

# The Jaguar's Growl



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



**Curt Engler's 150S stands at ease as JAGSL's 2015 Concours begins**

# AT LAST, LUXURY COMES ALIVE.

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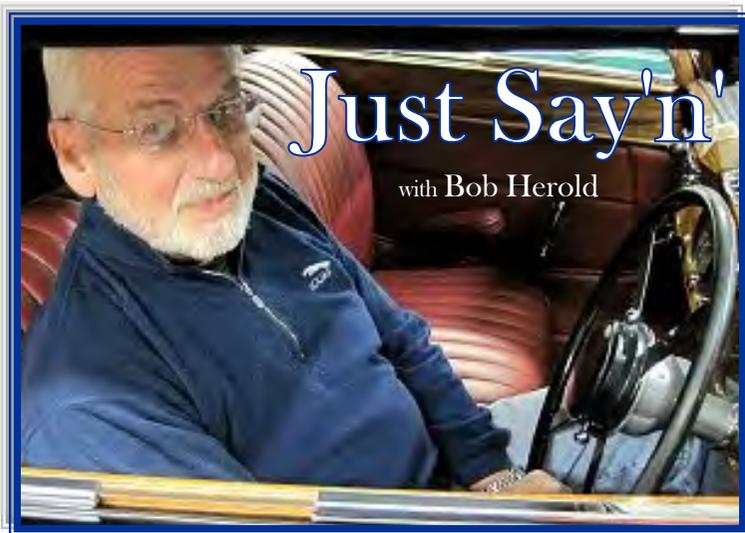
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**HOW ALIVE ARE YOU?**

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**A**dios. Well not really. I still have to finish this section for AllanTheGrowl. I didn't decide to pass on the presidency because it was too difficult. It is, in fact, one of the easier jobs in the club. You get to stand up front of a few meetings and watch the membership "scrape and bow" and wait for your words of wisdom. You also have your name and picture on the second page of the *Growl*, every month, along with a couple of erudite paragraphs that you have written. Wow!

The only hard jobs in the club are these: Editor of the *Growl*, Membership Chairman, Concours Chairman, and Treasurer, probably in that order. These are the people that do the heavy lifting, and in JAGSL it is done very well. Oh, and I am going to play my "age chip" in referring to the titles in the masculine.

I did it because I felt we, as a club, were getting stale. This is what can happen when the same people do the same things, year after year. Not that a lot of the things were not good any more, it's just that some change is good. That's why we have changed the Concours venue every two to three years – to freshen the experience.

We have also experienced a "sea change" in our membership over the past few years. We have added a good group of new members that have been very active. It's now time to get them further involved in JAGSL by taking leadership roles and planning events. In all organizations, if the "old heads" continue to dominate, the newer members tend to get turned-off. We need a better mix of old and new. It's time!

I think **John Testrake** will do a great job of handling this transition. He must have smoked two cigars on the way to the August Cars & Coffee. I think I caught him a little light headed when I asked if he would consider being President. As soon as he agreed, I stayed as far away from him as possible in case he wanted to discuss it further.

Thank you for having me; I enjoyed being had. □  
—OOP

#### Welcome to JAGSL's newest members:

**Dennis Brady** ♦ **Jim & Sandra Govro**  
**Luke Jernagan** ♦ **Jeffrey Koob**



### 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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#### Printing

Kwik Kopy Printing - Chesterfield, Missouri

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#### ADVERTISING RATES - 12 months:

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

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**JAGSL  
ANNUAL DINNER GALA  
DEER CREEK CLUB - January 9, 2016**

**PROGRAM**

6:30 pm Hors d'oeuvres & Cocktails  
7:30 pm Dinner is Served  
9:00 pm Annual Awards  
Cost \$70.00 per person  
Cash Bar

Reservations accepted until January 3, 2016

**MENU**

Pull Bread  
Deer Creek Salad  
Sliced Beef Tenderloin with a Wine Reduction Sauce, or  
Sea Bass with capers and butter  
or  
Chicken Picatta

Mixed vegetables  
Twice Baked Potato  
Chocolate Tart with Whipped Cream



**SAVE the DATE ♦ INVITATIONS to FOLLOW**

Please submit mileage for annual awards for classic and modern furthest driven to: < [kenmcdade@sbcglobal.net](mailto:kenmcdade@sbcglobal.net) >

# October Cars & Coffee

It has become commonplace to say that there was a good turnout at this month's Cars & Coffee – and there was. What has not been commonplace is to say that it was chilly – and it was. (Note the hood positions: Gary Sudin must be the most warm-blooded among us, or else his heater is working beautifully.)

By my count (my apologies if I missed anyone), there were eleven JAGSL Jags in the parking lot for the October 17th C&C, the last of the season. "Jag Row" also welcomed a '08 Ford Mustang (Art & Linda Buechler) and a '94 Mazda Miata (Carla and Rick Johnson, my parents, who were visiting for the weekend).

I admittedly may have missed a Jag or two, as I did not even "make the rounds" through the rows of cars this time (although I have on good authority that there was an impressive array of other marques present). I chose instead, as it seems a fair number of JAGSL members did similarly, to spend what time we had solely chatting with our fellow JAGSL folks, who brought much warmth to the brisk air.

JAGSL put on a solidly good show on its own, as we graced Westport with the presence of ...



Bob, John, Jim H., Matthew, and Jim G. focus on their discussion, ignoring the gorgeous Hendrix E-type that demands attention directly in front of them.



