

The (2015 JCNA award-winning) Jaguar's Growl



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



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THE ART OF PERFORMANCE

2016 Jaguar XF S vehicle shown. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1-800-4-JAGUAR or visit your local Jaguar Retailer. © 2015 JAGUAR LAND ROVER NORTH AMERICA, LLC

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The PRESIDENT'S PERSPECTIVE with John Testrake

First, let me congratulate Allan Ellis and Matthew Johnson who were selected for the JCNA Karen Miller Award – Top Newsletter for 2015. Allan is attending the JCNA AGM in Scottsdale as our delegate and will be present to receive the award. It is truly well deserved. Additionally, Matthew and his mother, Carla, won the award for “Best Travel Article.” Finally, Plaza Jaguar have won “Dealership of the Year” from JCNA. To paraphrase a popular presidential candidate, JAGSL is winning so much we are going to get tired of winning.

On the local scene, one of my favorite automotive writers is Stephen Bayley. He is a contributing editor and writes a monthly column for the UK's *Octane Magazine*. He says of a recalcitrant older car: “Maintaining this car is akin to having several small yachts, a spend-happy yet distant spouse, and an incorrigible kid who doesn't understand that there are some things you just don't do in boarding school.” I was thinking about that assessment lately after I received an email from a man looking for a shop where he could get his '87 XJ6 serviced. He summers near the Lake of the Ozarks, has a Series 3 XJ6 and wants someone to look after it for him. He doesn't want it restored – just oil changes and detailing and that sort of thing. I don't know what to tell him. I think he'll have to take it to KC or St. Louis and still might not find what he wants.

I've been working on old cars since I was a teenager. I didn't always have a suitable shop and there have been many hours lying on my back on a gravel drive or inside some old shed working on some old wreck. Either way, working on my cars feeds my soul. Restoration – that's the thing. Show me a machine, once the object of desire, that is all broken down from neglect and time and I want to bring it back. It's a compulsion. I don't necessarily want to own it, but I do want total control. I don't really even know what to do with it when it's done. I just like the process.

But I get it. Everyone's not like me. Perhaps very few are like me. I make no judgements, but am curiously interested when I meet owners and enthusiasts of vintage cars who don't want to do any of the basic maintenance on their car.

We all get into this hobby for different reasons. Some like the chase and acquisition. Others want a large collection. Still others want nothing more than a good car and an open road. Some like to modify; some like stock. Some like old cars; some like new. All of these are legitimate ways to enjoy the collector car hobby. We shouldn't let anyone make us feel like we're not doing it right because we would rather drive it than work on it, or just leave it in the garage and polish it, or discuss arcane minutiae about originality. All are ok. All are perfectly acceptable. There is plenty of room in this hobby for everyone. I'm ok; you're ok, or something like that.

Thanks again, Allan and Matthew, for our award-winning newsletter, His Humbleness

[On the Cover: LeStable awakens the Taxman Group Racing E-type from its slumber as the winter wanes. Photo: Andre Stunson]



Jaguar Association of Greater St. Louis

“To promote, foster and encourage a spirit of mutual interest among enthusiasts of Jaguar automobiles.”

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\$49.00	\$111.00	\$194.00	\$375.00

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To Join: <<http://www.jagstl.com/the-club/memberapp>>



JAGSL Visits the Hunter Collection

On 5 March 2016, more than fifty members of the Jaguar Club of Greater St. Louis visited the Hunter Collection, the largest collector car collection in the St. Louis area. The museum, now housed in two adjacent buildings on the north end of the Hunter Engineering campus, holds approximately eighty cars in pristine condition, thanks to its staff of three full-time mechanics and conservators. Not only are there cars, but there are quite a lot of books and memorabilia – automotive, aeronautical, and military.

The collection's cars are often shown at major concours, both in the US (such as Pebble Beach), and in Europe. There are plans for automobiles from the collection to attend four concours in Europe this year. The emphasis is on classic era American luxury makes, but there are also a multitude of Rolls-Royces and Bentleys from the '30s to the '70s. We spotted at least one Duesenberg J along with more than one Cadillac V16, Lincoln and Packard V12s, and almost a dozen others from the '50s and '60s, including Bentley Continental Rs, S1s, and later models – many of them convertibles.

