

The **Jaguar's Growl**



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



Joe Guenther, Ken McDade & Joe Mizerany look over John Testrake's E-type (above) and the happy band of judges-in-training (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



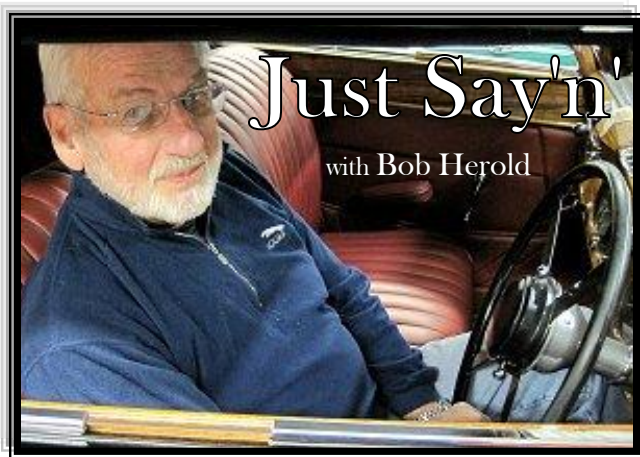
11830 Olive Blvd
Creve Coeur, Mo. 63141
314-301-1700

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



Spring seems to be finally here: Cars & Coffee had the first event. Unfortunately, I was not able to make it due to a granddaughter's softball game. I never thought I would say it, but there are things that trump a car event, but thankfully not many. The embarrassing part about it was that I ran into ML Hillard that afternoon at the Judges' Training Seminar. Fortunately he pardoned me—what a gentleman.

Speaking about judging, it seems to be the current hot button with JCNA. Not the economy or world peace, but judging. And it is about time. This topic needs to be discussed and a direction established as to whether the Concours program is going to reward the best cars or just make everybody feel good. However, JCNA's problem is mirrored by society in general. We are still in the "no child left behind" mentality, where everybody wins and nobody loses. But life is not fair in general. I know this personally because I can no longer afford an SS 100 or a C-type, and that's not fair that I can't play in that sandbox.

JCNA has to make a decision as to whether a true competition is going to be set up to determine the best cars, or whether we give all of them a gold star, and adjourn to the bar to congratulate each other. It costs money to put together and campaign a top car. And here I'm basically talking about the older cars, not a 2012 XJ12L. But up until now, the argument for not having a head-to-head competition for the national champions was that it "could" be an imposition (financial) on some owners. That is an excuse, not a reason. Life is not fair.

Fortunately, the newly created JCNA Concours Committee seems to be ready to tackle the problem. One of the things they are talking about is to utilize the Western States Concours and the Challenge Championship, in alternating years, to provide a venue for the determination of national champion cars. This year they backed the proposal to require all judges to be trained and qualified. This is a "double edged sword," in that it may assure better judges, but it puts a horrendous burden on the clubs and their Chief Judges to manage a Concours. They painted that one with too broad a brush. Who needs two trained judges to judge a 2012 XJ12L?

But back to our Judges' Seminar. **Jim Hendrix** made a good suggestion last week to offer in-depth sessions on specific cars or problem areas. This is really needed in order to have more judges with better knowledge of specific cars. Right now, the person who knows the most about, let's say an XK140 DHC, is someone who owns one. However, owners are not allowed to judge that class if they are also showing in it. Obviously! So the thing to do is to have more knowledgeable judges. I would encourage everyone who is interested in judging to contact Jim and say, "sign me up."

I wish life were more fair, so I could have that SS 100 ... and the C-type and ... □



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 Testrake

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 Testrake

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 Editor reserves the right to edit all material submitted. The Jaguar Association of Greater St. Louis, its officers, directors and the Editor 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 Editor of this publication.

