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



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Classified ads are free to JAGSL members for a consecutive three-issue run, format and placement at the Editor's discretion. Not a member? Classified ads are available to you if you become one.

Don't Dream It. Drive It! with Terry Zerr



In a year when so many of our normal activities have been a challenge, it was a real joy to participate in the JAGSL 2020 Concours in the Country on Saturday, October 17th. John & Emily Testrake were extremely gracious hosts. Their country estate was a perfect setting for a mid-October event. Lisa & Jim Hendrix provided their usual first-class leadership to the event and the judging. My wife, Chris, organized the usual great group of tabulating volunteers to quickly and efficiently score the event. The registration takers, car parkers, lunch distributors, and judges all did a wonderful job. Thank you to all for making this an enjoyable event. Maybe the most enjoyable aspect of the day was meeting some of our newest members of the Club in a casual, outdoor setting surrounded by beautifully prepared cars. With thirty-three

total cars on the field, of which nine were from out of state, the event by all measures was a huge success. Many of the out of town guests shared their appreciation and compliments to our Club for safely hosting a Concours in a year when so many were cancelled.

I hope some of you will think creatively about hosting/organizing some events in 2021. I believe they can be executed safely and getting out with our cars is such a nice break from our more isolated current existence. Hope this finds you well and I look forward to the next time I see you and your cars.

— Terry □

Welcome newest members, Dale Derosier and Nathaniel Leonard!

On the Cover... A clowder of E-types at LeStable, Inc. in Glen Carbon, IL. Photos: Andre Stunson



JAGSL UPCOMING EVENTS <www.jagstl.com>

When?	What? Where?
JAN 9 th	Annual Awards Dinner @ Deer Creek Club CANCELLED
FEB	Driving Event - Jim Hendrix / Phil Taxman
MAR	Driving Event (to end at Nat. Museum of Transportation) - Phil Taxman
APR	Judges' Training - Jim Hendrix
MAY	Wine Country Drive - Terry Zerr / Jim Atkinson
JUN	St. Louis European Auto Show
JUL	JAGSL Birthday Party
SEPT 18 th	All British Car & Cycle Show @ Creve Coeur Lake
OCT	Race Weekend - Phil Taxman
	JAGSL Concours

Need to contact JAGSL to host an event or provide details? Send full text to Lisa Hendrix <lhendrix@curtispack.com> and she'll forward your message to the group via email.

Contact the organizers of individual events with any questions. JAGSL calendar details will be filled in here as they are received by the Editor (see publishing deadlines, pg. 4). Remember, the calendar is an organic document: if you want to host, do so! There can be multiple events per month — contact a JAGSL officer <www.jagstl.com/contact>. The Growl Editor publishes event info provided and as requested by others. The Editor neither sponsors, endorses, promotes, nor necessarily knows anything about any event.

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Concours d'Elegance Jaguars in the Country 2020

By John Testrake | Photos by Chuck Renner, Jim Atkinson, and Kelly Waite

On October 17th, 2020, the Jaguar Association of Greater St. Louis held its 39th Concours d'Elegance. "Jaguars in the Country" took place on the grounds of the rural home of John & Emily Testrake. The old house was built in 1840, has wide open spaces, dedicated guest restrooms, and is in a quiet setting under the trees. The venue was an elegant escape for our show, and a safe environment during these COVID-19 challenges where everyone was able to stay socially distant.

The show represents JAGSL's 59th year associated with Jaguar Clubs of North America (JCNA). We enthusiastically reported that we had 31 cars registered for the show of which 32 were in attendance with 26 cars judged, including 9 from out of the area. Jaguars on the field ranged from 1949 to 2016.

We are delighted that several of the judged cars earned very high scores – excellent progress toward a potential win at the JCNA Class Championships and a testament to the preparation that took place.

The weather was glorious for a second year in a row! On top of that, if attendees stayed at the Drury Plaza, they enjoyed a rally of sorts with a 35-mile meandering tour through the countryside before arriving. Immediately after the judging and tabulation was completed, awards were presented.

Thank you to our sponsors SNG Barratt, Welsh Enterprises, and Hagerty Insurance for sending tote bags and gift items for all the entrants. Most of all, thank you to our guests who attended and made the show such a success. Many came across several states to attend and we hope their visit to the St. Louis area was pleasant.