After the tour JAGSL members, who were joined by members of the local Ohio State University Alumni club, went to lunch at Patrick's Westport Grill. — TERRY & JEANNE CARMACK and TOM LOEW & CHARLOTTE BUKOWSKI





**Attendees from JAGSL
for the Hunter Collection tour:**

**Kelly Waite
Dorothy & Ray Unger
Todd Dillon—'92 XJS
Jeanne & Terry Carmack with guest, Janet Trimble
Charlotte Bukowski & Tom Loew—'92 XJS
Steve Gissy
Ray Corry and guest, Jerome Stanford
Gary Sudin and guest, Larry Hassel
Heather & Matthew Johnson
John & Meg Sippel—'09 XK
John Tetrake—'87 XJ12
Bob Duddy and guest, Rich Sorkin—'85 XJ6
Jim Hartig and Cass Funkhauser—'98 XK8
Debbie & Terry Trowbridge
Ben & June Hilliker—'03 S-type
Jim & Linda Atkinson—'70 E-type
Art & Linda Buechler
Joe, Sharon & Dan Guenther
Gary Payne and guest, Frank O'Halloran—'85 XJ6
Marsh Riegert
Diana & Gary Schlueter—'99 XJR
Bill Thompson and guest, Ken Wilson—'94 XJS
Chris & Terry Zerr—'70 E-type
Joe Mizerany—'92 XJS**

May 14th Rallye

Sponsored by Ron Henry & Phil Taxman



8:30-10:00 AM

Jaguars on display at the St. Louis Veterans Home
10600 Lewis and Clark Boulevard
St. Louis, Missouri 63136

<http://mvc.dps.mo.gov/homes/stlouis.php>



10:00-11:00 AM

Travel and visit Columbia Bot-toms Conservatory and the Con-fluence at 801 Strodtman Rd

<http://www.greatriverroad.com/stlouis/columbiabottom.htm>



11:00 AM-12:00 PM

Travel and visit Fort Bellefontaine at 13003 Bellefontaine Rd

<http://www.stlouisco.com/ParksandRecreation/ParkPages/FortBelleFontaine>



12:00-2:00 PM

Travel and eat lunch at Hendel's Restaurant at 599 St. Denis St. We will be in a private room and have our own servers.

<http://www.hendelsrestaurant.com/>

RSVP: Ron Henry at 314.750.7100
or mr.kinghenry@yahoo.com

Coffee, Coffee & Cars

Gallant as ever, **Bob Herold**, at the 26th March Coffee, Coffee & Cars at Just Jags, repeated to me that hosting the JAGSL gathering is no trouble; I'm not at all sure I concur, as the generously-provided donuts, coffee, space, and time do take effort and commitment, and Bob arrives first and has to leave last. Regardless, though, Bob Herold and **Gary Schlueter's** CCC&JLLC is hugely appreciated by all those in attendance. Seriously, gentlemen, *thank you*.

Usually, the event is quite low key, laid back, uneventful — a handful of Jag enthusiasts getting together with no agenda but to chat and look at Jaguars. *And that's exactly how we want it.* Most of the time. On occasion, though, the event carries with it some serious excitement, and of the unexpected variety. Last year (see the May 2015 *Growl*, 20.4), recall, **Phil Taxman** brought his '64 race-prepared E-type: amazing. This time, **Todd Dillon** brought his '71 E-type and after giving us a tour, happened to ask me, "Do you want to drive that car?" I don't remember my

response, but I distinctly remember the keys appearing in my hand. Let me say that I *get*, now, what people say about the Jaguar V12, and perhaps especially when squeezed under the bonnet of a tiny E-type. It is *smooth*. It is effortless. Its music hitting all the right chords. It is pure joy darting down the highway (and you really don't even have to be going very fast ... and recognizing that I was in *someone else's* Jaguar, I didn't). Todd — magnificent vehicle.

In addition, **Jim Atkinson**, who made a call in last month's *Growl* to be more active about introducing youth to Jags, put his money where his mouth is (his words). Jim brought his son (David) and his grandson (Jacob) to the event. Jacob is already into Formula 1 and Indy cars. (An eight-year old American interested in Formula 1? There is hope, dear readers, there is hope.) And Dan Guenther, son of **Joe & Sharon**, put in an appearance; I found out later that Dan is invested in Formula 1 (Joe says that "He is surrounded by a bunch of left turners" — indeed, Joe, indeed and enough said), and is beginning to make a career of motorsports. Cliché is not my usual practice, but I say to these next generations, do, I implore you, follow your passions.

—MATTHEW JOHNSON

Photos: Todd Dillon and Matthew Johnson



Phil tinkers under the bonnet of Allan's 420, supported by Allan, Gary, and Joe.



Jim, Bob, Todd, Allan, Tom, & Ken tour the V12; meanwhile, David & Jacob check out the 420.



Phil and Joe peruse the sumptuous interior of Phil's Mk 10.



Three generations of Atkinsons with E-type powerhouses.



It was rather clear that Jim, Gary, Tatyana, Terry, and Courtney were planning something in that corner. We know not what.

THE ROSTER

Jim Atkinson, w/ David and Jacob Atkinson
 Ray Corry w/ Jerome Stanford
 Todd Dillon (E-type)
 Allan Ellis (420)
 Joe & Sharon Guenther, w/ Dan Guenther
 Bob Herold
 Matthew Johnson
 Courtney Jones & Tatyana
 Tom Loew (XJS)
 Ken McDade (XK8)
 Gary Schlueter (XJR)
 Gary Sudin
 Phil Taxman (Mk X)
 Terry Trowbridge
 Ray Unger



Bob and Matthew with (are those mischievous?) grins.