Rallye to Missouri Veterans Home &

Hosted by
Ron Henry
and
Phil Taxman

SHRIMP

HOMEMADE
BRATWURST

BIG
ELWOOD
STEAK
ON A STICK

Fast Eddie's BON AIR

SATURDAY, JUNE 27TH

- ♦ The event will begin at 8:30 AM at the Missouri Veterans Home, 10600 Lewis and Clark Boulevard, St. Louis, Missouri 63136.
- ♦ We will display our Jaguars for the veterans until 10:00 AM and then depart on a 25 mile back roads rallye that will end at Fast Eddie's Bon Air Restaurant, 1530 East 4th Street, Alton, Illinois 62002.
- ♦ Along the way we will visit the confluence of the Missouri and Mississippi Rivers, the Lewis and Clark Memorial Site and drive through some wonderful small towns.
- ♦ We plan to arrive at Fast Eddie's around 11:30 AM for lunch. Those not able to join us for the car display at the Missouri Veterans Home or on our back roads drive are welcome to meet us at the restaurant.

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



UPCOMING JAGSL EVENTS

MAY EVENT

Saturday, May 16th
Cars & Coffee
Meet at the Waterway at 8:00 AM
11988 Westline Ind. Dr.
Maryland Heights, MO 63146

JUNE EVENT

Saturday, June 27th
Missouri Veterans Home & Fast Eddie's Bon Air Restaurant

JULY EVENT

Sunday, July 12th
Glen Echo Country Club @ Noon
3401 Lucas & Hunt Road
St. Louis, MO 63121

AUGUST EVENT

Saturday, Aug. 15th
River Road Run & Picnic
Meet at Cars & Coffee and caravan out to shelter at Pere Marquette State Park for a picnic!

SEPTEMBER EVENT

Saturday, Sept. 26th
34th Annual All British Car & Cycle Show
Creve Coeur Lake Park



Coffee, Coffee & Cars

As the official Cars & Coffee season starts up (which it did on April 18th and, by my count, featured four Jaguars) a special thanks goes out to **Bob Herold**, who graciously hosted the off-season JAGSL Coffee, Coffee & Cars at Just Jags in January, February, and March. All those in attendance at all three gatherings – as comments, photographs, and personal experience indicate – thoroughly enjoyed the events. And the coffee. And the company. And the cars. And (especially?) the donuts. Bob: *thank you*.

Last month's JAGSLCC&C@JJ was a special one, for not only could attendees delight at the impressive Jaguar lineup (and a lovely Morgan, all painstakingly maintained by Chief Mechanic **Gary Schlueter**) at Just Jags, but experience (up-close-and-personal-like for a lucky few) **Phil Taxman's** fabulous, race-prepared '64 Jaguar E-type FHC (with sidepipes and without bumpers), with work freshly completed by LeStable.

All signs pointed to a good visit when **Allan Ellis** (appearing in the ever-handsome '67 420) and **Matthew Johnson**, upon first arriving, encountered **Marsh Riegert** about to depart on an ether run (in his immaculate, newly-acquired '99 Jaguar XK8 Coupe). Marsh reported on his errand so matter-of-factly that Allan and Matthew took it to be entirely standard procedure. Allan, Bob, **Brandon Hibbs**, **Kevin Koogler**, Matthew, Phil, and **Terry Carmack** awaited with anticipation Marsh's return. Apparently, racing E-type #2 was being a trifle temperamental, perhaps miffed at having been out of its natural competition-track environment a trifle too long. But no worries: sparkplugs changed (by Marsh's deft hands) and with the caustic-but-delicious smell of ether in the air, #2 fired up beautifully. And I mean *really* fired up: the sound was

tremendous.

After #2 warmed up a bit, Phil pattered around the parking lot in it – and then surprisingly and suddenly disappeared down the ... track. Although some might have expressed slight concern (not so much about Phil or the E-type, likely, but rather the prospect of having to push the racecar back to Just Jags), none need have worried, as we could *hear* Phil returning. That is, we could hear him coming back well before he actually did (which was phenomenal, the accelerating engine noise reverberating off of the overpass,



some distance away). He returned. And then left again just as quickly. On his *second* arrival, he tucked the Jaguar back in its trailer. And then got it back out, inviting a stoic (and I think initially reluctant) Brandon to go for a run. After the run, well, so much for Brandon's stoicism and reluctance! And then Phil asked, "Matthew, do you wan—" ... so with arm twisted, Matthew accepted with childlike glee (*and upon writing this reflection, breaks out into an involuntary and most agreeable grin*). And then Phil asked Allan, who agreed with *barely* maintained equanimity (nice try, Allan). Phil drove easily and skillfully, clearly growing increasingly comfortable with each run. The E-type performed flawlessly. Anyway, the Brits might say that the morning's events were rather diverting. I'd say they were, in a word, *exhilarating*.

