defying (to this day) proper identification.

As his health declined, I would try to call him from time to time, just to talk. When he didn't pick up one day, after the beep, I impulsively started singing, "Rudy, Rudy, Rudy, do ya love me? Rudy, Rudy, Rudy, do ya care?" In a few minutes, he called back, laughing. I can still hear him... □

With sadness, we send our condolences to Kitty Mayer, whose husband Tim, passed away on September 9. Tim was a pilot with Ozark and TWA. As a member of JAGSL, he sometimes displayed his E-type at the annual concours.

"Death leaves a memory no one can heal,
loves leaves a memory no one can steal"

JAGSL NAME TAG ORDER FORM

If you would like to purchase a JAGSL name tag, please complete this order form and mail it with a check, made payable to Gary Schlueter, for \$10.00 for each tag to the same address as the membership application: Gary Schlueter, 840 Rambling Pine Drive, St. Charles, MO 63303. You can contact Gary at (314) 606-0025.

First tag. Clearly print your name as it will appear on your name tag.

Clasp: Pin

Magnetic

Second tag. Clearly print your name as it will appear on your name tag.

Clasp: Pin

Magnetic

Total Enclosed: \$10 x # of tags = \$ _____



The haute couture of the Jaguar world: bonnets up.

Application for JAGSL Membership

If you are renewing or are interested in joining, this is your chance to become a regular member of the JAGSL. Simply fill out and return the membership application printed below and get involved in JAGSL. We look forward to your support and participation.

Name _____ Spouse _____

Street Address _____

City _____ State _____ Zip Code _____

Phone (Home) _____ (Work) _____ E-Mail _____

Jaguars owned _____

What types of events are you interested in: (Check all that apply)

- _____ Rallies - JCNA sanctioned/other
- _____ Concours - St. Louis/JCNA
- _____ Other Local Car Shows
- _____ JAGSL Meetings
- _____ Social Events
- _____ Slaloms
- _____ Tech Sessions
- _____ Race & Car Events as a group
- _____ Other: _____

Referred by JAGSL Member : _____

Note: Membership carries 1 vote. A one calendar year membership is \$63. After July 1st, partial calendar year membership is \$32. Please add \$5 for spouse vote. We also have a Young Enthusiast's Membership for anyone under the age of 25. Those dues are \$23 for a one calendar year membership and \$11 after June 1st. Make checks payable to JAGSL and send to :

Diana Schlueter, Secretary of Membership, 840 Rambling Pine Dr., St. Charles, MO 63303



BONJOUR STUNSON
PRESIDENT

ANDRE STUNSON
VICE PRESIDENT

SERVICING AND RESTORING

JAGUAR, PORSCHE, FERRARI, MERCEDES, BMW,
AUDI, LAMBORGHINI, VOLVO, VOLKSWAGEN
AND ALL EXOTIC AUTOMOBILES, FOREIGN AND DOMESTIC

NOW PROVIDING

- SERVICE FOR LATE MODEL JAGUARS
INCLUDING TRANSMISSION REPAIR
- PAINTLESS DENT REMOVAL

#1 THE GAME DRIVE
GLEN CARBON, ILLINOIS 62034

(618) 288-5423
WWW.LESTABLE.COM

CELEBRATING OVER 50 YEARS
PROTECTING PRIZED POSSESSIONS



J.C Taylor Antique Automobile Insurance appreciates the true value of your collector auto, and the fact that it gets even better with age.

We've gotten better with age, too.

www.JCTaylor.com
1-888-ANTIQUE

facebook.com/jctaylorinsurance



Everything Of Jaguar Interest

Suppliers for Modern And Classic Jags Worldwide



ORDER TODAY... SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE - POSTAGE-PAID • SAME DAY SHIPPING
XKs Unlimited is Pleased To Support Your Jaguar Club Activities And Offer A Discount To Club Members

International Calls: 1-805-544-7864 • North American Calls: 800-444-5247 • FAX: 1-805-544-1664 • Email: parts@xks.com

**KEEP A LOOK OUT FOR
OUR NEW 60,000 SQFT
INDOOR FACILITY!**

**SPECIALIZING IN VINTAGE
JAGUAR SALES &
CONSIGNMENTS**

OVER 200 CLASSICS IN STOCK!

**636-600-4600
2340 CASSENS DRIVE
ST. LOUIS MO 63026
MOTOEXOTICA.COM**

BUY • SELL • TRADE • CONSIGN



THE JAGUAR'S GROWL

Allan M. Ellis
1363 Shepley Drive
St. Louis, MO 63137
allanthegrowl@gmail.com



**PARTS FOR
MODERN &
CLASSIC
JAGUARS**

FREE CATALOGUE DOWNLOADS:

- | | | | |
|---|--------|---|---------------|
|  | E-TYPE |  | XJ6/12 |
|  | MK2 |  | XJS |
|  | S-TYPE |  | XK |
|  | X300 |  | XK8 |
|  | X350 |  | X-TYPE |
|  | XJ40 |  | EARLY SALOONS |

ULTIMATE JAGUAR PARTS SPECIALIST
www.sngbarratt.com



+1 (0) 800 452 4787

sales.usa@sngbarratt.com