Ray, Jerome, Gary, Allan — smiles, one and all, ear to ear.



MY FRIENDS, WE'VE COME HOME

On 11 March, Simon Gilbert, writing for the Coventry Telegraph, reported that the Jaguar Land Rover “£500m Coventry expansion plans” had garnered governmental support. It is a “longer term vision which could see the firm step up its move into the electric vehicle market.” The *Telegraph* interviewed Sajid Javid, the Secretary of State for Business. Gilbert quotes Javid: “I don’t want any company to be moving business abroad. What we’ve seen from Jaguar Land Rover – in [the] past five years especially – is a tripling of the number of people they employ in the UK, [sic] they’re exporting almost 80 per cent of what they produce. It’s a great success story for Britain, I want that to continue and I’m going to make sure the government does everything it can to help that.”

<<http://www.coventrytelegraph.net/news/business/manufacturing/government-backs-jaguar-land-rover-11022544>>

AWAKE FROM HIBERNATION

Suggested by Mark Morgan

The (rescheduled) St. Louis Triumph Owners Association Polar Bear Run 2016 took place on 21 February: that’s the “traditional, first, top-down drive of the year.” The forty-three people and two dogs in thirty cars met at the Lewis & Clark Boat-house in St. Charles and drove to Culpeper’s Grill & Bar for what, I imagine, a



Photo: Mark Morgan

borderline necessary hot meal. JAGSL’s own Phil Taxman represented.

<<http://www.sltoa.org/>>

ERRORS & OMISSIONS (WELL, OMISSION, ANYWAY)

Apparently, the Editors of the *Growl* need to apologize. In the last two issues, we reported that Gary Sudin’s E-type was selected for the 2016 Welsh Enterprises, Inc. calendar; Gary’s superb, original photograph was spectacularly featured, representing the month of June.

In a gross oversight on our part, the *Growl* editors neglected to mention that John Testrake’s E-type also appeared in the calendar. Sort of. We just hadn’t noticed. President Testrake gently informed us of our inexcusable neglect. Thus, albeit with skepticism, we searched and searched, combing through the calendar for seeming hours, for the image to which he referred. As we were about to throw our hands up in sheer frustration, we finally managed to locate it (it’s placed *after* December and some



Photo: John Testrake

advertisements — keep looking and you’ll probably find it). We are sorry for our unpardonable omission, and offer John an unfortunately belated, yet of course whole-hearted, congratulations. We shouldn’t have doubted you. :)

AVAILABLE NOW

FOR SALE: 1997 Jaguar XK8. New brakes all around; newer rack, radiator, front spring, shocks, & aluminum timing chain tensioners. Snow tires on separate rims included.



\$9500. Ken McDade 618.616.7116

ONLY APPARENTLY AN OMISSION

JAGSL members may have noticed upon visiting Hunter Engineering that the collection was rather barren of Jaguars, save for images decorating the walls. Rumor has it that there are a couple of XK 140s that belong to the collection, but they’re apparently MIA. (“Tis so difficult to keep track of so many cars, I’m sure we all *totally* understand.) Still, the eagle-eyed John Testrake managed to capture this bit of circumstantial evidence.



JAGSL HAS BEEN INVITED ...

... to attend the **Central Oklahoma Jaguar Association’s Concours d’Elegance,**

to be held on **13-14 May 2016** at the Renaissance Waterford Oklahoma City Hotel (Oklahoma City, Oklahoma); we’ve offered a special rate of \$109/night — there are limited rooms, so if you plan to attend, reserve earlier rather than later: (800) 932-2964.



Concours Chair: Dick Russ
<dickathometwo@yahoo.com>

<<http://www.renaissanceokcwaterford.com/>>

AMERICA'S BRITISH RELIABILITY RUN

From 16-18 October 2015, America's British Reliability Run raised \$23,807 for children's charities, having traversed "some 550 miles of scenic byways" from Quakertown, PA, through the NY Finger Lakes and Harriman State Forest, arriving "for lunch" (unscathed, it seems), in Milford, NJ. The website proudly indicates that "the 2015 ABRR benefitted the St. Christopher's Foundation in support of the C.O.R.E Palliative Care Team at St. Christopher's Hospital for Children."



Photo: Hemmings

It sounds like my kind of driving event: ABRR emphasizes that it is neither a race nor a standard rally – "public roads," "posted speeds," "no checkpoints," and no "deliberately vague and instructions," and so "teams travel in groups, taking care to keep the cars together, making group stops as necessary." A 2004 X-type, a 1967 E-type FHC, and a 1968 E-type OTS participated in the run, among other British marques.