I should think all there would agree that the best part of the event was Phil's highly contagious excitement, enthusiasm, and elation. Congrats, Phil! Be safe ... and enjoy the roar!

—MATTHEW JOHNSON



(Pictures: Matthew Johnson, Allan Ellis)



Linda Buechler admiring
Ken McDade's E-type

The Trek to Training at the Testrakes'

The annual Judges' Training Seminar for the Jaguar Association of Greater St. Louis took place on Saturday, April 18th. While we have had this event at several locations over the years, this year's was perhaps one of the most enjoyable venues: **Emily** and my home in Gray Summit. If enjoyable isn't the word you'd choose, at least it was convenient. And if not *convenient* for most, at least it was convenient for me. I'm in favor of any JAGSL event where the club comes to me. Actually, having an event at our place is like two events in one: Where else can you get a road rally *in addition* to judges' training? I've mentioned to club president **Bob Herold** before that the driving distance from "the city" out to my place is approximately one cigar. He told me Saturday that he forgot his cigar and therefore wasn't sure when to stop driving. Nevertheless, he found the place OK ... in spite of the degraded navigational system.

By 11:30, several beautiful Jaguars lined the dusty gravel drive. **Phil Taxman's** Mk X, **Ken McDade's** E-type and **Allan Ellis's** 420 looked the most period correct in the setting. The farm was a youthful 125 years old when the three mid-1960s cars were built (and fit in the antebellum surroundings somehow more appropriately than their modern counterparts). Before and during lunch, club members enjoyed Emily's sleepy old farm and my new garage. The garage is completely and 100% almost finished, with plenty to do if you enjoy looking at wrenches and hammers, perusing the supply of cigars and single malts, reading the stickers on the refrigerator, or examining a 3.8 straight six on an engine stand. If you're a normal person though, you might have to make do with chatting with fellow club members. Noticing several clusters of people

engaged in discussions, I tried to keep moving so as to appear like a gracious host. I was having a great time. When **ML Hillard** asked if he could smoke his pipe, I took it as a good time to light a cigar and smoke the place up properly.

Lunch was provided by one of our local favorites, the Smoky Duck in Washington. There were barbecue sandwiches, German potato salad and baked beans—pretty tasty, in my opinion. The one working refrigerator was stocked with sodas and other drinks.

The annual Judges' Training Seminar is necessary to keep our judges up to date on the latest from the JCNA sanctioning body, whose rules and procedures typically change from year to year. Chief Judge **Jim Hendrix** is the primary figure in our club when it comes to JCNA Concours judging. True to form, Jim had a program worked up for us after we had a little hanging around time and after everyone had a bite to eat.

This year had quite a few "enhancements" done to the JCNA Concours rules that needed discussion as well as a new judges' test that had to be reviewed to make us all legitimate. Jim did a good job wading through a lot of information in as friendly and painless a way as was possible. The last thing we want to do is make the judges' training seem like a symposium on corporate tax law.

Emily and I want to thank all of the attendees for making the trek to our place. It was great having you. As they say out here in Franklin County, "You all come back soon!"

—JOHN TESTRAKE



ATTENDEES

- ◆ Art & Linda Buechler in the Mustang
- ◆ Allan Ellis, Matthew Johnson & Gary Sudin in the '67 420
- ◆ Steve Gissy in the Corvette
- ◆ Joe Guenther
- ◆ Jim & Lisa Hendrix, John & Debbie Kenny in the '11 XJL
- ◆ Phil Taxman, Ron Henry & Guest in the '66 Mark X
- ◆ Kevin Koogler
- ◆ Ken McDade in the '68 E-type 2+2
- ◆ Joe Mizerany in the '95 XJS 4.0
- ◆ Marsh Reigert in the '02 XK8
- ◆ Gary & Diana Schlueter in the '99 XJR
- ◆ John Sippel & Meg Sippel in the '09 XK
- ◆ John Testrake in the '74 XJ12L
- ◆ Ray & Dorothy Unger
- ◆ Kelly Waite in the Mercedes
- ◆ Special Guest: ML Hillard of Cars & Coffee