Cordially,

John Testrake, Co-chair
Lisa Hendrix, Co-chair
Jim Hendrix, Chief Judge
Christine Zerr, Chief Tabulator
Diana Schlueter, registration
Terry Carmack, Treasurer
Ben Hendrix, site planning/parking
Kelly Waite, parking
Chuck Renner, photography





Back in July, I heard a strange noise coming from the engine during the final lap of my last race at the 2020 WeatherTech International Challenge with Brian Redman. I decided to take the XKE down to R&R Motorsport in Benton, Illinois, to get a professional diagnosis. This race shop is owned by Ray Bonthrone, Bill Terry's son in law. Ray has done all the dyno fine tuning on the XKE for the last five years. Ray called me with good news, that somehow a bolt had vibrated out of one the Weber carburetors, causing a sleeve to shift, which resulted in no fuel going to cylinder #5. Since I wasn't facing any major engine repairs and because my racing skills had greatly improved, I decided to not race in August. Instead, I will have R&R do a couple of upgrades on the XKE.

Well, as they say in racing, "Nothing goes faster than the money!" What started out as merely swapping out the 45mm DCOE Webers for 50mm DCO/SP Webers became much more. We had to order a new manifold. Then the manifold needed to be ported out for the new carburetors, which needed different fuel lines and a new line for the oil dry sump. This went well until I got another phone call from Ray. The motor mount which holds up the transmission and engine was broken, the u-joint half shafts were badly worn, and my old rear 250 lb. springs and Koni shocks had seen better days. So ... weld up the engine mount, order 400 lb. hypercoil springs with double adjustable AFCO shocks, and might as well change the transmission fluid. Also, the new manifold required new water and oil temp gauges. And let's throw in a new racing shifter boot and of course you have to put the XKE back on the dyno to tune the new Webers. Remember, IN RACING, NOTHING GOES FASTER THAN THE MONEY!

With an improved Jaguar in the trailer, Taxman Group Racing Team (Terry Zerr, Flo Joe Allyn, and me) headed off to Elkhart Lake, Wisconsin for our third racing event of the season. What a great season we've had in this pandemic year! We started at Blackhawk Farms and had great success. This was followed by a big step up when we went to the Weathertech Challenge. With great confidence and an improved race car, we were ready to take on the great Elkhart Lake Vintage Festival at Road America. The theme this year was East vs. West, Japanese vs. American cars.

There were over 300 cars registered for the weekend. My racing group was comprised of all Group 8 and 3C cars: 76 cars in my

group! That's a lot of cars on the track at one time: Porsche 911/914-6/944, Datsun 240/260/510, Triumph GT6+, Alfa Romeo Spider/GTV/GTA, BMW 2002/M3, Lotus Europa/23/Elan, Sunbeam Tiger, Chevrolet Corvette, Jensen Healey, Chevron B8, Saab Sonett, Audi S4, and Eagle 1 Low Drag XKE. I was in Class 8C, which had 28 cars. It was quite an eclectic and interesting group of vintage race cars and a whole lot of competition!

We set up right next to the pit area. This would allow us to watch the race cars come down the main straight as well as check tire pressure when we came off the track. We finished setting up our pit area, then headed into the town of Sheboygan for a fine meal at our favorite English Pub and Restaurant, The Duke of Devon. Great food!

The Friday schedule called for two practice sessions. The weather was spectacular and the Jaguar ran really well. The first two laps were really crowded with all those cars. By the third lap there was some separation which allowed for some faster times. The changes made to the XKE were fabulous! Much stiffer in the turns and I could now stay in 2nd and 3rd much longer as I was still building power up to 7100 RPMs. Previously, it was 5,250 RPMs. My first practices are usually pretty slow, but not this time, finishing 10th in Class with a fast lap of 2:49.484, my fastest lap time ever at Road America. Practice #2 was even better, as I finished 13th overall and 9th in Class with a fast lap time of 2:49.325. I was down shifting and using 2nd gear like never before. What a difference it made at Turns 5 and 8 and in the carousel. Friday evening, they had a welcome party for drivers and crew. It was very nice to spend time with all the other drivers and enjoy some wonderful chili and salads.