Sleek Jags offer Tom, Jim H., Jim G., & Joe no relief from biting wind; Art & Ken make some remark about the F-type.



A panoramic shot of much of the JAGSL crew: Art, Joe, Jim H., Jim G., Tom, Brandon, & Bob. (Pre the arrival of others.)



Allan, Matthew, & Gary smile as Carla Johnson takes a picture of her Miata ... which enjoys quite fine company indeed.

... a '67 420 (Allan Ellis),



an '87 XJ12 (John Testrake),



an '87 XJ6 (Terry Carmack),



a '95 XJ-S (Joe Mizerany),



a '98 XJ8 Vanden Plas (Jim Govro),



a '97 XK8 (Ken McDade),



a '65 E-type (Jim Hendrix),



a '14 F-type (Bob Herold w/ Brandon Hibbs),



a '92 XJ-S (Tom Loew),



a '66 E-type (Gary Sudin),



and a '69 E-type (Matthew Johnson).



Whose is this Florida-plated beauty?



# CONCOURS 2015



This year's Concours d'Elegance was held on October 10th for the first time at the Bishop's Post Restaurant. It was a typical St. Louis October day – clear sky, warm, and a slight breeze. The venue allowed us to space the cars out and admire them from all angles. Another great JAGSL Concours!!!

The weekend started on Friday evening with the registration and cocktail party compliments of Plaza Jaguar of St. Louis at Drury Plaza Chesterfield, the host hotel. Everyone enjoyed the offered wine or got drinks from the cash bar. The “happy hour” buffet offered salad, pasta, hot dogs, Swedish meatballs, sodas, etc.

Those staying at the Drury were pleased with the complimentary breakfast and happy hour and the close proximity to Bishop's Post, which doubled as show site and awards dinner venue.

The large west parking lot of Bishop's Post served as the show field, where a total of thirty-nine vintage and classic Jaguars were placed, thirty of which were judged in JCNA Champion and Driven Divisions. There were six additional cars on display along with four new Jaguars (the latter provided by Plaza Jaguar). The ages of the cars ranged from a 1930 Swallow Sports OTS to a 2015 F-type R 550 HP. The participants represented five Jag clubs: JAGSL; Illinois Jaguar Club; Wisconsin Jaguars, Ltd.; Jaguar Club of Central Ohio; and Jaguar Affiliate Group of Michigan.

Chief Judge Jim Hendrix carried out the job of ensuring that every class had judges and the judges were all trained and qualified. Behind the scenes were the tabulators, who looked over every score sheet for

errors and tallied the final scores. It is an extremely important job and those who do it rarely get the appreciation they deserve. This year the head tabulator was Terry Carmack, ably assisted by tabulators Judy Beer, Pat Rich, Richard Haar, Kate Williams, and Don Williams. Jen Hendrix served as score sheet runner with others pitching in to bring the completed judging team score sheets quickly to the tabulation room.

John Testrake and Ben Hendrix, the site preparation subcommittee, did a wonderful job in laying out the show field. The new Jaguars from Plaza Jaguar were at the south end of the venue and Plaza representatives would periodically fire up the F-type to feature its loud “growl.” This led to a return “growl” from Mark Greenspahn of JAGSL, with his 2015 F-Type R (550 HP), much to the enjoyment of participants and visitors.

Our banquet dinner was held at Bishop's Post on the covered patio. The area looked out on the lighted hillside garden, complete with waterfall. Cocktails began at 6:00 p.m. providing an opportunity for everyone to relax and visit with the other attendees.

After dinner Lisa Hendrix thanked everyone for coming and introduced John Hanna, the Pre-Owned Manager, and Jenna, Service Advisor, of Plaza Jaguar St. Louis. Lisa thanked them for bringing the new Jaguars to the Concours. In appreciation, John was presented with a bottle of wine. Special awards of bottles of wine were then presented: the Farthest Traveled went to Dave Morgan who came 500 miles from Columbus, OH; the Bravest Entrant went to John Boswell, who drove from Wisconsin; and the Cat Bite Award went to Tom Loew. Tom's

1992 XJ-S Convertible made it to the venue parking place just fine, but it's where his “Eight Year” battery expired during the “Mechanicals” inspection. As we all know, “cats” have nine lives!

Co-chief Judges Jim Hendrix and John Testrake then made the presentations of the awards for each Concours class. Each class of entrants was called to the podium as a group as the appropriate trophies were presented in ascending order. Of the thirty cars judged, our show had five perfect scores:

100 points in Champion Division were awarded to: Martha & Michael Belica - 1960 Mark IX - Illinois Jaguar Club; James Kraft & Steven Graf - 1990 XJ-S - Jaguar Affiliated Group of Michigan; Dave Morgan - 2004 XJ8 - Jaguar Association of Central Ohio; Terry Love - 1974 Series 3 E-type OTS - Illinois Jaguar Club.

10 Points in Driven Division were awarded to: John & Kathy Schindler - 1971 Series 3 E-type 2+2 - Jaguar Club of Central Ohio.

