

The Jaguar's Growl



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

John Testrake piloting his '67 2+2 with Jim Hendrix dutifully following suit while Lisa Hendrix gabs on the phone—all the while Heather Johnson captures the moment just before we go river crossing...and picnicking (insert)



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HOW ALIVE ARE YOU?

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Well, the "August Do-Nuthin' But Show-Up Picnic" turned out really well. First of all, it had a "Chamber of Commerce" day of weather. Secondly, starting out at Cars & Coffee got some members there for the first time. Finally it was a nice drive followed by a grand picnic spread provided by Christi Ellis and Heather Johnson. Additionally, I was able to cross off two more places that I had on my bucket list to visit. So this made a monumental travel year for me. I was able to cross off Brussels, IL; Hardin, IL; and La Paz, Bolivia in the same year. I am so excited!

Speaking about Cars & Coffee: that was the largest turnout I have ever seen. I'm just guessing, but I would say there were 400-450 cars there. Plus, ML was able to scrub the commercialism out of it and got a larger police presence to rein in the cowboys. I saw at least two cars pulled over as they were making their grand exit. The first great weather day also helped the attendance.

JCNA has been up to its mind-blowing activities again. Jaguar Cars has been offering discounts to members of JCNA which has increased the number of Member-at-Large applications from new Jag buyers. So, because of the influx of new applications, JCNA has increased the price of a MAL membership from \$30 to \$100 and explains it as increased cost to process these applications. Can you say "money grab?" What happens to the person who just bought a 2002 XK8 and wants to become a MAL? Plaza Jaguar is not in that program, so it does not affect JAGSL.

I have not looked really closely at the results of the Monterey auctions, but a preliminary view is that prices are holding in general, and going up in certain areas. The XK120 OTS and XK140 OTS are now at the \$200,000 level and a S1 XKE FHC approached \$200,000. The high XKE OTS was a '66 4.2L at \$319,000. I was happy to see the XJ220 climbing back above water.

Under the heading of "I Was Not Going to Bid on Them Anyway," the following cars sold: '53 C Type Works Lightweight @ \$13,200,000; '38 SS100 3.5 L @ \$583,000; '49 XK120 Alloy @ \$407,000; '82 XJR-5 IMSA GTP Chassis 001 @ \$396,000 (Bob Tullius Group 44 car)—I wonder if Phil Taxman had an absentee bid in on this one? (Sources: RM Auctions-Sotheby's <<http://www.rmsothebys.com>>, Bonhams Auctions <<http://www.bonhams.com/>>)

Finally, congratulations to Debbie & Todd Dillon for their acquisition of a Willow Green, '71 XKE 2+2. We have successfully taken over another soul. —OOP



Jaguar Association of Greater St. Louis

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

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ADVERTISING POLICY:

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

ADVERTISING RATES - 12 months:

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

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

A AC	AA MGA 1500 (Featured Marque)
B Aston Martin (incl Lagonda)	BB MGA 1600 (Featured Marque)
C Austin Healey 100-4, 100-6	CC MGB & MGC chrome bumper ('62-'67) MkII
D Austin Healey 3000	DD MGB & MGC chrome bumper ('68-'74.5) MkII
E Austin Healey Bugeye Sprite	EE MGB rubber bumper ('74.5-'80) MkII
F DeLorean DM1C	FF MG B/C GT
G Jaguar Saloons (1971 & older)	GG Morgan
H Jaguar Saloons (1972 & later)	HH Rolls Royce/Bentley
I Jaguar XJS (all years)	II Triumph TR2/TR3/TR4/TR250/TR5
J Jaguar Sports Cars (thru XKE)	JJ Triumph TR6 early (1969-1973)
K Jaguar Sports Cars (post XKE)	KK Triumph TR6 late (1974-1976)
L Jensen-Healey	LL Triumph TR7
M Land Rover Range Rover	MM Triumph TR8
N Land Rover Discovery (incl LR3/LR4)	NN Triumph Spitfire early/GT6 (1962-1969)
O Land Rover Defenders	OO Triumph Spitfire late (1970-1980)
P Land Rover Freelander	PP Sunbeam
Q Land Rover "Series" I, II, III, etc.	QQ TVR
R Lotus Classic, 7, 11, Elan	RR Business Vehicles (Taxis, Utes, Trucks, Buses, etc.)
S Lotus Elan	SS British Tribute Cars (kits)
T Lotus Elise, Exige, Evija	TT V6/V8 Conversions
U Mini Classic	UU Other British Sports Cars
V Mini Modern	VV Other British Saloons
W MG Midget/AH Sprite chrome bumper	WW British Motorcycles (Triumph/Norton/BSA, etc.)
X MG Midget rubber bumper	
Y MG Pre-war (MMA)	
Z MG T-Series	



Saturday, September 26th, 2015

Creve Coeur Lake Park – Heldman Shelter

<http://www.allbritishcarshow.com/home/>

The featured marque for 2015 will be the MG (and specifically the MGA) to celebrate the MGA's 60th anniversary. A concession stand offering food and drinks during the show is operated by the St. Louis Triumph Owners Association.

Registration form for the British Car and Cycle Show 2015

Early Registration is appreciated!