The Saturday schedule called for two qualifying races. I got to the grid a bit late and was way in the back at the start. It took me quite a while to reach the faster cars. I ran a fast lap of 2:49.963 which earned me the grid spot 35 for the next race. I ran my Hoosier 205/60/15 tires first. We were trying to keep the race time equal on both sets, so we changed these for our 225/60/15 Hoosiers for the rest of the weekend. The second qualifying run only went six laps and wasn't fast due to three wrecks and two breakdowns. About a third of the track had yellow flags and when a Porsche 911 crashed into the wall, the race was black flagged. This scenario hurt my chances for a better grid spot in Saturday's feature race. After racing completed, we went into the town of Elkhart Lake for the Vintage Festival at the Osthoff

Resort. They put on a car show on the resort grounds. This was followed by the VSCDA banquet dinner. We ate really well and were treated to hearing race stories from the guest speaker, David Hobbs. Hobbs was a well-respected race car driver and of course a great TV race commentator for many years. What most don't know is that he was the #1 test driver for the XK13. Norman Dewis served as his back up and for non-high-speed testing.

On Sunday, I had two races: my group feature race and the Sheldon Cup Race. I was gridded 45th for the group race. I was really running well and with a lot of confidence. I ended up 34th overall and 12th in Class. The good news was that I was now running consistent laps under 2:50 and had my fastest lap ever at Road America, 2:47.665. It was a thrilling race for me, real nose to nose racing. The last race of the weekend was the Sheldon Cup Race. This race is for all closed wheel cars with best lap times between 2:44 and 3:00. My improved time in the group race placed me at 30th on the grid with 80 cars total. This time I got off to a great start and passed three cars at Turn 1 and another three cars on the Moraine Straight. I was reeling in cars and passing a couple on the Road America Straight. I was really in the groove and on Lap 3, heading into the long straight, the yellow flags came out. We slowed down and the pace car came back out. A Datsun 240z had spun out halfway down the straight and hit two walls. He must have hit several cars as well, as there was a lot of debris on the track and two other cars waiting for emergency assistance. So, our last race only went three laps, but in that short time I had moved up to 14th place overall and 3rd in Class. It was a great racing weekend!

I'm registered for the Lake Garnett Revival Race in October. This sounds like a low-key event that should be a ton of fun racing with the boys from HVR. I can't thank Floyd Allyn and Terry Zerr enough for their hard work, companionship, and encouragement that they provided this season. Sharing the weekend with them is a delight and I'm very appreciative.

-- PHIL
TAXMAN ☐

Photo courtesy
of Phil Taxman



Lake Garnett Grand Prix Revival

TAXMAN
racing

Taxman Group Racing, made up of Lupe and myself, headed out to Garnett, Kansas. For one weekend in October each year, the historic Lake Garnett Raceway comes to life with the roar of powerful engines and the smell of high-octane fuel. Many sports car greets raced there: Dave McDonald, Don Yenke, Ken Miles (*Ford vs. Ferrari*), Jack Hinkle, Jim Hall, Bob Johnson, Bob Aylward, Toly Arutunoff, and KC legends Bob Hindson, Tom Newcomer, Grace Harris, Joe Egle (an old friend of mine), and Woody Woodward. In 2014, the first **Lake Garnett Grand Prix Revival** (LGGPR) was held. I'm a member of Heartland Vintage Racing, HVR, which has been an active participant in this event. This will be my first time joining HVR for this low key, fun event.

This is a great event for JAGSL. It's only a 4½-hour drive from St. Louis (315 miles). A multitude of speed-regulated classes allow drivers of every experience level to get some action behind the wheel of their own classic automobiles. On Saturday, there is racing at the track, an autocross at the Garnett Airport, and a Hagerty-sponsored car show in the downtown streets. The car show is for all cars, with the race cars parading from the track to join the show in the streets in downtown Garnett. Sunday is strictly racing/touring at the Track. A group for every driver!

- **Group A - top speed of 60 mph, passengers allowed:** Drive here if speed isn't your thing, if you don't have experience on a track, if you don't want to be pressured by cars behind you, if your car cannot go faster than 60 miles per hour, or, if your passenger is going to be shrieking in your ear that you are going too fast!
- **Group B - top speed of 80 mph:** Drive here if you want spirited driving with some cars at the limit of their performance at 80 miles per hour on the straights. Also consider this group if you have a powerful car but limited track experience.
- **Group X (new in 2020) - top speed of 100 mph:** This group is for cars that can easily get up to 100 miles per hour, have good handling and brakes, and have drivers that want to test their skills.
- **Group C - top speed of 100 mph:** This group is for cars that can easily get up to 100 miles per hour, have good handling and brakes, and have drivers that want to test their skills. Cars in this group will be powerful classic sports cars whose drivers have track experience.