The Concours Co-chairs wish to thank all the people who came together to make our show a success. In addition to the Concours Committee, we must include the judges (several of whom made the trip from other clubs), the tabulators, and the staff at the Drury Plaza Chesterfield and at Bishop's Post. And many thanks to all of you who brought your beautiful Jaguars to be shown and enjoyed by everyone! □

Lisa Hendrix, Concours Co-chair  
Ray Unger, Concours Co-chair  
Jim Hendrix, Co-chief Judge  
John Testrake, Co-chief Judge





Picture credits for pages 7 & 8:  
Art Buechler, Allan Ellis, Lisa Hendrix, Heather Johnson, Matthew Johnson, Gary Sudin and Kelly Waite



In the March issue of the *Growl* (20.2), I reflected upon the 2014 JAGSL Concours d'Elegance, my first. My article's subtitle was "A Newcomer's Perspective." For the 2015 Concours, I suppose I wasn't a newcomer anymore, but rather an experienced, seasoned veteran of Jag Concours, having attended a total of three of them. (If you didn't catch the sarcasm in that sentence, well, I thought I had spread it on thickly enough.) Suffice it to say, I am still learning. So, rather than tell you how lovely the weather was on October 11<sup>th</sup> (quite), how delightful everyone was (exceedingly), how superb the cars looked (gorgeous to the last), how well Bishop's Post hosted the event (very), how tasty dinner was (yum), and how much we appreciate the hard work of the organizers and judges and others involved (immensely), I'll instead relate to you what I learned.

- ♦ Last year, I barely knew what a "registration packet" was, and had not only to be reminded to pick it up, but directed to the tent. **I learned**, though, that if you're nice, Diana Schlueter *might* deliver your packet personally, by hand, with a hugely warm welcome. (Word of advice: It likely wouldn't hurt to be parked near the tent and be so distracted by setting up your car and chatting Jags with Ken McDade, that Diana would take notice.) That Heather managed to capture it in a photo is just cool.

- ♦ **I learned** that Ken McDade's E-type's engine might not be *precisely* factory original. Really not at all. *My goodness* did it purr smoothly at idle, though. And I read that it positively roars at speed [see the October 2015 *Growl* (20.9)].

- ♦ Apparently, 7:00am is quite an unreasonable arrival time, if indeed the drive to get to the Field is forty-five minutes, and it's still dark. **I learned** (with the, ah, *gentle* aid of Heather) that arriving shortly after 8:00am was quite early enough, thank-you-very-much. (I believe the salient point was, "What, afraid there be no parking spaces!?!")

- ♦ **I learned** (again) that Jim Hendrix offers good advice: "Make the experience interactive," he encouraged the judges and their apprentices. We did. We asked so many questions, though, that I feel an apology may

and immediate family members cannot judge their own class. Mwah-ha-ha-ha!)

- ♦ It's a fine experience to have Terry Love judge your car, **I learned**. Once you've seen



Diana Schlueter making the "delivery"

be warranted – we *may* have been pointing out flaws that would otherwise have been

overlooked. Well, that's how we learn what's what. Also on this topic, **I learned** that owners cannot judge in their own class not because they'd unethically *inflate* their scores, but, on the contrary, given that they know *every tiny flaw of*

their own automobiles, a 99.99-point car could easily plummet to a 77.77 during those fifteen minutes! (Fifteen minutes is quick for someone else's car, an eternity for one's own.)

- ♦ From the perspective of apprentice judges, Heather and **I learned** that Ray Unger, Jim Simpson, and John Boswell are superb Jaguar-judging pedagogues. (So

good, in fact, that Ray quietly mentioned to me later of Heather, "I wouldn't want her judging my car." Aptly stated, Ray. Me neither! Note: JCNA rules dictate that owners

his car, you absolutely appreciate every point that your car is generously *given*, rather than mourning any point that *earned* deduction.

- ♦ **I learned** that, in departing the Concours, a certain Andre and Bonjour Stunson, driving quite a suspiciously powerful XJ6C, will not long stay behind a couple of dawdling E-types driven by Gary Sudin and Matthew Johnson, both of whom were enjoying a leisurely cruise together down I-64 much to their own, and possibly other travelers', delight.

- ♦ **I learned** – and this is important – that you do *not* want to be the last John to leave the awards banquet. Why? Well, it was a pattern that we noticed at our table. See, John Boswell, following John Tetrake, ordered a drink. In each case, the server asked for a name in order to place said drink on the appropriate bar tab. In both cases, "John" was the accurate, if *admittedly somewhat vague* response. So, to either John Boswell, John Kenney, John Schindler, or John Tetrake: John Carmack, John Ellis, John Hendrix, John Hilliker, John Loew, John McDade, John Schlueter, John Taxman, John Unger and I, John Johnson, apologize.

- ♦ **I learned** that folks read the *Growl* from time to time. Allan and I received wonderful (and much appreciated) comments about our work on the *Growl*. Ron Henry, I think, got it *just right*. He said, "The fun you two are having is coming through." Thanks, Ron! (And, dear readers, know that such feedback is motivation enough for us to continue to write self-indulgent, self-centered pieces that we narcissistically assume others would want to read.)