Mail completed form and check or money order (US funds only please) payable to the MG Club of St. Louis to:

British Car and Cycle Show 2015
c/o Ranney Dohogne
12970 Ambois Dr.
Creve Coeur, MO 63141

The first 100 registrations received
by August 26th will receive
a FREE Shirt with the
2015 British Car and Cycle Show's Logo.

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Email: _____ Distance Traveled: _____

VEHICLES	Year	Make	Model	Color	Class (see page 4)
1 st Entry					
2 nd Entry					
3 rd Entry					

Parking Lot Party

Will you be attending the Parking Lot Party? Yes: _____ No: _____ How many people: _____

The St. Louis MG Club will **NOT** be selling the British Car & Cycle shirt at the show, so register early!

Early Registration (post marked before August 20th, 2015)

First British Car (Motorcycle fee \$10.00)	\$25.00	\$
Second (and more) British Car or Motorcycle	\$10.00	\$
Pick your size	<input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> XXL	
FREE EVENT SHIRT GAURANTEED TO THE FIRST 100 ONLY!	TOTAL	\$

Regular Registration (postmarked after August 20th, 2015)

First British Car (Motorcycle fee \$15.00)	\$30.00	\$
Second (and more) British Car or Motorcycle	\$10.00	\$
TOTAL		\$

Rules and Waiver:

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify all organizers, officials, and supporting sponsors of the All British Car and Cycle Show, including the St. Louis MG Club, the St. Louis Triumph Owners Association, from any and all liability from personal injury or property damage incurred by me, my guests, and all participants while I participate in the All British Car and Cycle Show.

I understand that the St. Louis MG Club reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior. I also understand that my car should remain on the show field until all winners are announced.

I have read, understand, and agree to this release.

Signature: _____

Name: _____

Date: _____

UPCOMING JAGSL EVENTS

SEPTEMBER EVENT

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

OCTOBER EVENT

Saturday, Oct. 10th
Concours
Bishop's Post
Restaurant
16125 Chesterfield
Parkway West

NOVEMBER EVENT

Saturday, Nov. 14th

Annual
Business
Meeting
at Plaza Jaguar



The members of the Jaguar Association of Greater St. Louis are proud to welcome you to our annual Concoeurs d'Elegance at Bishop's Post, Chesterfield, Missouri. We were sad to see the closing of the Kemp Auto Museum, but we're keeping it in Chesterfield again this year for the convenience of our participants.

Drury Plaza Chesterfield, our host hotel, offers premium TV channels, swimming pool, in-room refrigerator, coffee/tea maker, complimentary hot breakfast and 5:30 p.m. Kickback (happy hour). Car washing facilities are available at the hotel. Room rates are \$109. Call the hotel at 636-532-3300 by Sept. 18th and ask for Code 2237402 for these rates. Call Lisa or Ray if you miss this deadline.

DIRECTIONS

Traveling South or North on I-270, take I-64 West. Traveling East or West on I-64/40/61, take Exit 19b (Olive Blvd/Clarkson Rd). Take Clarkson South and turn Right on Chesterfield Center.

GPS Coordinates: Latitude: 38.65245514435062

Longitude: -90.56081771850586

SCHEDULE OF EVENTS

FRIDAY, OCTOBER 9

Noon to 5:30 p.m.

Car washing at Drury Plaza Chesterfield

Cocktail Party 5:30 - 7:00 p.m.

Drury Inn

Monarch Room

Chesterfield, MO

SATURDAY, OCTOBER 10

7:00 - 9:00 a.m.

Place cars on the Plaza at Bishop's Post

West parking lot

Pick up registration package

And

Late registration at the Registration Tent

11:15 a.m. to noon

Judges' Meeting and Lunch inside the restaurant

Noon to 4:00 p.m.

Hands Off - Judging begins

6:00 to 10:30 p.m.

Awards Dinner at Bishop's Post

16125 Chesterfield Pkwy W

Chesterfield, MO 63017

Cash bar - Dinner - Awards



The August Do-Nuthin' but Show-Up PICNIC

I expected perhaps eight, and was hopeful for ten. Allan was more optimistic, thinking fifteen. Either way, we understood those numbers to *include* us and we agreed that fifteen was likely a maximum. Wrong! Twenty-nine people at Cars & Coffee, twenty-two for the river drive, and thirty-six for the picnic, which means that there were a total thirty-nine JAGSL members taking part across the three segments of the event. [Given that Mark Morgan (Triumph TR8) attended C&C and drove half-an-hour ahead of the Jaguar Troupe to get some spectacular photographs of Jags disembarking the Golden River Ferry, the total number of people involved was forty-two. I stand by my creative math, here, because Mark is just that rockin'.]

Ten Jaguars and a Mercedes headed from Westport Plaza on Interstates that turned into State highways that turned into small, quite topologically interesting little roads towards the Golden River Ferry, along a route mapped out initially by Allan Ellis and Matthew Johnson, subsequently by Allan (twice), and again quite harrowingly, I understand (one must ask Christi Ellis about the horrowingness ... I cannot do her story justice here, as much as it would delight me to try, and completely at Allan's expense). Allan and Matthew ran it once more for accurate mileage, borrowing Christi's 2013 Chevy Equinox (Allan's 420 doesn't calculate mileage quite right, and Matthew's VW Bus simply required too much math).