(Pictures: Allan Ellis, Matthew Johnson, Gary Sudin)



(Pictures: Matthew Johnson)

Cars & Coffee St. Louis at Westport Plaza began last month and **Jim Hendrix** brought out his '47 2.5L Saloon and had to show it who's boss! The next Cars & Coffee is on Saturday, May 16th and has been designated as a club event. If you want to join in, meet at the Waterway Carwash at 8:00 AM at 11988 Westline Industrial Drive, Maryland Heights, Missouri 63146 and we will drive next door *ensemble* and try to park together. The April Cars & Coffee St. Louis saw only four Jaguars in attendance, so let's represent the best British marque in abundance on May 16th. And oh yes, **ML Hillard** has encouraged the Maryland Heights Police Department to hand out tickets when it sees fit in a bid to keep local businesses and patrons from registering complaints. If you just have to "see what it'll do," schedule some track time. Future Cars & Coffee St. Louis dates are: June 20, July 18, August 15, September 19 and October 17. □



The 80th birthday party for **Liston Jent** was celebrated on Saturday, April 26th in Maplewood. His son, **Larry**, had extended an invitation to the JAGSL to put a little "growl" in the party mix since Liston once owned a '52 XK-120 which he sold in 1990. Although the weather was not fully cooperating, three Jaguars (**Allan Ellis** in his 420, **Matthew & Heather Johnson** in their E-type FHC and **Joe Mizerany** in his XJS) managed to garner some curb time to the great delight of Liston and the assembled group of family and friends. The drive home turned out to be wet, but nonetheless rewarding. More pictures and more story in the next issue of *The Growl*. □



Be a part of the SVRA "2015 Brickyard Vintage Racing Invitational" held at the famed and historic Indianapolis Motor Speedway! This event will feature more than 500 vintage and historic racecars. In addition, you will enjoy the popular Indy Legends Pro-Am Charity race, which pairs veteran Indianapolis 500 drivers with amateur racing partners. The Classic Car Show at Indianapolis Motor Speedway on Saturday, June 13th is open to all Classic, Vintage, Exotic and Collectible Cars of interest. Car Clubs Welcome! Not only will you compete for awards, but each \$75.00 Car Show registration includes: 2 Weekend Passes (2-day) to the Vintage Races; The "Last Lap" drive on the Indianapolis Motor Speedway in your show car (subject to track conditions); Saturday Evening Concert Featuring "Blood, Sweat & Tears"; Saturday Evening Fireworks; Optional Drivers Dinner (additional charge). Register by June 1st and receive: Complimentary Race Event Program and Complimentary Special Event Race Poster. Display Car Guidelines: The Classic Car Show will take place at the Indianapolis Motor Speedway shine or rain on Saturday, June 13, 2015. Show Cars may not display for-sale signs, advertisements, displays or illustrations without the prior written consent/authorization of the Registrar. For info contact: linda@svra.com or 847-421-2891 www.svra.com/car-shows □



And this by way of **Dave Fensterer**, secretary of the Cave State Cruisers Car Club and former Mark II owner:

The Cave State Cruisers (CSC) will host our 28th Annual Route 66 Festival and Car Show the week-end after Father's Day, Saturday, June 27th through Sunday, June 28th, 2015 at the Waynesville, Missouri City Park (downtown Waynesville, Missouri on Old Route 66/Business Route 44). We have 21 classes with three Best of Class awards per class, plus special awards. A \$20 registration fee covers both days. Drive-through judging on a 100 point scale runs from 8:00 AM - 4:00 PM on Saturday and from 8:00 AM - 11:00 AM on Sunday. High score applies to all classes except the Rat Rod Class for which low score applies.