'Twas a fab Concours, folks. *Fab.* □  
—MATTHEW JOHNSON

# The CONCOURS CLASSROOM



The Stunsons "delivering" the goods



## 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 will feature trivia questions and two 50/50 drawings; silent prizes. Tables/Teams of \$160.00 per table, or \$20.00 encouraged to bring their own be a cash bar. A portion of the the Wheels in Motion National Chil-



six rounds of automotive rounds of general trivia; auction items; raffles; and eight are available for per person. Attendees are food and snacks; there will proceeds will be donated to **dren'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

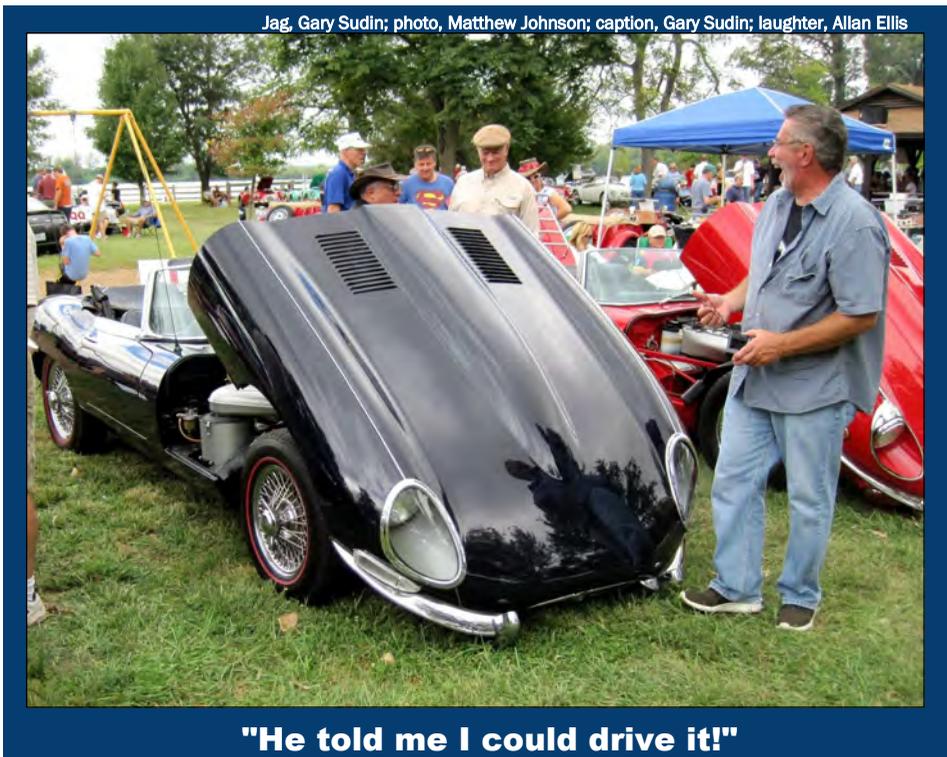
Please include Team/Table Name, Phone Number & Email Address. Contact **Shannon Olson** <[olsonrsa98@sbcglobal.net](mailto:olsonrsa98@sbcglobal.net)> 314.825.2980 with any questions. ALL old car clubs welcome!!

## REGISTRATION IS NOW OPEN for the 2016 JCNA Annual General Meeting & International Jaguar Festival

The Jaguar Club of Central Arizona is pleased to announce that the full registration for the 2016 JCNA AGM/IJF is now open. Details about this exciting event can be found at <<http://www.jaguarfestival.com/>>.

April is a perfect time to plan your vacation in Scottsdale, AZ. In addition to the JCNA meetings, delegates and guests can enjoy the cowgirl fashion show, Penske Racing Museum, Hogs'n'Horses, Old Town Scottsdale, AGM awards banquet, Concours d'Elegance, a BBQ and twilight movie, a rally and tour, the western spirit dinner, a slalom ... clearly something for everyone in the many planned activities. The event hotel, the beautiful [Scottsdale Plaza Resort](#) has extended the JCNA special event hotel rate from March 29th through April 8th, 2016, so please begin your vacation planning today.

The Jaguar Club of Central Arizona looks forward to seeing you in Scottsdale in 2016!



"He told me I could drive it!"



### AVAILABLE NOW

**FOR SALE:** 1997 Jaguar XK8. New brakes all around; newer rack, radiator, front spring, shocks, & aluminum timing chain tensioners.

**\$9500. Ken McDade 618.616.7116**



## E-PACE DEBUT, I6 RETURN?

Using quite evasive language, Miles Branman, writing for [Digital Trends](#), indicates of Jaguar Cars that "Reportedly, the UK automaker is working on an all



-electric version of the upcoming E-Pace." [We assume he means "F-Pace" here - eds.] Apparently, "Design-wise, the E-Pace should mimic the major cues of the F-Pace in a slightly shrunken package."

In addition, "Besides an electrified compact crossover, Jaguar is planning to replace its present V6 engines with a new range of inline six-cylinder engines starting in 2017." Branman reports that while engine displacement will remain unchanged, power and efficiency will increase; and there will be petrol *and* diesel versions.

Jaguar fans will likely celebrate the return of the I6, should that pan out ... as Jaguar has enjoyed some success with that type of engine in the past, am I right?! But the if the E-Pace is issued as a pure electric vehicle, and not with an I6, then the "E" in "E-Pace" is off-putting if the connection between "E-type" and "F-type" is there and if there is a correlation between what the "F" in "F-type" and presumably the "F" in "F-Pace" means, if you follow me. But maybe Jaguar's nomenclature is destined to become as confusing as Mercedes-Benz's. (Well, maybe not *that* confusing, but still rather confusing.) Note that Plaza Jaguar, when I asked, said that they had heard *nothing* about either Jaguar project. <http://www.digitaltrends.com/>

## CARBURATOR ... CARBURETOR ... ... CARBURETTER ...

Although **not** an official recommendation by the Editorial Team (as neither of us have partaken of their services), **Allan Ellis** came across this outfit and thought *Growl* readers might be interested.