The eleven cars were led expertly by Allan, who was so generous a leader, that the carefully mapped out instructions were all but unnecessary, despite the roads being admittedly quite confusing and not infrequently unmarked. The caravan was unified when we arrived at the Golden River Ferry for the Illinois River crossing. I wonder if the ship's complement had ever recorded such a remarkable manifest (the first nine JAGSL vehicles). Now, the advantage of Jim & Lisa and Heather & Matthew having to wait for the next trip was that from the shore, we could see that superb cargo, sparkling like the river itself in the sun. What's more, the Hendrix XK150S and Johnson E-type were first on the next trip, lining up directly at the bow – magnificent! And once we were underway, Kelly Waite seemed to just appear, his '65 Mustang having been temporarily hidden by a row of behemoth SUVs. He joined the caravan. We stalwart five supposed that our delay heralded the end of the full caravan, left behind as we were, but acknowledged that two Kittens and a Pony is quite enough for thoroughly enjoyable playtime. We need not have worried. Just over the crest of a steep hill, we saw our

comrades, all lined up, waiting for us with blinkers (those that worked, anyway) flashing, welcoming beacons marking our arrival. The twelve cars – the full caravan – once again headed towards Pere Marquette.

The rest of the drive was quite beautifully uneventful, by which I mean that it was leisurely, a grand tour, striking cars cruising in painting-like landscapes. Upon arriving at the pavilion in the park, a JAGSL members already arrived greeted us. XJR and XJ8 drivers strolled casually towards them, refreshed from the pleasant drive, while XK and E-type drivers followed many minutes behind, enervated, staggering zombielike, directly past the extended hands and kindly hellos, focusing only on lunch and libations. (Nah. It *was* time for lunch, I admit, but the drive was genuinely lovely.)

Lunch. The people and the Jaguars were wonderful, yes. *But lunch.* The spread was nothing short of spectacular. That's not even an opinion. That's a fact. Christi Ellis ... ah, Christi, I don't think we can express enough our appreciation: potato salad, Zia's salad, fruit salad ... Chinese slaw, cucumber-onion-vinaigrette pasta ... chips ... a variety of drinks ... and the Ted Drewes. Lloyd of Backyard Barbeque provided the chicken salad and brisket which went superbly on Heather Johnson's handcrafted rye and pretzel rolls (unless you were unadventurous and went with the standard, store-bought rolls ... your loss). Attendees also could choose from Heather's homemade cookie trinity (almost as holy as the original) – traditional chocolate chip, oatmeal raisin, and/or (emphasis on "and") ginger-butterscotch.

After lunch, despite the beating-down sun, the fatigue of the drive, the food-coma-inducing meal, and waning day, the drive home for anyone who opted to take the Great River Road (perhaps especially in a vintage Jaguar) was just phenomenal.

Now, I am (generally) an honest person, so I will definitively and publicly state that Christi and Heather did the lion's share (jaguar's share?) of the work. Allan did some fine planning. (Me? I basically just associated myself with three talented individuals and got some thanks for it.)

Subsequently, Allan and I (and Christi and Heather often through us) received many thanks for organizing. Know that you are *most welcome*. And thanks right back to all *thirty-nine* of you who helped make the event – one we considered canceling several times due to flooding! – a stellar (we think) success.

--MATTHEW JOHNSON

Participants (boldface indicates drive and picnic; C&C participants listed on page 9):

Jim & Linda Atkinson ('70 E-type)
Art & Linda Beuchler ('08 Ford Mustang)
Charlotte Bukowski & Thomas Loew ('92 XJ-S)
Nancy & Ray Corry ('08 XJ8)
Debbie & Todd Dillon ('62 Mk II)
Allan & Christi Ellis ('67 420)
Scott Hall ('03 XK8)
Jim & Lisa Hendrix ('59 XK150S)
Bob Herold with Brandon Hibbs ('93 XJ-S)

John Horen (Buick)
Dawn & Mark Herzog ('04 Volvo S60R)
Heather & Matthew Johnson ('69 E-type)
Courtney Jones & Tatyana ('59 Mercedes-Benz 220SE)
Karin Miller & Richard Haar ('93 XJ6 Vanden Plas)
Diana & Gary Schlueter ('99 XJR)
Robert Stelfox & Jane Ridge ('71 E-type)
John Testrake ('67 E-type)
Dorothy & Ray Unger ('10 Saab)
Kelly Waite ('65 Ford Mustang)
Chris & Terry Zerr (Infiniti G37)

the TAXMAN Race Report



Marsh and I packed up the '64 XKE Coupe on Thursday, August 13th, and headed to Michigan for three days of racing at Grattan Raceway. The Vintage Sports Car Drivers Association (VSCDA) was sponsoring the "Grand Prix au Grattan XXIX" Summer Party. Grattan is considered one of the finest road courses in America, located just outside of Grand Rapids. It's a two mile course with ten challenging turns and a 3,200-foot straight. The turns "include both uphill ascendin[g] radius turns, a flat out dog leg off the 160-degree hairpin turn, a hidden apex, a monza bowl, ess turns, and even a challenging downhill reverse camber turn." <<http://www.grattanracewaypark.com>> Grattan is the track that TWR Jaguar used to test drive all their race cars.