Trailer queens start with a 10 point deduction except for non-street legal racing cars, so drive to the show grounds from nearby hotels or shopping centers. The awards ceremony is at 1:00 PM on Sunday. Weather permitting, we will cruise 18 miles on old Route 66 (original 1926 and 4-lane 1941 highways) to Devil's Elbow, Missouri at 4:30 PM on Saturday, June 27. The cruise will cross the oldest steel truss bridge still in use on Route 66 and stop at the Elbow Inn, the original 1929 Munger-Moss Truck-stop, now a very good BBQ restaurant featured in the 2015 *Sports Illustrated Swimsuit Edition*, and will continue through the Hooker Cut (the deepest road cut in the US until 1997). The festival includes an historical virtual tour of the entire Route 66 from Chicago to Los Angeles, 1926 through 1986, with period correct top hit music and dancing in the streets. Note: We have use of the city splash park on the show grounds, so bring swim suits if you want to stay cool. Contact CSC President **Don Doan** at 573.433.5586 or CSC Secretary **John Fensterer** at 573.855.0543 for show registration information. □

Jaguar Drivers' Club Area 51, the Louisville, Kentucky JCNA club, extends an invitation to all members of the JAGSL to their 31st Annual Concours d'Elegance on Saturday, June 6th. It will be held at Jaguar Louisville, 4700 Bowling Boulevard in Louisville, Kentucky 40207. Along with Championship and Driven classes, they also have added a Display class. If you have won several trophies or just don't want to get out the Q-tips, you are invited to be a part of the Jaguar Concours experience. The entry fee for Championship or Driven classes is \$40.00 (\$50.00 on the morning of the show up to 11:00 AM). Display Only registration is \$15.00. Pollo, a gourmet chicken vendor, will be on site from 8:00 AM until 4:00 PM. A variety of give-aways and raffle prizes will be given out during the day. Judging will be completed by 3:30 PM and awards presented at 4:00 PM. If you are interested in participating, contact **Bob Herold** who can send you a concours registration packet via email. Otherwise, you can call **Bill Hall**, the Concours Chair at 502.777.9518 or email him at jag4usxj@gmail.com. □



XKs Unlimited puts out a quarterly catalog (with articles) that's available online. We appreciate their continued support of *The Growl*.

Check it out at:

<http://online.flipbuilder.com/tknx/xes/mobile/index.html#p=27>

The editorial team would like, each month, to feature a JAGSL member "profile" not only to celebrate the profiled, but also to introduce new members to current members (and the reverse). To these ends, we have put together a few questions that we hope will help elicit interesting and unique responses and anecdotes from members to feature in future issues of *The Growl*. Responses can be sent to **Matthew Johnson** at matthewthegrowl@charter.net. Write-ups will be completed and you will be contacted before publication to get your final approval.

These questions/prompts are merely intended to generate ideas: it is certainly not an exhaustive list, and we encourage you to respond however you wish – what do you think *Growl* readers will want to read? Feel free, too, to ignore any question to which you do not want to respond or that is irrelevant to your story. Response-wise, the more details, the more specificity you can provide, the better the profile will be (and the easier the write-up!). Photographs of you and your Jaguar(s) are most welcome and will accompany your profile page. Profiles that feature you and your partner member are also encouraged. Many thanks for helping to make JAGSL an even more welcoming group, and to enhancing our monthly journal.

1. What sparked your interest in the marque?
2. What was your first encounter with a Jaguar?
3. When and how did you acquire your first Jaguar (and/or subsequent Jaguars)? What were the circumstances of its/their acquisition?
4. What motivated you to join JAGSL?
5. What was the most enjoyable, the most interesting, the most memorable (etc.) JAGSL event that you have attended? Why/how?
6. What was the most enjoyable, the most interesting, the most memorable (etc.) Jaguar-related experience you've had? Why/how?
7. What else might you want to share with your fellow JAGSL members?

SUNDAY AFTERNOON AT THE PARK

by Matthew Johnson



“I can safely say that some cars need longer than others to become interesting, desirable, collectible, for people to really want to see them—to be show cars.”

As I was writing an entirely different article for this month’s *Growl*, I became distracted by the Easter Concours d’Elegance in Forest Park. Subsequently, I asked our editor whether anyone was planning to write up a report of the event (sure, not a JAGSL-sponsored affair, but still), and suddenly, which is to say before I finished asking, I got the job.