As indicated on the website, Dana Britton of [SUcarbs.com](#) specializes in providing "remanufactured SU and Zenith Stromberg carburetors." [We think they mean 'carburetters' - eds.] They also have restored "ready to use sets" of carburetors, can do exchanges through core acceptance, and offer "special tuning or other modifications." SUcarbs.com is located not too far, in Wichita, KS. If anyone has used their services or knows more, let us know!



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



## BOND, JAMES BOND

The Jaguar C-X75 will make an appearance in the latest James Bond film, *Spectre*, [Auto Express reports](#): "The return of the C-X75 will be a big thrill for Jaguar fans. The 778bhp four-wheel drive hybrid two-seater concept first appeared at the Paris Motor Show in 2010, and plans to make it available in limited production with a price close to £900,000 were announced shortly after. However these plans were canned in 2012 due to the global financial crisis." Who wouldn't like to see it in production? But for now, at least we can see the C-X75 on a "moonlit chase through the streets of Rome." <http://www.autoexpress.co.uk>



We have not seen a Jaguar *prominently* featured in a Bond film since the XKR in 2002's *Die Another Day* (yes, sure, okay, fine an XJ8 and XJ appeared in the Daniel Craig Bond films in comparatively minor ways). And while Bond will always be most notably associated with Aston Martin (despite *originally* driving a Bentley 4½ Litre), we can take (quantum of) solace in the fact that there's an E-type in Bond's garage in Jeffery Deaver's 2011 Bond novel, *Carte Blanche*.

*Spectre*, slated for release on Nov. 6th, will already be in theaters by the time this *Growl* reaches you.



SPECTRE  
007



# “Assistance Among Those Interested in Jaguars” *Thanks Giving Anecdotes* By Matthew Johnson

Photo: Brandon Wexler Photography  
<<http://www.brandonwexler.com/>>  
<<https://www.facebook.com/brandonwexlerphotography/>>



This is the photograph, along with two others (see below) that compelled me to write this article. They depict a moment at the October Cars & Coffee when I needed a bit of assistance, JAGSL members offered it, and others attending the show gathered around to become part of this amazing instance — of aid, sharing, interest, teaching, learning, and fun.

Thus, I've kind of given away the ending of this particular story at the beginning. But in writing about it, I realized that there were quite a few other little stories worth telling, all centered around a common theme — the *assistance* that is so integral to JAGSL's mission (and for which I'd like to offer thanks).

I recently read the JAGSL bylaws, looking for the official duties of the Vice President. If I am to serve in that capacity, I supposed that I had better know something about the expectations of that office. I'm sure I read it, but no worries, I have sufficiently forgotten. However, I remained transfixed on the first objective of the Association, which, Section 2 indicates, is “to promote, foster and encourage a spirit of mutual interest and assistance among those interested in Jaguar automobiles.” I knew about the “interest” bit, as it has only been published in every issue of the *Growl* since at least February 2011 (see page three in that particular and the forty-six subsequent issues, including this one). But I was not aware of that “assistance” part. Had I thought about it, I might have predicted it. At the very least, I know that many practice it. And if my experience is any indication, then we have achieved that aspiration beautifully. And for that, JAGSL has my thanks.

It was at the October Cars & Coffee that my sense of JAGSL's *assistance* really hit home. At that event, my E-type was smoking. No, no, not like, “Wow! That Jag is *smokin'!!!*” Well, it was like that, too, but unfortunately, this time I mean, literally, smoke was coming from underneath the thing. Oil pressure was fine, car drove splendidly, there wasn't *much* smoke, and I *thought* that a drive home would be successful and not do any damage ... but I am sensible enough to know when others know more about something than I do, so I told everyone about it. Good people, these, “promoting, fostering, and encouraging assistance among those interested in Jaguar automobiles.”

**John Testrake** offered sage advice: “Not to worry – old Jaguars don't really need oil.” I was thankful for his astute insight, but just between us, I think he may have been distracted by the line of superb Jaguars, and thus had inadvertently conflated automotive gems of wisdom, for that rule (as we all know) is principally only applicable to classic air-cooled Volkswagens. **Art Buechler** (commiserating kindheartedly, “We've all been there”) offered to take a look, located some oil residue, suggested we check the oil, and, it being slightly low, decided we should put some in. I had the oil, but the shop towels having disappeared from the boot at some point, Art nobly sacrificed his coffee napkins for the task. The oil began to settle. “Walk with me,” he said, as he wanted to introduce me to someone ... or show me a car ... something – I was clearly thinking about the viscous pool slowly collecting under my Jaguar. We found what we were looking for, or didn't, and Art suggested with a cheery tone that we check the Jag. We did. And decided more oil would be appropriate. At this point, valiantly risking scorched hands, **Linda Buechler** graciously surrendered her coffee cup sleeve to the heater box, where I had unceremoniously placed the oil filler cap. (Note: coffee paraphernalia proves surprisingly efficacious for autowork applications – napkins serve well for repeatedly checking oil, while coffee cup sleeves, when flattened, serve to commendably protect against heater box surface scratching, and the potential points off at Concours that may result.) **Allan Ellis** and **Ken McDade** joined the fray, consulting with Art so the trio could make recommendations and submit diagnoses. And then Art and I went for another brief stroll to let the oil settle so as to get a more accurate read; after a short while, he merrily proposed we again check it. All seemed well-ish. Plus, Dr. Buechler is multi-talented, having treated not just the Jag, but also my wits. “Call or text me when you get home,” he said. I heard emphasis on *when*. And I did – both get home and text when I got there. The Jag was fine.