<http://www.britishreliability.org/>

PAINT-BY-DRIVING

Suggested by Allan Ellis

British artist Ian Cook uses interesting paintbrushes, including "radio-controlled cars, car tyres, and toy car wheels."

From the website: "Essentially[,] the idea for the process started for a number of reasons[:] Ian is an avid car enthusiast, a trained artist, and [...] he was bought a radio controlled car for a Christmas present and was told 'not to take it down your studio, and not to get paint on it.'"

Contact info@popbangcolourshop.com for more info. There are quite a few Jaguar prints (and originals) available, among many other marques.

<http://www.popbangcolourshop.com/>



OUR PRESENCE IS REQUESTED: LAFAYETTE RENAISSANCE CAR SHOW

The Growl received this gracious invitation from Lafayette High School:

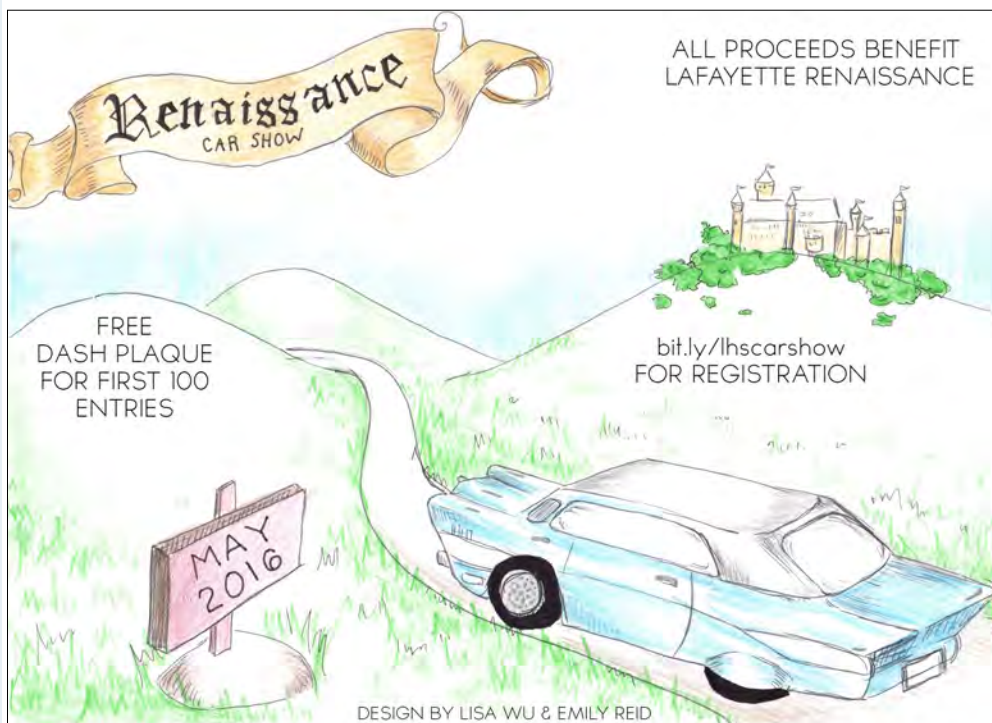
"Dear Jaguar Association Of Greater St. Louis,

"The Lafayette High School Renaissance Student Steering Committee will host our second annual car show on May 7, 2016. Proceeds from this show will benefit our program, which rewards students for their academic successes. As part of our car show, we wanted to reach out to car clubs like yours from the St. Louis area to see if any of your members would be interested in displaying their automobiles in the show. Each car would cost 15 dollars to enter, and it not only would help us in our goal of raising money for our programs, but it would also provide your members with a fun-filled day to bond with other auto enthusiasts throughout the St. Louis area. [...]"

"On behalf of Lafayette High School and Renaissance, we hope to hear from you soon. Thanks, in advance, for your consideration.

"Sincerely,
Hamza Iqbal
Jack Mazza"

Email: LafayetteCarShow@gmail.com Registration: bit.ly/lhscarshow



CAR SHOW

\$15 PER CAR ENTRY – FREE TO SPECTATORS
ALL MAKES, MODELS, AND YEARS WELCOME



SAT. MAY 7th
MAY 14th RAIN DATE

11AM–2PM
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LafayetteCarShow@gmail.com
(636) 368-5949

MUSIC – FOOD TRUCKS – BEVERAGES
PEOPLES CHOICE – MOST UNIQUE
BEST CLASSIC – BEST MODERN

Dwindling Eroding IMAGINATION, INTEREST

by Matthew Johnson



As I mentioned briefly in the *Growl* (20.9, pg. 9), my seven-year old nephew, Aaron, attended that September's Cars & Coffee with me. He was dazzled and excited – so was I. Our emotions were enhanced by the presence of two E-types in Jaguar Row that day and heightened by the appearance of a lovely old VW Beetle (about which Aaron commented favorably). I have to say, though, that the highlight of the show for me is when Aaron “warmed up” and started talking to some of the automobile owners. In one instance, Aaron casually sauntered up to a proud Boss 302 Mustang owner, asking if the car was a Camaro. Oops! That’s like asking a (real) Cobra owner, “Is it real?” I would have cracked up there on the spot had I not been concerned for Aaron’s safety. But I need not have worried. Aaron was soon schooled – politely, thoroughly, and enthusiastically by the kindly Mustang owner. (Thanks, friend Mustang-owner. Spot on. You were the epitome of patience and kindheartedness. And you fueled a young enthusiast’s automotive interest.)