Let me report with fervor and glee that our own **Gary Sudin** received a respectable third in class (Foreign Sports 1964-1970). Much deserved! Deserving of an award, that is, if not the placement, because, I think *Growl* readers will agree, he was unjustly shortchanged, and should have placed higher. The judges were seduced by the shiny paint deep enough to swim in that swathed a rather too-perfect ’67 Austin Healey 3000. They were also led astray by the real-not-replica (unfortunate that that has to be declared all the time) ’64 A/C Cobra sitting next to Gary’s strikingly presented, incontrovertibly beautiful ’66 E-type. (Allow me an opportunity to publicly praise JAGSL’s esteemed judges. Thorough scrutiny of JAGSL records revealed that **no** judge has deigned to make a similar error:

that is, **no** Healey or Cobra has *ever* placed first or even second at a Jaguar Concours d’Elegance. *Bravo*, JAGSL judges. *Excelsior!!*) I say with utterly reliable objectivity that Gary’s Jag should have won its class ... nay, *Best in Show* ... had the judges not erred so carelessly and dramatically. (My expertise in these matters – as a member of JAGSL, a writer for the *Jaguar’s Growl*, and E-type owner myself – speaks to my irrefutable impartiality. Trust me.) Oh? Second Best in Show, you ask? Well, there isn’t an award for that, but I’m quite certain if there were, it would have gone to **Joe Mizerany’s** 1995 XJS, the only other Jaguar at the show. Anyway, congratulations, lovely ’66 E-type, on another win!

Another superb spotting at the show wasn’t actually on four wheels, but four feet: **Bonjour & Andre Stunson** greeted **Heather** and me pretty much as we arrived. A delightful conversation ensued, all of us vying to get a word in edgewise (we hadn’t seen each other since the Overstreet House of Cars event). Bonjour and Andre were telling us with zeal about past Easter Concours, but expressed disappointment with this year’s arrangement: due to the Muny’s parking lot being under con-

struction, the cars were basically lined up in three long rows along the closed streets in the park (a condition which also had an adverse effect on traffic). I had never attended the event before, but could plainly see that the criticism was justified. One had to walk some distance to see much, and couldn’t really get a sense of the show’s size, either. What’s more, given that the cars were parked diagonally, rear-ends along the curb, people had a tendency to stick to the pavement, and thus to not examine the cars much, save for their front-ends. And some of those rear-ends were well worth a gander. The 1956 Cadillac Flower Car – interesting. Or the 1948 Chevrolet Fleetline Aerosedan Country Club Woody – voluptuous. I clearly spent much time on the grass. (Note: Any euphemisms in this paragraph are unintentional and entirely the product of the reader’s imagination.)

Keeping to the front also put more people in less space; one had to navigate the throng as if on a Manhattan street at lunchtime. And if one were keen to snap a few automobile photographs, one had not only to wait around for *just* the right moment for folks to clear, but also to hurry with the shutter. (Sure, that’s a condition of most car

Gary Sudin’s 1966 E-type



Joe Mizerany’s 1995 XJS makes Heather Johnson smile.



(Pictures: Matthew Johnson, Gary Sudin Painting: Georges Seurat)

shows, but here, many were not really looking at the cars, but rather just sauntering by.) Owners of cars, if they were to keep watch over their beauties, were fairly limited, as they would have to be quite distant from their own cars if they were to see others. And I'd be remiss if I did not remark that, had I been showing an automobile, it would have behooved me to stay pretty close to it. The attendees were, well, not quite as respectful of the automobiles as I would have liked to see (and, for the most part, *did* see at last year's European Auto Show and All British Car & Cycle Show). Sticky children's fingers were too abundant, wet dog noses too copious, and people who were generally oblivious to any one or thing in the space in their immediate vicinity were legion. I imagine that owners left with quite a bit of polishing to do. Cars were menaced with funnel cake, egg roll, and crab Rangoon residue (I couldn't have made up that combination – see photo).



At the Concours, mid-century American metal (with a few luxury examples) made an impressive appearance. The sampling of 1920s and earlier horseless carriages was outstanding: noteworthy was a pair of splendid Moons, admirably representing the city in which they stood and from which they came (truly marvelous). A troupe of WWII military vehicles brought honor to the streets (their owners equally as celebrated). An abundance of American muscle pleased the crowd (if you like that kind of thing). After these categories, one might have expected, not unreasonably, that the Europeans would occupy the rest of the seats. But they didn't. One Ferrari. One Porsche. One Bentley. One Roller. One Maserati. One Mercedes (which drove off just as I arrived, although I don't think the two events related). No Alfa, no Bimmer, no Aston, no MG ... unless mine eyes deceived me. This isn't *particularly* rare stuff, either, for a car show; I mean, I'm not complaining about the absence of an Avion Voisin or Hispano-Suiza. Goodness, *two* Moons, but nary a lone Triumph?