Friday's schedule included three sessions of twelve-lap practices, qualifying, and then heat races. Saturday's schedule included two twelve-lap races and a fifteen-lap feature race. Sunday brought two feature races, one of twelve and one of fifteen laps.

My first two practice sessions were brutal. At the end of the straight, Turn #1 is 120 degrees and can be taken either early or late, but if you take it late, you leave a lot of track open and are easily passed by other cars. You have a slight uphill rise to Turn #2, a 90-degree right, but then must get over to the left quickly for the unbelievable #3, which is a 130-degree, left-hand, off camber, downhill turn. You have to turn the car before you see the track. After you actually make it through #3, you have to get the car to the left for #4, a 90-degree right. Now you're going downhill and hit a series of tight right-left-right esses. Now the fun begins as you head into #6, "the Monza Bowl," -- 140 degrees left, with 25-degree banking. Uphill to #7 and then downhill to a blind apex at #8. This is a critical turn as you then head uphill towards the straightaway: If you drift to the left, you get passed and lose all momentum. Then, uphill-quick-left-and-right and you're back on the straight at full speed. The cars in my race group were hitting between 120-140 mph on this long straight.

My racing group included: **Porsche** 911, 935, 356, 914; **Alfa Romeo** Duetto, GTV, Alfetta, Spiders; **MG** MGB, MGB GT, MGC; **Datsun** 510, Fairlady, 240Z; **Lotus** 26R, Super 7, Elan; **Triumph** TR4, TR3, GT6; **BMW** 2002; **Ferrari** F348 Challenge; **Mazda** RX7; **Elva** Courier;

Opel Manta; **Flat** X19; **Sunbeam** Alpine; **Volvo** 142S; **Ford** Mustang; and **Chevy** Corvette. Forty-five cars on the track at the same time. IN-SANITY! The only cars in my class, 6BP, were a 1973 MGB GT V8 and the 1968 Corvette.

My best lap time kept improving over the three days, from 1:49 on day one, to 1:45 on day two, and finally to 1:43 on Sunday. This isn't the best track for a long wheelbase car like the Jaguar, and I really struggled to keep all four wheels on the track over the eight sessions. I was successful except for the 1st Heat race on Saturday. I was coming up out of turn eight, heading for the straight, and passed the Datsun Fairlady. I saw the Opel Manta about eight car lengths ahead in the middle of the track and decided to move to the left. **BAD DECISION.** The back end of the Jag swung around and I was off the course spinning on a hill and finally came to rest after hitting a guardrail. Mind you, this was at 120 mph. After discovering that I was still alive, I hit the start button and the coupe fired right up again and I moved it out of harm's way. Good thing I did this, as not two minutes later, another car spun out at the same spot. It was discovered that quite a bit of oil had been dropped on the track on the turn leading to the straight ... and the corner people hadn't seen it.

I managed to get back to the paddock where Marsh was waiting. He immediately starting pulling off broken pieces to determine the damage. Right taillight gone, back end smashed in, right rear fender bashed up pretty badly. Tech officials came by and determined that there was no mechanical damage, and since I still had one working taillight, they said I could continue if I so chose. Marsh duct-taped the damage and I took the Jag out for six practice laps. Everything seemed okay. We didn't go 475 miles to pack up and come home after just four races, so back to the pits we went. We raced four more times without incident and I had my best times and finishes. On Sunday, I finished first in class in both races and 21st in the feature race. Except for some battle scars, it was a sensational weekend.

The VSCDA staff are terrific and we made many new friends. Vintage race people are fabulous! Marsh and I want to organize an overnight to one of the tracks next year during a race weekend. We know that many of club members would enjoy all the cars and racing and we could arrange for track touring time in

your personal cars during lunch break. Blackhawk Farms is the closest to St. Louis and that event is usually held in June.

Marsh and I dropped off the trailer with the damaged kitty inside and now it's up to Andre and Bonjour to get her looking pretty again, so we can head up to Road America in September. They have *thirty days* to get the job done. —PHIL TAXMAN



We raced the #2 Taxman racing Jaguar at Grattan Raceway in Michigan from August 14-16th. Much of our preparation was completed at the Taxman Race facilities here in St. Louis. Pit work consisted of the usual: checking tire pressure settings, oil, and brakes; re-torquing the wheels; general car cleaning; and adding racing fuel. Everything went well for several races with no problems: we were hitting the rev limiter on the front straight, I adjusted the set point, and all was well.

However the fun was about to begin. Phil spun the car and hit the Armco, resulting in considerable damage to the rear and right quarter of the car. The spin was caused by oil on the track. Time for the crew chief to get to work. We pulled the left rear wheel to inspect the half shafts and lower A-arms: all appeared OK. We did find a possible problem with the rear carrier bearing. I then taped (bear bound) the damaged areas after pounding out the metal where it was torn (which would prevent pieces from falling on the track). The Chief Steward allowed Phil back on the track for several laps to see if we had additional problems ... all seemed well and we were back to racing.

As it turns out, Phil knocked three seconds off his lap times; it must have been the speed tape I used.

Next Race: Road America, one of the best tracks in the USA. I raced there in 1971, and I am looking forward to returning in September.