I hope you enjoyed that little anecdote. Now you might want to skip to page 12. Or go back to the bit about the next JAGSL event or jump forward to Allan’s editorial, but consider not lingering here, because it’s about to get nasty. Fair warning. ... Still reading? Well, okay, but it’s on **you**, now.



You know, the new Camaro and the Boss 302 Mustang *do* look pretty similar. Sorry if I offend (but not *that* sorry). For that matter, the new Corvettes seem just a little *too* much like Ferrari 458s, don’t they? (On the drive home, until we were right up on it, we couldn’t tell if that row of LEDs attached to a flashy red body belonged to a ‘Vette or a 458. Turns out, it was a 458, but by then I had lost interest. I’ll also admit that on my way to C&C, I thought there was an F-type approaching from behind, passing quickly, but it ended up being an Aston Martin.) Alright, I’m going to go for it: if we’re being brutally honest (because in this day and age, it seems to be the only kind of honesty left), at just a slight distance, you might be hard-pressed to distinguish between a contemporary Jaguar sedan and its Buick contemporaries. There. What’s said is said. They look like Hyundais, too, among others. [Angry? Before lashing out, take a moment and reread those Ian Callum remarks that Bob Herold quoted in “Just Say’n” last September (*Growl* 20.9, pg. 3).] I don’t think that these similarities are necessarily coincidences.



Ford Camry Coupe



Chevrolet Camry Coupe

It’s something that Gary Sudin said to Allan Ellis and me as we were cruising in Allan’s 420 on the way to John Testrake’s for the judging session last year. We were talking about the potential waning of the classic car hobby (see *Growl* 20.5, pg. 11 and 21.2, pg.10-11), and how it’s not just electric cars or petrol drying up that threatens it: Gary posed that it’s because modern cars just aren’t that interesting. Consider: walk a large parking lot, and you’ll see a sea of gray and black and white and silver – maybe a muted dark red or blue, all run-of-the-mill sedans and SUVs and “crossovers” (those vehicles with permanent identity crises that I just do not understand), a monotony broken up only by the occasional bright red Honda Fit (ooh-ever-so-exciting-I-can’t-take-it-Honda-Fit) or pretending-to-be-noticeable-and-failing-utterly basically everything else new(ish). I mean, Nissan claims of the Altima that “you’ll feel like royalty when you drive” (yeah, if I happen to also be related to Her Majesty the Queen) and that “people stare at you stepping out of your Nissan Altima” (sure, if you’ve suddenly caught fire), and the Altima is the “ride of your life” (hmmm ... let

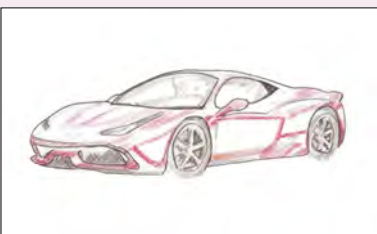
us assume we’re still talking about cars, but even so, then “you” aren’t much of a driver, eh?). The *Nissan Altima* ad asks, “Why blend in with the crowd?” These are advertisements, I understand, but you’ve gotta be \$&*%# kidding me. I’d contend that no ad is “just an ad,” but rather a request to adopt a particular cultural value, or the reflection of an already-established one.

Now, there’s nothing wrong with *safe and reliable*, and I sure like driving incognito in my Honda Accord in-between jaunts in the unmistakable VW Bus and the striking E-type – the Honda is *refreshing*, even. People *like* safe and reliable, so if you’re making safe and reliable, just say so. If you want a safe and reliable car, get one. Dime a dozen. And that’s fine. But if you want driving *excitement*, then I’m sorry, but unless you’re irretrievably gullible or dull or both, it’s not an Altima or Accord or Camry that you should be considering.

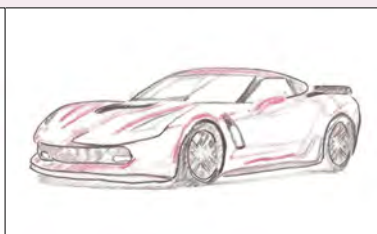
Q: But Matthew, you’re talking about everyday cars – surely the high-end, exotic sportscars still excite, right?

A: Meh.