So, what filled the ranks? Brace yourself, for here I diverge from my otherwise wholly objective report into personal

meditations. Sorry, Allan. (Or perhaps, "You're welcome.") Given the rest of the vehicles, I mused that the "Easter Concours d'Elegance" might be more simply ... aptly ... named "Easter Concours." There were a number of automobiles that, well, I just wasn't sure why I was looking at them. I won't name them specifically, to protect the identities of the innocent. I also have no wish to insult their owners – these cars were, I definitively say, amazing, even *perfect* examples of what they were. But they were what they were. Will we travel much to see

barely twenty-five year old Chevrolet sedans and Ford station wagons? It is borderline miraculous that there are such exemplars of these models still out there; however, not all things are equal, and I wonder whether it's time to revisit the simple "twenty-five years or older" entry regulation. Maybe not officially, but informally-like, as in "encourage individual reflection about what makes a show car a show car."

I can safely say that some cars need longer than others to become interesting, desirable, collectible, for people to really want to see them – to be show cars. Time is one thing. *One*. Old cars are remarkable, which might happen at the twenty-five year mark, but might not. When everyday-driving a twenty-five year old car,



you won't often pass one older. Hagerty quotes data indicating, "only about 25 percent of the 1994 model year cars sold here are still on U.S. roads. Go back to 1984 and it shrinks to around 1 percent" (Source: Rob Sass, Hagerty). But an '84 Dodge Caravan isn't going to turn any heads (unless one is averting one's gaze, I suppose). Rarity is another tool to assess show-worthiness. Yet "rare = show" is no more reliable an equation than "old = show." Based on insurance records, which Hagerty claims "are a pretty good indicator of survivorship," the '88-'89

Merkur Scorpio is endangered, and the '76-'83 Plymouth Sapporo is extinct (Source: *ibid.*). While both models might prove rarer than a '54-'63 Mercedes 300SL, which inspires *you*? (You know, out of these three?) In fact, for one of the most numerous cars ever produced, the Volkswagen Beetle, prices are rising for restored or good original examples, VW clubs are healthy and numerous, and the little cars are exceedingly popular. But the Beetle has something else going for it: its cultural and semiotic significance places it solidly in the collector/show car arena.

Other cars have historical significance: As featured on *Antiques Roadshow*, a "Sunbeam Talbot 90 was identified as the car driven by Stirling Moss when he won the Charles Ferro Trophy in the Monte Carlo Rally in 1967, and valued at £50,000" (Source: Hannah Furness, *The Telegraph*). You can get a decent Sunbeam-Talbot 90 without the Moss provenance for nearly ten times less. And while that *individual* automobile is a show car, other cars have historical significance through their bloodlines, through long-established models that always fuel enthusiast desire: Mustangs, for instance, are Mustangs. While some years and configurations are (even much) more coveted than others, each is still a Mustang, and people like Mustangs. Same with Corvettes. Same with 911s. Other cars are particularly groundbreaking, causing a stir at their debut: at a show,

I might dawdle while taking a close look at an early, first-generation Miata. Age, rarity, market value, cultural-semiotic-historical significance, individual provenance. A show car need not score highly on *all* of these assessments, and the list itself certainly is not exhaustive. (For instance, a car could just be a Jaguar.) Still, speaking as an enthusiastic autoshow attendee, I advise consideration of more than merely "twenty-five years old or more." Plus, I cordially invite you to attend the Easter Concours 2019; I am particularly excited about that one, as my 1994 Honda Accord EX will make its debut. □

—Matthew & Heather Johnson joined JAGSL in July 2014; usually, they own a 1970 E-type FHC, but Jaguar Heritage is certain it's a 1969

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

Modern Eye Care. Old-Fashioned Caring.

www.ungereyecare.com

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 allantheGrowl@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

When I was younger, I exercised a penchant for witticisms like, "You can't drive into the future looking into the rearview mirror." Now that the miles have mounted, I find myself captivated by nostalgia at times—regret, even—wanting to pull the car over, get out and walk back a ways to recover...I don't know what, exactly.