—MARSHALL RIEGERT



Join JAGSL on Facebook

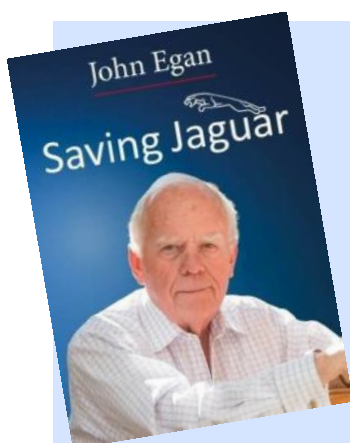
JAGSL has two Facebook pages that you are cordially invited to join ... and follow ... and like ... or just visit. Why two?

The first is the **JAGSL "Page"** <<https://www.facebook.com/pages/JAGSL/288922031317552>> which serves as our Association's "official" space on Facebook. As described by Facebook itself, "Pages enable public figures, businesses, organizations and other entities to create an authentic and public presence on Facebook. Unlike your profile, Facebook Pages are visible to everyone on the internet by default." News of JAGSL, JCNA, and sometimes other local Jaguar clubs appear on the JAGSL Facebook page. It's sometimes even useful.



Find us on 

The second is the **JAGSL "Group"** <<https://www.facebook.com/groups/1484983351770724>> which is a little more personal, where JAGSL members post largely with one another in mind, rather than a more general public. Facebook explains: "Groups are the place for small group communication and for people to share their common interests and express their opinion [sic]. Groups allow people to come together around a common cause, issue or activity to organize, express objectives, discuss issues, post photos and share related content." Fifteen members currently post Jaguar-related materials and musings from time to time. It's sometimes even interesting or amusing. We welcome you to join us.



Hot off the Presses ...

submitted by Mark Morgan

Saving Jaguar by Sir John Egan

Sir John Egan was appointed Chief Executive of Jaguar in 1980, when "the company's very survival was in grave doubt." *Saving Jaguar* "tells the story of how John Egan gradually overcame the odds and, piece by piece, rebuilt this once great company, winning over the workforce, the suppliers, the overseas dealers and, most important of all, the customers. [...] Egan and his team of managers overcame every obstacle, every set-back, every challenge. It is an amazing story that will appeal equally to car enthusiasts, those in business, Jaguar devotees and readers

interested in social history." (Quoted from the publisher's website.)

[Porter Press International](http://www.porterpress.co.uk/john-egan-saving-jaguar.html) | Hardback | £24.95 | 224 Pages | 80 Illustrations

<<http://www.porterpress.co.uk/john-egan-saving-jaguar.html>>

JAGSL EXTENDS A WARM WELCOME ...

... to **Jim and Linda Atkinson**, who made their first official JAGSL event appearance (at the August 15th Do Nuthin' But Show-up Picnic) in their exquisite 1970 E-type OTS.



Photo: Jim Atkinson

Jim and Linda did more than just show-up, though: they made an impression, engaged folks in enjoyable conversation, and were just plain delightful! Welcome!

THE JAGUAR CLUB OF SOUTHERN COLORADO INVITES US TO ATTEND ITS CONCOURS D'ELEGANCE



JCSC and Jaguar Land Rover Colorado Springs is hosting its 7th Annual Pikes Peak Concours d'Elegance in conjunction with the British Motoring Festival on **Saturday, October 3, 2015, 11a-3p** • Blind-fold Driving Event 3-5p • Reception 5-6p • Dinner 6p.



The two events will be held concurrently:
Jaguar Land Rover Colorado Springs
565 Automotive Drive
Colorado Springs, CO 80906

Friday evening reception/dinner:
Johnny Martin's Car Central
1 S Nevada Ave #110
Colorado Springs, CO

In the Public Eye

Take a gander at the Summer issue of [Vintage Spirit](http://www.vscda.org/publications/vintage-spirit-magazine/), the official magazine of the Vintage Sports Car Drivers Association (VSCDA), and you might notice a familiar E-type in a photo montage of the 2015 Blackhawk Classic (see the report in last month's *Growl*). Congratulations to **Phil Taxman**, accruing sensational racing miles in his '64 E-type.

<<http://www.vscda.org/publications/vintage-spirit-magazine/>>



NEWS IN WILLOW GREEN

Congratulations! ...

... to **Debbie and Todd Dillon**, who have welcomed a beautiful and fabulous Willow Green '71 E-type Series 3 2+2 into their family (3329 lbs, 184.38 in.). On behalf of all of JAGSL, The Growl Editorial Team welcomes the new cat to our clowder.



Photo: Todd Dillon

"On the Road Again ..."

... reports **Art Beuchler** of his and **Linda's** XJ6 (and to which that rev counter will attest). "Leaned out the SUS a bit," "set the idle up," and now running "smoother than ever." Art further comments, "So the logical thing to do was toss everything and put on a pair of Webers. The score so far ... Webers 6, Art 4."



Photo: Art Beuchler



A Triumph! (But Not Always about Triumph)

If you have a moment, direct your browser to <http://sltoa.org/blog/> and have a look at **Mark Morgan's** STLOA Triumphs Blog ("Powered by Lucas"). Once there, you'll find reports of local car events (sometimes our own!) and other automotive tidbits covered by a true LBC enthusiast. The blurb and accompanying photograph of the British landing that took place on August 15th on the shores of the Illinois River is of particular interest this month.

ports of local car events (sometimes our own!) and other automotive tidbits covered by a true LBC enthusiast. The blurb and accompanying photograph of the British landing that took place on August 15th on the shores of the Illinois River is of particular interest this month.