Consider the ‘60s, when car enthusiasts were introduced to the Aston Martin DB5, the Ferrari 275, and the Jaguar E-type. Consider the ‘80s, when posters of the Porsche 959, Ferrari Testarossa, and the Lamborghini Countach



Ferrari Camry Supersport



Chevrolet Camry Supersport



Jaguar Camry Sport



Aston Martin Camry Sport

plastered the walls of adolescents' rooms (sure, I'll take the '60s cars, too, but there's no denying how new and different these '80s cars were). *Head-turners, then as now, one and all.* What's on the current roster? The McLaren 570S? The Lexus LFA? Even the Lamborghini Huracán – you know, *L-a-m-b-o-r-g-h-i-n-i*, which is supposed to be nothing short of outrageous insanity sculpted in metal and carbon fiber – looks pretty much like the first two. Even the superexotics are conforming to the same shapes, and no degree of dousing them in electric orange or radioactive green will change that. They're pretty, sure, but they're not unique. Perhaps physics is to blame. Gone are the days of "if it looks fast, it must be fast" and "if it looks good, it must be right." Maybe it's our own ingenuity – of science and tech and materials, in understanding aerodynamics – that has enabled us to determine what the performance shape is. And that's why superexotics generally look alike. *Maybe.* But I think that generous.



Buick Camry Sedan



Jaguar Camry Sedan



Hyundai Camry Sedan

Or maybe it's because we're just not exercising our creativity, likely a symptom of being automatons programmed by The Market (blessed be Its name), which governs a System in which it's risky to be too far outside of standard-normal-mundane, as people might – just might – not buy something. Still not convinced? Although you won't see them on the streets in the U.S., generally, even the new Citroën, which is *not supposed to make any conceivable, logical sense whatsoever* seems pretty accessible to me nowadays. Google-image search "2016 Citroën"; then, in another tab, Google-image search "2016 X" (where X = Honda, Toyota, Kia, Ford, Chevrolet, Nissan, or Volkswagen). Then compare. You're likely to lose track of what browser tab you're on. Tragic. I mean, *tragic*. You might have heard complaints over the years that every new Porsche 911 looks like all the other previously new Porsche 911s. I guess. *But at least they don't look like anything else.* And that's something. And (unfortunately) it's *a lot more* than it used to be.

Jaguar looks like Buick looks like Jaguar. Infuriating. Dedicating oneself to a bit more than a glance will, I admit, reveal that the new Jaguar XJ, XF, and XE are more sleek than their rivals, generally (and Buicks in particular). They're more elegant. They have better proportions – they aren't bulky or slab-

sided, or over-bodied on small wheels. They're aggressive-looking without the malicious-intent-effect that has somehow annoyingly become desirable in car design. Fine.

But there was no mistaking a '68-'09 XJ with anything else on the road. The Series 1/2/3 (all those saloons and that splendid XJ6 coupe) through the X350/358 sedans maintained that pleasing low-front-to-raised-middle-to-low-rear line. They were distinctively Jaguars. And I liked the days of *no mistaking a Jaguar for anything else* – you?

But – wait ... wait ... calm yourself ... breathe ... – give me a moment before you protest. As I was saying, *BUT*. But that's not the end of the story, is it? In fact, to get there, I need to go back to the beginning, when Aaron asked about that Camaro ... er ... Mustang, I mean. Looks aren't everything. We even tell our children that during their Junior High awkward years. In fact, we even lie to them

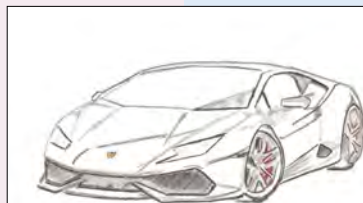
and say, "It's what's on the inside that counts." (I suppose that's true, although I think we'd do well to explain to children how the outside matters a great deal, too, and how it can shape the inside, but I digress.) The inside *does* count. That Boss 302 Mustang owner certainly and justifiably emphasized what was lurking beneath that hood, what made this Mustang different from other Mustangs that more or less look alike. In the driver's seat, hurtling down the highway there'd be no mistaking a Jaguar XJ for a Buick LaCrosse, or so I would imagine, having driven neither. In my own experience, though, I can tell you that at least there's no mistaking them when they tear past me on the road.

I distinctly remember last February – over a year ago, now – as I drove my safe and unequivocally reliable Honda Accord from the Overstreet House of Cars to Schneithorst's

Restaurant (see *Growl* 20.2, pgs. 6-7), Jim Hendrix passing me (I wanted to say "blowing the doors off of me, as if to say *what the heck do you think these roads are FOR?!?!?*" but I decided to protect the innocent) in his potent XJL, the distinctive Jaguar growl reverberating off of the cement barrier of an overpass, creating an uproar, a tumult of exhilarating sound, a symphony of engine noise so intoxicating, that a brew at Schneithorst's would have been overindulgent, if not downright irresponsible. Having been drowned out mercilessly, the hum of my four-cylinder struggled once again to my ear, sounding like an infant's cough, pitiable, almost apologetic. I knew what prowled beneath the XJL's bonnet, and in retrospect, perhaps I should have warned my little VTEC; nevertheless, that VTEC delivered me safely, reliably, and with great economy to the restaurant, just as it has to all of my numerous destinations in the last 235,000 miles, just as it will for the next 70,000 miles or more.