My first Jaguar was a '66 E-type roadster, a gift from my father. (I wrote a little bit about it in the January/February issue of *The Growl*.) It was three or four years old when I was entrusted with its care. It is, without controversy, the one that got away.

Every car enthusiast, if they've lived long enough, has a similar tale. My longtime mechanic friend, **Rudy Goodus**, tells me that he sold a Ferrari 250 GT in the late sixties for eight thousand dollars because, well, eight thousand dollars was a lot of money! For years, there was a picture of that car in his living room: the one that got away. It was almost shrine-like. We approached the picture in hushed voices, bemoaning our stupidity, not wanting to look each other directly in the face, unwilling to betray our watery eyes, sensing the tragic. Silence ensued; we mourned. The British would have been proud, but the Italians would have slapped our collective faces like the Don did to Johnny Fontane in the *Godfather* while saying, "Act like a man!"

I went to St. Paul, Minnesota in the fall of 1971 to attend a small, denominational Bible school. My father didn't want me to take the Jag, thinking that it might make an uncorrectable first impression. So we fixed up my friend **Peter Harrison's** '61 VW Bug (which he gave to me), installing a rebuilt JC Whitney motor in it. With nary a look back, I left my childhood home, aged seventeen, driving from Connecticut to Minnesota. I liked the Bug in the snow, but I missed doing donuts in the XKE. So, a letter-writing campaign ensued and eventually my father relented; I flew home and drove the roadster (with my father) all the way back to St. Paul.

Eventually, I lost interest in VWs and Jaguars. They both sat parked for a long while at the dorm. The Jag developed an overheating problem: a crack between cylinders 3 and 4. The local dealership removed the head and drilled and tapped it—but to no avail. Meanwhile, life and love happened and in 1974, I sold it for eight hundred bucks. The one that got away. And the only picture I have of it? Not the best...



I wouldn't recommend nostalgic entrenchment to anyone, but on the other hand, I don't know how you can avoid it, entirely. Every so often, I'm called back to a long summer day, top down, headed down Route 1 to Stony Creek as the salty beach air begins to fill my lungs. The Jag is warm, hot even, but I feel the constant, cooler presence of the end of day swirling about me. The landscape appears and recedes, soothing my adolescent misgivings while the radio leaves lingering notes of *Yesterday* hanging in the still night air behind me ...

And suddenly I realize that maybe, *just* maybe, I really didn't lose anything after all. □

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 ☐

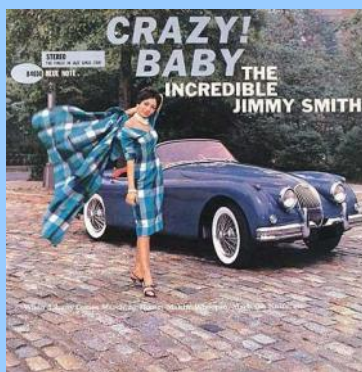
Magnetic ☐

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

Clasp: Pin ☐

Magnetic ☐

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



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

SINCE 1973



www.xks.com

**Get Your Jaguar Parts
Directly From THE Source...**



Manufacturers of Thousands of Jaguar Parts and Accessories

Suppliers for Contemporary and Classic Jaguars Worldwide



REPLACEMENT COOLING PARTS

NEW EXHAUST MANIFOLDS

REPLACEMENT BRAKE PARTS

STEERING & SUSPENSION PARTS

ACCESSORY ITEMS

SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE - POSTAGE-PAID • SAME DAY SHIPPING

We Are Pleased To Support Your 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

MOTOEXOTICA[®].COM



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



MK2



S-TYPE



X300



X350



XJ40



XJ6/12



XJS



XK



XK8



X-TYPE



EARLY SALOONS

ULTIMATE JAGUAR PARTS SPECIALIST

www.sngbarratt.com



+1 (0) 800 452 4787

sales.usa@sngbarratt.com