August Cars & Coffee

Next C&C: Sept. 19th

While I do not have a precise count, and refuse to use a video uploaded to FB that claims to have covered ALL of the cars and yet somehow completely missed the main Jaguar Row in order to determine that count, it suffices to say that August 15th delivered yet another remarkable turnout for Cars & Coffee (Bob estimates 400-450 automobiles — see page 3). It is outstanding to see such a gathering of various vehicles and their enthusiastic, passionate owners. As for the count you've been waiting for, here 'tis: thirteen JAGSL and three non-JAGSL Jaguars. C&C Photos: Matthew Johnson



JAGSL members attending, or at least putting in an appearance 😊 included Jim & Linda Atkinson ('70 E-type), Art & Linda Beuchler ('08 Ford Mustang), Nancy & Ray Corry ('08 XJ8), Debbie & Todd Dillon ('62 Mk II), Allan Ellis ('67 420), Jim & Lisa Hendrix ('59 XK150S), Bob Herold with Brandon Hibbs ('93 XJ-S), Dawn & Mark Herzog ('04 Volvo S60R), Heather & Matthew Johnson ('69 E-type), Courtney Jones & Tatyana ('59 Mercedes-Benz 220SE), Tom Loew ('92 XJ-S), Ken McDade ('68 E-type), Joe Mizerany ('95 XJ-S), Diana & Gary Schlueter ('99 XJR), Robert Stelfox & Jane Ridge ('71 E-type), John Tetrake ('67 E-type), and Dorothy & Ray Unger ('10 Saab).



Needs A Good Home

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

\$5000 OBO. Terry Carmack (314.692.0566)



Auto Express Delivers Jaguar News

"With the XE showing that Jaguar could finally take on and beat the Germans, we should have expected the Jaguar XF to make a similar impact. And yet, it still seems quite incredible that the marque has managed to take all the original car's positive points and create a replacement that is still ultra-desirable, but betters its key competition in terms of driving fun and interior space. The XF could well be the new class leader."

submitted by Ray Unger

<<http://www.autoexpress.co.uk/jaguar/xf/92523/new-jaguar-xf-2015-review>>



JAGUARS ABROAD

By Carla Johnson & Matthew Johnson

— Matthew —

Early in the morning on June 3rd, a tone reverberated through the quiet room, indicating that I had received a text. And another. And then another. The pitch, probably identical in volume and note as was usual, somehow seemed a bit more frantic, demanding attention. The texts were from my parents, Carla and Rick, who were currently in Italy, having departed two weeks earlier. I had become accustomed to a daily text from Mom, each a few-word report of what they were doing in Orvieto, where they were staying. But these texts were different. They went something like this:

Mom: "Who would believe it — a car show on the Duomo! Two jags so far — took photos — Porsche, Ferraris, a Lancia, MGs — where is your E-type?"

Dad: "OMG!!!! OMG!!!! OMG!!!! A dozen Ferraris. 3 Lancias. A bunch o' Porsches. One e-type — '62. One Jag — 1950. And other good stuff. And it all just drove up

and parked right in front of us. Millions\$\$, I tell you, millions\$\$\$."

Mom: "I do not even know what most of these cars even are! The powder blue ragtop jaguar is a 1950!"

Dad: "Many pix but you will have to wait until we get home."

You might imagine that these texts piqued my interest: that my Mother knew what a Lancia was, assumed that I knew what a Duomo was, that my unflappable father was actually showing the appropriate amount of excitement for such a happening (and using textspeak wholly appropriately). But more to the point, *Jaguar*.

— Carla —

The Piazza Marconi, in Orvieto, Italy, is a large, square-shaped area cobbled with black stones and lined on three sides by castles, museums, ceramic shops, cafés, and *enotecas* (wine bars). The dominating feature of the lovely Piazza occupies the fourth side: the Duomo, or Cathedral, an amazingly massive structure authorized by Pope Urban IV (who just

happened to be in Orvieto when a miraculous religious event occurred in nearby Bolsena and a structure was needed to house the relic). The construction of the Duomo, with its Gothic architecture, took place over the course of the next three centuries and, it, too, is quite a miracle. The façade of the Duomo is spectacular, consisting of intricate carvings and colorful mosaics inlaid with gilt; these reflect the afternoon sun, making the entire structure glow as if lit from within. During the morning hours through 2:30pm or so, the Piazza is a hubbub of activity, teeming with groups of tourists from multiple countries, local worshippers, shoppers, and diners enjoying the cuisine and wines of Orvieto.

From 2:30 until late afternoon, though, most activity ceases. This is *riposa*, the Italian version of siesta, where most small shops and restaurants close for an afternoon break. A few hardy places remain open for those visitors wanting to make the most of their precious vacation time.