So I get it. I get that the Boss 302 is not just a Mustang, even if it requires "Boss 302" to be written all over it to communicate readily the difference. And I totally get that a Jaguar is not a Buick. But here's the thing: inside, nowadays, is where cars are most different, and that's really important; however, it's less accessible to an outsider, someone who is *not yet* interested in cars, someone who is not likely to be at a car show looking under hoods and bonnets. *That* person is going to become passionate in cars because of what

they look like on the outside. And without diversity and difference in design, if car manufacturers insist on marketing difference instead of actually being different (**cough-cough-F-PACE-cough**), well, I'm not at all sure we can reasonably rely on the next generation to keep the hobby fueled; they'll be perfectly content to sit peacefully in their Google driverless "cars." The hobby inspiring them like it did us will just be wishful thinking. Because that generation is in danger of never knowing that exhilaration, that enchantment, that allure – whether puttering along with a smile in that 2CV, cruising on a cloud in that Silver Wraith, or throwing their heads back in that XK120. They'll never know the inspiration of being behind the wheel of something special.



Lamborghini Camry Supersport



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:)

THE EDITORS ARE PLEASED TO ANNOUNCE ...



On 2 March 2016, Allan Ellis received (and subsequently forwarded to me) an email from Bob Matejek, Special Awards Chair and JCNA Secretary which informed us that JAGSL had won three national awards: Allan Ellis earned the “Karen C. Miller Top Newsletter Award,” I received – with my co-author, Carla Johnson – a “Newsletter Award – Travel” for our “Jaguars Abroad” article (September 2015 *Growl* 20.8), and Plaza Jaguar St. Louis was awarded Dealer of the Year. Quite a year, apparently. Allan will be presented with a plaque at the 2016 AGM in Phoenix, AZ. Congratulations to Jim Allmeroth at Plaza! And I’m delighted to say, congratulations and thanks, Mom! Allan and I would like to thank John Testrake, Jim & Lisa Hendrix, Mark Morgan, and Tom Loew for their warm congratulations and kind words.

– MATTHEW JOHNSON



The Jaguar's Growl and Allan Ellis: 2015 Karen C. Miller Top Newsletter Award

From the JCNA website: Karen Christine Miller (1945-2003) was an active contributor to the growth of JCNA for more than 30 years. She chaired the original Concours Committee, co-wrote the JCNA Rule Book, served on the Business Committee, maintained the JCNA roster and was a Regional Director. She conceived and developed the Andrew Whyte and Fred Horner Awards and originated the JCNA AGM Technical Seminars and Annual Newsletter Awards. Professionally, Karen was Associate Editor of *Jaguar Journal* from 1985 and the Jaguar Cars North American Archivist from 1990 to 2003.

The award is presented annually to the JCNA affiliate newsletter editor who best represents Karen Miller's talents and ideals as a writer, editor, historian and ultimate Jaguar club volunteer. The recipient will qualify by producing, in one year at least four newsletters to the highest standards of editorial content and production. Why is this award important? Because a good newsletter is the lifeline for every local club. It contains news, the calendar of area events, technical advice, and features of local interest. The editor who puts out a timely, well-produced publication packed with information is directly contributing to keeping the organization healthy and active.



Plaza Jaguar St. Louis The JCNA Dealer of the Year Award

The JCNA Dealer of the Year Award was first presented at the Annual Meeting in 2000. The award recognizes a dealer for its close relationship with a JCNA club and for its support of and participation in local club events. The first honoree was Moore Jaguar of St. Louis. Recognizing a Jaguar dealer each year is also a tribute to the local club or clubs which work with the dealer. It usually falls to the club members to approach the dealer management, describe the publicity and business benefits of working with a Jaguar club, and convince them to start supporting the club.



Carla Johnson and Matthew Johnson: 2015 Newsletter Awards – Travel

From the JCNA website: The Newsletter Awards recognize talented writers and photographers who contribute to JCNA affiliate club newsletters. Judging is based on quality of writing, how well the subject matter is presented, and value to the reader in terms of education, performing a task, and simple reading enjoyment. The “Travel” award is for accounts of solo or club group road trips and other travel related to Jaguars.