I soon came across the photograph at the head of this article – of JAGSL friends inspiring confidence, offering aid and support around the bonnet – and I got to thinking about the *assistance* not just *promoted and fostered and encouraged*, but really **given**, too. For instance, I considered my recent experiences that centered on the Illinois Concours d'Elegance in which I participated last July.

Just prior to the event, I discovered that my brand-spanking new-looking tires were indeed twelve years old. I was advised not to drive on them for the 283-mile trip at highway speeds to the Concours. If one can “frantically” order new tires, then that's what I did. They arrived a couple of days before I was to leave, and Brian, at Jerry's Tires in Edwardsville, enthusiastically worked in a special appointment – tires,

Photo: Mark Morgan  
(The second photo that inspired this piece.)



Allan, Art, and Ken, looking for trouble (while I look for shop towels)



"Well there's yer problem!"



Let there be light, and there was light (for now)



Photo: Carla Johnson

After 283 miles, looking a little worse for wear (but the car looks great)

tubes, balancing ... all while I waited. It seemed a lovely day and so he worked outside; yet just as he had removed two of the wheels, a storm front appeared on radar, and without hesitation he proceeded to replace the wheels, still sporting the old tires, merely to move the Jag indoors. (Glad we did – that storm lasted but a moment, but hit with gusto.) Thank you, Brian!

Then one of my reverse lights ceased to function. I needed it operable for the Concours. So I mentioned it to Allan, and he arrived at my doorstep, helping me fix it before I realized that I had asked him. [Should you like to know, the light shined brightly during the judged systems check, and that was the last time it functioned (no kidding) – more on that in a sec.] Thank you, Allan!

On my way to the Concours, I had to stop for petrol. When I pulled away from the station, I noticed in the rearview that there was one heck of a lot of coolant where my Jag had been just a second before. This was at mile 178, with approximately 100 miles still to go. What went through my mind? Well, to quote my iPhone's autocorrect, "duck." For the remainder of the trip, I was almost dizzy, having repeatedly and rapidly shifted my glance from the road to the temperature gauge and back again. Ceaselessly. (In retrospect, I was simply a little overzealous when topping of the coolant: the puddle was just overflow, the car operating precisely as it should.) I was *exhausted* when I arrived – and had a car I had just driven 283 highway miles to prepare for the Concours *the next morning*. My folks live not far from where the event was being held. Dad helped me polish. Mom assisted with the wheels. They were so helpful that a casual observer could easily have mistaken them for JAGSL members. Car looked gorgeous when we were done. Me, not so much. Thank you, Rick and Carla!

At the Concours, I noticed some wires in the engine bay had come unbundled, their old tape stringing down, saturated with oil. **Gary Schlueter** to the rescue: equipped with high quality tape, a pocketknife, and quick wit, he tended the wires. To this day, that repair holds. By the way, I now carry tape and a pocketknife (only occasionally wit) as part of my standard driving kit. Thank you, Gary!

Perhaps related to the electrical tape issue, perhaps related to my story about the coolant (for in proper me-fashion, I told everyone), perhaps in sympathy that the morning after the Concours I'd have to drive my tired self back 283 miles in an old Jaguar ... Terry Love and Gary Schlueter gave me their cell numbers, saying that if I got into any trouble that I should call, and the cavalry would be on its way. Thank you, Terry and Gary! (On a side note, when I related this story to Andre, expressing my

...Thanks Giving Anecdotes

sincere gratitude to Terry and Gary for giving me their contact numbers in case of emergency, I happened to accusatorily ask Andre why I hadn't gotten the same from him, even though I thought we were friends. He quipped that I don't need it, as my E-type will get me home. Touché, Andre, touché.)



Oh, and about that reverse light: a few weeks before the St. Louis Concours d'Elegance, it was out again. I had largely forgotten about it. Allan immediately offered to assist ("lay hands on the E-type," as I believe he put it), but since I had a whole new reverse lamp assembly, desperately wanted a drive in the Jag, and it just so happens that LeStable is a rather perfect distance for that ... I dropped by, and although Bonjour and Andre were at that very moment leaving for a Ferrari-picking-up escapade, they did not disappoint. And let me say that it is truly wonderful to consort with people who *get it* (I mean, the Concours was two days away!!!). Jeff had the thing not only functioning, but brighter than ever in no more time than it took to explain to me what he was doing. You could read by that light at the JAGSL Concours (yes, I know it was sunny — please don't confuse me

with facts!) Thank you, Jeff!