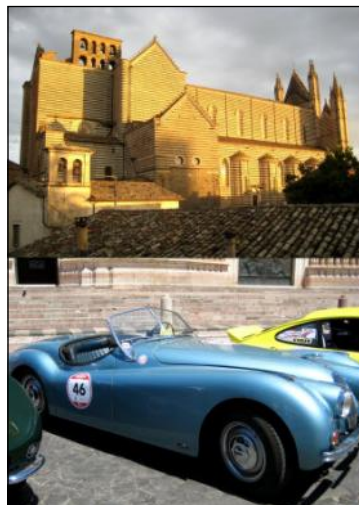
Photos: Carla Johnson



... JAGUARS ABROAD

— Carla —

My husband and I found ourselves at such a place, Enoteca al Duomo, on Saturday, June 6th, enjoying a small lunch of formaggio, salumi, and sipping that wonderful white Orvieto Classico wine, almost drowsing in the warm afternoon sunlight, when the subdued, low-key riposa was suddenly interrupted by a low rumble. The din grew louder. And longer. Then constant. Thunder? Airplanes? What could be disrupting the tranquility of the Duomo on Piazza



Marconi in Orvieto, Italy, during riposa?

Automobiles! Many, many automobiles roaring across the Piazza and rumbling over the cobblestones. But this was not everyday traffic. Classic cars of various makes were systematically lining up in multiple rows all over the available space in the square, their drivers placing their cars in precise positions. Suddenly, the Piazza was crawling with people, all of whom were yelling in excitement and delight in numerous languages, dashing to their favorite cars, and snapping photographs. I overheard a teenage boy, staring at a Lancia (gleaming Italian white, red, and green), with his mouth hanging open, whispering, "Sweet, sweet."

There were at least forty gorgeous classics of numerous kinds: Ferraris, Lancias, Porsches, Morgans, Austin-Healeys, Alfa Romeos, Aston Martins, MGs ... and Jaguars. Yes, the Jaguars!! There were only two, but in our eyes, they were the ones that stood bonnets and tires above the rest. One of us watched the dazzling show from the enoteca, sipping wine. The other (I'll leave you to guess which)

ran around the Piazza, taking photos right and left, but (of course) concentrating on the two outstanding Jags.

Automobiles of red, blue, red, green, red, yellow, red, white, red, gray, red, and orange with the sunlight flashing off their highly polished surfaces made the beauty of the Duomo look almost shabby by comparison. Only these (tens of millions of dollars of immaculately maintained) classic cars could even attempt to dominate that medieval, imposing, ornate building. How odd it was — the juxtaposition of the other-worldly, ancient Duomo towering over the worldly, modern automobiles.

— Matthew —

What my folks didn't know (and neither did I until a few weeks later, when I received the photos from Mom and poked around the 'Net) was that they had stumbled onto one of the rendezvous points of the *Modena Ore Centro* <www.modenacentrooreclassic.it>, a vintage race in its 14th year. What my folks did know is that these automobiles form connections, connections between people, connections that can span oceans. Of all of the sites that they visited on their Italy excursion (and there were many), the one that I heard the most about, the one they were most excited to share with me, was this assembly of vintage automobiles. I heard more about that experience than I did of their encounter with Michelangelo's David. More than I did about their impressions of the Roman aqueducts, some which have continuously functioned since the 3rd century. More than I did about their paging through a book that had been published in 1607.

It's not because my parents are shallow that they shared more about a "mere" car show than they did about more conventional symbols of human civilization. And it's not because I'm shallow, that they focused on "mere" cars only because they know how into cars I am. Rather, it's because vintage automobiles, like David (art, expression), like aqueducts (architecture, civilization), like books (history, knowledge) also represent artistic and aesthetic development, mechanical and engineering achievement, and the accumulation of wisdom of those



Rick Johnson poses by the E-type.

who have come before. They are no more *mere* "material things" than a famous sculpture, a couple's wedding rings, an old book passed down the generations with inscriptions from previous owners. These vintage automobiles' designers, engineers, owners, drivers, and observers attribute *meaning* to them. Just like Michelangelo and the millions of people who have gazed at that sculpture subsequently have made David *mean*. Just like Pope Urban IV, the Duomo architect(s), workers, and visitors



made that relic *mean*. These *meanings*, understand, are just as real, just as significant as the objects that carry them. Maybe more real.

When Mom sent me her description of the *Modena Ore Centro* gathering, she asked that I explain the significance of how the cars and the Duomo "seemed polar opposites," about that "odd juxtaposition." (She actually said, "I have no clue how to express this. You figure it out.") Frankly, I think she did a fine job herself, providing

us with enough to ponder for ourselves. Besides, having not been there, I am not at all sure that I can explain it, let alone accurately, but I appreciate her vote of confidence (one that has motivated me for, from *my* perspective, a long time). I *wonder*, though, how we can describe those cars as "old," most of them having been around for *only* half-a-century or so, and use the same word for the Duomo, which has been around, give or take, for 750 years. And those aqueducts a lot longer than that. I suppose they all come *from another time*, one that we're quite aware isn't coming back. The inexorable passage of time — and what it means for us, caught in its ever-flowing stream — is put into sharp relief when two or more ages converge before our eyes. The scene that my parents experienced did the best any could, perhaps, to put into perspective our various, malleable, contextual, ephemeral perceptions of age, beauty, design, structure, culture, awe. So the Duomo and the cars might have seemed polar opposites — just as Mom actually put it: they "*seemed*" in opposition, but, in fact, they're quite complementary.