- **Group V (HVR):** This group features vintage race cars. It will be a chance to celebrate some of the fantastic cars of the track's history.
- **Group H (historic):** A unique group of factory stock cars produced prior to 1960. These are older and slower sports cars. This group is by invitation only.
- **Group E (modern race cars):** This is an exhibition group reserved for race cars and drivers with racing certifications. This group is by invitation or application only.

I found many old friends at the revival. Our own Mark Morgan was a photographer and we saw numerous old friends from Heart of America Jaguar Club, including Bob Gilmore, John Mensie, and Rick Van Tiel. Many in attendance came by to look at the XKE and commented that they had seen me race at Road America. I sort of felt like a celebrity. We got in three sessions on Saturday and two on Sunday, with the last session being black flagged. A Shelby 350 Mustang lost control on the straight and hit several guard rails at very high speed. It looked to me like the car was totaled. There is always someone at the track with too much horsepower and not enough talent. We did great and Lupe was a perfect pit crew worker. I think there was actually a grease smudge on her cheek. There aren't many hotels/motels in Garnett, so we stayed twenty-one miles away in Ottawa. Last year, while on our trip to Morocco, we met this nice couple from Raytown, Missouri. They came to watch us race on Saturday and it made the weekend even more special. We also found a great BBQ steakhouse in a town nearby. The race car did great, no problems, and I was very fast. With the wonderful weather, all in all, just a perfect way to spend a weekend during a pandemic. So, let us all put this on our calendars for next October and plan on going to the **8th Annual Lake Garnett Gran Prix Revival**. Drive or trailer whatever you got. With an autocross, car show, and driving events, there is plenty to do for everyone.

-- PHIL TAXMAN □



Photos by Mark Morgan

JAGSL MEETING MINUTES & OTHER CLUB BUSINESS

ANNUAL MEETING MINUTES NOVEMBER 22, 2020

The virtual annual meeting was called to order at 3:10 PM by JAGSL President **Terry Zerr**.

Terry Zerr made mention of the minutes from last year's meeting to which **Terry Carmack** motioned to accept the minutes as written and seconded by **John Sippel**. Following a vote, all in attendance were in favor.

Terry Zerr indicated the nominating committee asked the three board directors whose terms are to expire if they were willing to serve another term: **Tom Loew, Gary Schlueter, and Kelly Waite**. All stated they would be interested. No other members were nominated to be considered. Following a vote, all in attendance were in favor. Terry stated the following officers were also asked if they were willing to continue in their current role to which all agreed: **Todd Dillon** as Vice-President, **Terry Carmack** as Treasurer, **Diana Schlueter** as Secretary/Membership Chair. Following a vote, all in attendance were in favor.

Terry Zerr indicated that **Matthew Johnson** will be stepping down as editor of *The Growl* at the end of the year, and therefore, we needed another editor. Terry will reach out to **Allan Ellis** to see if he would be interested and, if not, Matthew will publish something in the next issue of *The Growl* which will list the editor's duties and responsibilities. In addition, an email will be sent to members.

Terry Zerr asked Terry Carmack to provide a brief financial report. Terry Carmack stated he sent it to Terry Zerr and Matthew to include in

The Growl, but from memory believed there was roughly \$11,000 in the treasury. There weren't many expenses due to limited events during 2020 as a result of the pandemic. He stated the concours lost a little money which is normal. Terry Zerr found the report and stated the balance as of November 10th was \$10,960.26.

Diana Schlueter provided a membership report indicating there were currently 82 memberships where there were 90 this time last year. There were 13 who did not renew for 2020, and 5 new members who joined year-to-date. She also informed the group that she attended a JCNA membership conference call in October where a decline in membership was discussed and ideas shared on how to increase membership. There is another call scheduled in early December which will be by region. Diana also mentioned she will be mailing 2020 renewal notices the week of November 22nd.

Lisa Hendrix and **John Testrake** provided an overview of the concours which was held at John and **Emily Testrake's** residence. John indicated that Lisa did most of the organizational "heavy lifting." They were both very happy with how everything turned out and the good weather. While there were not many concours held by JCNA clubs this year due to the pandemic, John felt the concours went pretty well and stated that he took a lot of precautions. Lisa said there were a lot of out-of-town attendees and received a note from one who enjoyed the concours saying it was a lot of fun. John stated they will probably hold next year's concours at his residence with a few tweaks.