What a collaborative effort these cars are. While I have written about the importance of sharing our cars with others – to non-club members and non-Jaguar folks (see *Growl* 20.5) – I marvel at the ways we share our Jags with each other, too, which brings me back to last month's Cars & Coffee. During the two weeks following, I had taken the E-type out (albeit gingerly) a couple o' times without incident, and with only a hint of *parfum de la combustion de l'huile*. Then Allan dedicated a morning, which turned into a morning and an afternoon, to hanging with me in the garage. We took apart the breather (which showed signs of oil being where it wasn't welcome), replaced its gaskets, replaced its gauze (the one in it was so opaque that I imagine it to be the neglected, 46-year-old original). We installed a spin-on adaptor for the oil filter (which I ask Concours judges not to notice) to make use of modern oil filter technologies, and replaced the o-ring. We also did an oil change. Allan walked me through all of it, with patience, nary a disparaging word about my ignor... *innocence*, and all of the qualities of a good teacher. And plentiful good cheer. Thanks, Allan! (Art and Ken both have emailed subsequently, to see how the Jag is faring, which is also assistance in the form of *support*.) That day, my knowledge grew by leaps and bounds. That day, I gained some experience. Knowledge and experience is quite a great gift to share. I am thankful for it. And I look forward to being able to give it to others.

These cars really do encourage *collaboration*. So it's not only the shared interest that brings us together. It's the shared effort that we put into it, the *assistance* that we offer one another. I did not see it at the time, but at the moment I opened the bonnet at Cars & Coffee – when Art, Allan, Ken, and I clustered around the engine, looking for signs of it misbehaving – a circle gathered around us. It was only revealed to me later through the photograph that I stumbled upon via social media, taken by Brandon Wexler, a local photographer. The photo captured a whole crew there, curious, interested, wanting to learn. I immediately wanted to publish it in the *Growl*, and when I asked Brandon for permission, he promptly sent to me a super high-resolution version with his blessing. Thanks, Brandon! The next day, another fantastic surprise. Mark Morgan – editor of the St. Louis Sports Car Council's *Gateway Relay* and the St. Louis Triumph Owners Association's *Exhaust Notes*, and who writes about and photographs many of the local automotive events including ours – also captured that moment. Twice. He sent me the images. Thanks, Mark! Clearly, these trained eyes also saw something special going on there: the promoting, fostering, and encouraging of a spirit of mutual interest and assistance among those interested in Jaguar – and other – automobiles. We do it by owning, maintaining, repairing, showing, driving, photographing, writing about, discussing, remembering, storytelling about, teaching about, learning about, and celebrating our wonderful cars, and making absolutely certain that we share those experiences.

Cheers, folks. Happy Thanksgiving.



Photos: Heather Johnson

"Why can't we just play cars every day?" we asked each other.



Allan checking the breather gauze for opacity. (... Or maybe he's consulting the only true E-type expert?)

I had taken the E-type out (albeit gingerly) a couple o' times without incident, and with only a hint of *parfum de la combustion de l'huile*. Then Allan dedicated a morning, which turned into a morning and an afternoon, to hanging with me in the garage. We took apart the breather (which showed signs of oil being where it wasn't welcome), replaced its gaskets, replaced its gauze (the one in it was so opaque that I imagine it to be the neglected, 46-year-old original). We installed a spin-on adaptor for the oil filter (which I ask Concours judges not to notice) to make use of modern oil filter technologies, and replaced the o-ring. We also did an oil change. Allan walked me through all of it, with patience, nary a disparaging word about my ignor... *innocence*, and all of the qualities of a good teacher. And plentiful good cheer. Thanks, Allan! (Art and Ken both have emailed subsequently, to see how the Jag is faring, which is also assistance in the form of *support*.) That day, my knowledge grew by leaps and bounds. That day, I gained some experience. Knowledge and experience is quite a great gift to share. I am thankful for it. And I look forward to being able to give it to others.



Photo: Mark Morgan  
C&C folks (including our own Joe Mizerany) begin to gather around the bonnet.

The third photo that inspired this piece.

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## EDITOR'S PAGE: *Allan Ellis*

Looks like 2015 is grinding to a close. I don't think I've missed any JAGSL event this year but it doesn't mean that I haven't missed anything. Typically, I don't get to talk to everyone or take all the pictures that should be taken. The Doctors Johnson have been a big help, in that regard. The best pictures in the last year in the *Growl* were courtesy of (typically again) **Heather Johnson**. And Matthew's eruditeness (I think I got that right) is, well, enjoyable and compelling. We've spent far too much time on the newsletter and we've loved (almost) every minute of it. Your kind remarks and encouraging emails have spurred us on. And of course, in an endeavor like this, there must be someone critiquing the changes. But if there is, we have heard nary a negative word...not a creature stirring.

At November's business meeting at Plaza Jaguar, the event calendar filled up relatively quickly. A good roster of events is on tap, including the **Bob Herold/Gary Schlueter** version of Cars & Coffee, aptly renamed Coffee, Coffee & Cars, ostensibly renamed because the cold weather requires more than one coffee...and donuts. (Have I mentioned lately how much I enjoy those pumpkin donuts that Bob picks up?) The first one is scheduled for January 23 and the second on February 20 at Just Jags (look to the left and you'll see the address).

The Coffee, Coffee & Cars gatherings help JAGSL members get through the winter. I know that winter is a time when we are supposed to be spending time on our projects. But sometimes you need to find the motivation to drag yourself away from the fireplace (after a long day of work) and endure the less than hospitable circumstances of a garage to keep a project plugging along. Just looking at Bob's projects and the fine work accomplished by the likes of Gary Schlueter encourages an enthusiast to stoically muscle on. I have too many projects. John Testrake's advice is to just spend a little time each week, no matter how little, and incrementally inch the thing down the road. It's good advice; it's not working.

It's not working because it's not good advice; it's something to do with the application. The garage is an 800-foot walk from my house. And some days, it might as well be 800 miles. If I know myself, the only way the '67 coupe is going to get started (again) is if I park it in the spare bedroom. That way, all I have to do is fall out of bed in the morning and I'm looking up at rust. Hmmm. I'm going to have to run that by Christi. I'll get back to you.