Regardless, what Mom and Dad and I found out on June 22nd, after they had returned from Italy when they could send me those pictures, and after we had exchanged 88 texts, 23 emails, and 175.2 megabytes over 81 jpeg attachments, was that these cars created an experience, an experience we could share, an experience that ultimately brought us closer together. And that's meaningful.

◆◆◆

(Who won? Philip Nigel Walker & Howard Redhouse took 1st in class driving their E-type coupe — had to be, right?)

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Jaguar's Growl

EDITOR'S PAGE: *Allan Ellis*

Mark Morgan described our recent foray into Calhoun County as JAGSL staging an "[unopposed landing](#)." Of course he was talking about the Golden Eagle Ferry ride that allowed "British forces" to move quickly inland. His analogy got me thinking about the drive and picnic (the "Do-Nuthin' but Show-Up Picnic") held on Saturday, August 15th.

For me, the most enjoyable part of the day was the 56-mile drive. And in a lot of ways, it shouldn't have been the most enjoyable part of the day. We all know what worries rumble through the mind of a Jag driver when you set out on a road trip, the litany of questions that come surging in: will it start (again), will it overheat (worse than the last time) did I bring enough Castrol 20W-50 in the boot (I'm constantly questioning the accuracy of the Smiths oil pressure gauge)? Those questions (and many more) tend to erode any feelings of romantic fantasy about Jaguar journeying. It's why I love the picture (captured by **Matthew Johnson**) on page six of this issue with **Jim & Lisa Hendrix** in their 150S. It's like, "Well, we made it this far. Let's turn the motor off and enjoy the view for a bit." Yes, it speaks to me of relaxation but also relief (which are not synonymous).

So, planning an event is filled with trepidation. This plan, in particular, was burdened with weather and flooding issues. And of course, one wonders who will show up and who will show up unexpectedly and do we have enough food...and on and on it goes. Every opportunity is afforded an event planner to miss his or her own event. If you don't believe me, just sign up in November and plan an outing for 2016.

The one glaring glitch was that all the caravanning cars didn't get on to the same ferry ride. When I saw that there wasn't room for the Hendrixes and the

Johnsons, I told them that when we disembarked we would wait. Lisa said, rather characteristically, "You don't need to do that. We have good instructions." (Ever resourceful, that one.)

So we pulled up and shut the motors down. I opened the door and turned back to see the rest of the group dutifully pulling over. I wandered down to **Jim Atkinson's** car and introduced myself only to realize that he had wounded himself on the sharp point of the window frame. **John Testrake** had emerged from the stifling confines of the 2+2 and was circling **Todd Dillon's** Mk II. They were speaking the language of the Jaguar Kingdom, parsing about a prospective purchase, something in Willow Green. I think John was puffing a cigar. John took a call from **Kelly Waite** and was abruptly disconnected which, oddly enough, brought a smile to his face. **Gary Schlueter** let his car idle, enjoying a bit of snooze in air conditioned comfort. John jokingly asked if his XJR had air conditioning. **Courtney Jones** appeared unflappable in his properly German (read upright and erect) Mercedes. **Bob Herold** was studying the map, trying to figure out if he was in Brussels or La Paz. I should have been taking pictures. But I was too busy listening—happily listening in.

And then, this most welcome Jaguar mesmerization was interrupted by the arrival of the Hendrixes and the Johnsons along with a recently found Kelly Waite. Running back to the car, I wondered if Seymour would start. And he did! We were on the road again. And when we passed **Robert Stelfox** going in the opposite direction (apparently he turned around) the day bled a Catch 22 kind of M.A.S.H. moment. You had to be there. □



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.

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



We suspect this shot was captured by John Testrake: Jag chasing a Mustang on the Great River Road after the August picnic. No Chevrolets were harmed in the process.

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



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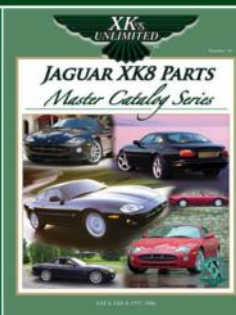
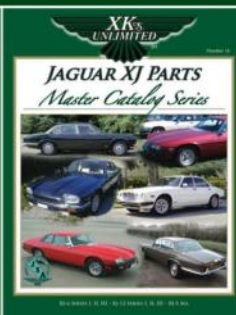
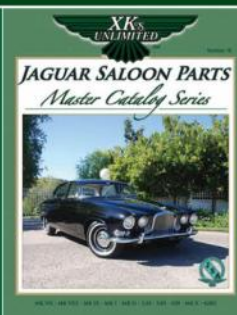
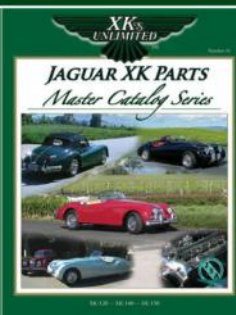
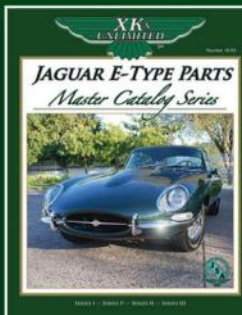
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