Photo: Google Street View

I'm headed to the AGM in Phoenix. I confess that I wasn't sure what "AGM" stood for, never mind "IJF." Thinking that the "AG" might have something to do with agriculture and maybe the "M" standing for manure, I soon discovered that I was not entirely wrong. After consulting other, well-seasoned members of the club, many of whom have attended AGMs in the past, I have a more realistic understanding of what being a club delegate entails.

Good lawyers won't ask a question in court unless they're sure what the answer will be. Running an organization requires a similar dose of predictability. This insures the relative sanity of the officers who have pledged to keep things tidy. Change can be a bear.

People who come along and shake things up in a group are called change agents. Most people are averse to change: it requires new practices and the acquisition of hitherto unknown skill sets. Change agents tend to be driven personalities, more task-oriented than people-oriented, typically not understanding why everyone else can't see what so desperately needs to be done.

Any group can plateau and the arrival of a change agent can be most welcome. The longer you maintain membership in a group (which is good because it promotes stability) the less likely you are to see the need for change. The last seven words of a dying group are often, "We never did it that way before."

The ideal, I guess, is to have stability that allows and provides for a discussion about what might be changed to pro-

mote the original founding purposes of the group. My experience leads me to believe that you need both people to pour wine on the wound (as an antiseptic) and people who follow up by pouring oil on the wound (as a balm). Blessed is that group that maintains a healthy balance.

There are things about the JCNA that need to change. I think the *Jaguar Journal* (for the kind of money they spend on it) could be better, both content-wise and graphically. I have been told by someone (who shall remain nameless) that "the directors and staff still control 54% of the roll call votes." That needs to change. And I certainly think the sport of vintage car collecting is facing some formidable challenges. Baby boomers had a singular fascination with the automobile that will not likely be repeated. What is the collector car of the future? And will anyone (except the superrich) be involved? Will people still drive their "investments" or are these cars destined to occupy museums only?

So I'm headed to the AGM. And I will try to leave my cynicism about groups and change at home. I look forward to engaging other delegates who may have similar concerns. My mother told me when I was in my awkward teens that if I was going to have friends, I would have to show myself friendly. It's good advice.

I don't know what "Hogs N' Horses" is (something that happens on Friday night) but Yee-haw! I'll have a full report for y'all in the *May Growl*. Now if I could just figure out what "IJF" stands for. □

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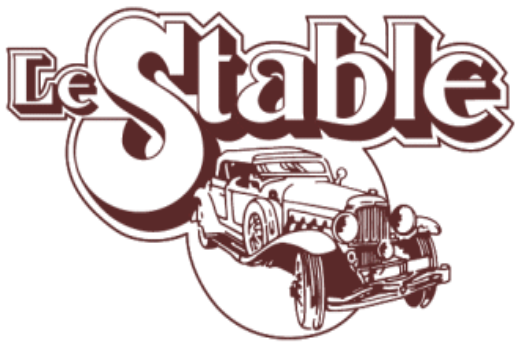


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Navigating to the online version of *The Growl* is simple. Just go to www.jagstl.com. You'll find this *Growl* and the *Growl* archives under the menu "The Club" and then (appropriately), "*The Growl*." You will need Adobe Acrobat Reader or a browser plugin (free). For a color hardcopy, just print it out.

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APPLICATION FOR JAGSL/JCNA MEMBERSHIP



Membership fees:

- \$63 per year for an individual membership
- \$68 per year for a membership including partner (carries an additional vote)
- \$32 for partial membership when applying after June 1st
- \$23 for young enthusiast membership, up to age 25 (\$11 after June 1st)

Member benefits:

- Attend social events
- Attend the annual "dinner gala"
- Celebrate JAGSL at its birthday party
- Join us for monthly events (shows, drives, meals, other get-togethers)
- Enter your Jaguar in local, regional and national Concours d'Elegance competitions (or don't enter a car ... just attend the shows!)
- Attend other local car shows and automotive events
- Embark on road rallies
- Learn from experts in tech sessions
- Earn points by attending activities and hosting events – good for prizes each year
- Receive the monthly club newsletter, *The Jaguar's Growl* (print & digital)
- Become a member of the Jaguar Clubs of North America (JCNA)
- Receive a subscription to JCNA's bi-monthly magazine, *Jaguar Journal*
- Receive significant discounts on new Jaguars (no kidding!)
- And, best of all, experience camaraderie with great, fun-loving, automotive enthusiasts!

Consider ... you do not need to own a Jaguar to join JAGSL: the club welcomes all Jaguar enthusiasts!

We look forward to your support and participation.

Name: _____

Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #s Home: _____ Mobile: _____

Email: _____

Jaguars owned (optional): _____

Referred by (optional): _____

Note: Single membership carries 1 vote (add \$5 for additional vote).

Make checks payable to JAGSL and send to:

Diana Schlueter
JAGSL Membership Chair
840 Rambling Pine Drive, St. Charles, MO 63303
636.477.1763

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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)

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Second tag. (Please print your name *clearly*, as this is what will appear on your name tag).

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