The **Hendrix/Taxman** duo have planned another winter drive in February, tentatively scheduled for either the 6th or the 13th. It was great fun last year. And with the added partnership of **Marsh Riegert**, they are planning a weekend at the races at Blackhawk some time in June. **Terry & Jeanne Carmack** and **Tom Loew & Charlotte Bukowski** will host a March event at Hunter Engineering featuring the Steve Brauer Collection followed by lunch. Judges' Training is scheduled for April under the careful tutelage of Jim Hendrix and **John Testrake**. In May, **Ron Henry** will rally us around the flag at the Missouri Veterans Home. And of course, July is the month to celebrate JAGSL's birthday at the Glen Echo Country Club hosted this time by **Joe & Sharon Guenther**. We will round out the summer with a Motoexotica outing planned by John Testrake and **Kelly Waite**. September and October will bring the All British Car & Motorcycle Show and our very own concours at Bishop's Post once again. In November, I will submit my resignation as editor of the *Growl* and life will begin again for me (just seeing if anybody actually reads this stuff!). However, not to worry because both **Matthew Johnson** and I are editors now: co-equal, co-eternal and co-powerful.

Actually, I wanted to plan an overnight trip to New Harmony, Indiana. And Matthew Johnson had a terrific idea about a picnic at Cahokia Mounds. We are assured that there is plenty of room to fit those things in on the 2016 event calendar. And who knows? We might just do that.

On the other hand, if I have a coupe in the spare bedroom . . . probably not.

A big thanks to both Bob Herold serving as President and Ron Henry serving as Vice President and we look forward to the club's continued cohesiveness as John Testrake and Matthew Johnson assume their new responsibilities. *Happy Holidays!* □

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# In Memoriam

Jeri Herold of Chesterfield, Missouri passed away peacefully, Saturday, October 10, 2015. Jeri was a loving wife, mother, grandmother and friend. She is survived by her husband Robert Herold; sons Kenneth Herold and Steve Herold; daughter Jan Hibbs; son-in-law Kim Hibbs; daughters-in-law Mary James Herold and Amy Herold; and grandchildren Brianna, Brittany, Alexis, Brandon, Burke and Morgan. Jeri is an alumni of the Katharine Gibbs School for Professional Secretaries in New York City. She worked for many years at Celanese Corporation in St. Louis, served on the board for Support Dogs, Inc., member of the Volunteer Service Council, enjoyed traveling and was a true friend to all who knew her.

Not wanting the maudlin atmosphere that typically accompanies a traditional service, a celebration of life reception was held at the Glen Echo Country Club on November 15. The excerpts below are taken from a brief service conducted by Allan Ellis for the family at the end of the reception.

*Jeri Herold had a smile that could light up any occasion, an intentional smile quite blazing in its intensity. It was in this very place, this past July that I asked Jeri if I could take her picture. She was relaxed, having a conversation with the members of the Jag club, a drink in hand. Her photographer's instincts caused her to straighten her spine, take a three quarter view of the camera and show those pearly whites. It was so Jeri.*

*She possessed an intense power of observation, quite uncommon in most people. You felt, at times, that she was carefully scrutinizing you, taking mental notes, making an assessment. Last year when we went to Chaumette Winery and Vineyard, she paid a compliment to my wife. "I have a sweater just like that. That's a Lauren, right?" Christi said, "Oh, I've had this sweater a long time." And Jeri responded, "Lauren never goes out of style." She was a gracious woman of style.*

*I think that Jeri liked me. I say "think," because Jeri was not the kind of person to warm up to you unless there was a good reason; and for some people, discovering that reason took a while. When we went to Overstreet House of Cars, for some reason Jeri held the door open for me. She would do things like that, reverse the roles a bit, and in so doing, welcome people into her friendship.*

*Her family meant everything to her. One day I was going in the door at Plaza Jaguar and Bob and Jeri were coming out. Bob said "Hi Allan," and Jeri explained that they were off to a softball game for one of the grands. It was important to her. And she was right to sense its importance. Grandparents play such a vital role in maintaining and extending a family's stability.*

*Jeri had an intriguing sense of humor. One time, I overheard her while she held court at another table, "When I get up in the morning, I can choose from eight Jaguars to drive!" I wasn't looking at her and thought to myself, "Well! Lah-tee-dah! I have nine Jaguars but only one of them runs (sort of)!!" And then I looked at her and, of course, there was a twinkle in her eye as she waited for everyone's reaction. She seemed to really enjoy the cars. And I think she enjoyed the cars because it was something that she knew Bob really enjoyed.*

*At Christi and my fortieth anniversary party last year (Bob and Jeri were so gracious to attend), I struck up a conversation with Jeri about how long she and Bob had been married. I don't remember the number of years but I do remember that she told me that she and Bob had been sweethearts in high school. And it was plain to see that this was a woman whose husband meant the world to her. It is, after all, a real love story.*

Jeri lived, laughed and loved. She will be greatly missed by her family and friends. □

*"Jeri loved taking pictures and she loved Africa. I think one of her greatest joys was last year when she and Bob took the whole family on a picture safari with their lifelong friends and their family. She was fun, always had an adventure to tell you about where they had been and loved her grandchildren."*

—LISA HENDRIX



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