Jim Hendrix brought up the subject of someone

offering to donate concours trophies to the club. If anyone is interested in doing so, reach out to Terry Carmack who will store them for future use. In response to a question from **Phil Taxman**, Jim indicated they were in need of 1st place trophies for both champion and driven classes. Terry Carmack will be writing a notice to be included in *The Growl* providing details.

Terry Zerr started a discussion regarding events for next year and stated we should try to keep from holding inside events during the beginning of the year until more is known about a vaccine. He stated the BOD voted to cancel the January banquet as well as suspend participant awards for this year. [A preliminary list of 2021 events can be found on page 4.] Please send an email to Terry Zerr if you wish to host/plan an event.

Terry Zerr asked if there was any other business to which there was none.

Terry Carmack moved to adjourn the meeting, seconded by Lisa Hendrix at 3:47 PM.

Submitted by Diana Schlueter, Secretary/Membership

MEMBER ATTENDANCE (as best as could be determined):

Jim Atkinson	Chuck Renner
Terry Carmack	Gary Sudin
Gale Derosier	Gary & Diana Schlueter
Andrew Franke	John & Meg Sippel
Brandon Gray	Phil Taxman
Ben Hendrix	John Testrake
Lisa & Jim Hendrix	Kelly Waite
Tom Loew	Terry Zerr
Ken McDade	

2020 JAGSL Financial Report	
INCOME SOURCE	
Membership Income-Gross	\$ 5,237.00
Advertising Revenue	\$ 2,197.00
Major Event Revenues	
January Banquet	\$ 2,704.00
July Birthday Party	\$ -
Concours Income	\$ 1,375.00
Misc. Event Revenues	\$ 100.00
Other Misc. Income	\$ -
Subtotal Income:	\$ 11,613.00
EXPENSE ITEM	
Membership Dues to JCNA	\$ 2,393.00
Growl Publication Costs	\$ 3,707.00
January Banquet incl. Awards	\$ 2,995.00
July Birthday Party	\$ -
Concours Expenses	\$ 1,918.00
Other Event Expenses	\$ -
Donations	\$ -
Administrative Expenses	\$ 29.00
AGM Attendance	\$ -
Subtotal Expense:	\$ 11,042.00
Change in Balance — Cash (Profit)	\$ 571.00
Cash in Bank at 11-17-19	\$ 10,389.95
Cash in Bank at 11-17-20	\$ 10,960.26
Cash	\$ 10,960.26

Concours d'Elegance Trophies

A note from Terry Carmack, Treasurer:

The club is looking for Concours d'Elegance trophies that JCNA/JAGSL members may want to recycle so that we will not have to purchase all new ones for each yearly event.

In the event you are willing to part with some/all of your trophies, please deliver them to

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As some of you may know, many of you probably don't, even fewer care a wit, and fewer still would read this sentence to learn of it, this is my last issue as the Editor of the *Jaguar's Growl*. Terry Zerr, JAGSL President, I'm sure with excellent intentions, asked if I wouldn't mind writing a *Growl* piece about the "role and responsibilities of the editor" because "it may be helpful for others to understand and be more willing to take the 'job.'" The request certainly revealed that Terry has never read anything I've written for the *Growl*, because if he had (and if you have then you know what I'm talking about), well ... see ... I'm not convinced that my writing about editorial responsibilities (and especially my role) will help in anyone's understanding (but may cloud it), and it will definitely discline any volunteers to take over. Still, since I was asked and so hate to let people down, here goes:

Know that "editor" for an automobile club newsletter doesn't mean the same thing as it does in professional editing circles (you know what I mean, **Mark Morgan**); rather, it means editing and *content generation*. Perhaps that content comes from dark nooks within the editor's own mind. Perhaps from responses to emails sent out to (fairly) reliable contributors (yes, even if they're expected to write up an event, it's still your responsibility to procure it). That means producing prose (unless you're poetically or dramatically inclined) and photos (unless you're illustratively gifted). Over the last couple o' years, the *Growl* has been graced with advertiser interest which translates as fewer pages to tackle. So there's that. You do actually edit the material that comes to

you. Then you have to create the page layout for it (graphics, text arrangement, photos) for each contribution. **And thus you've arrived where this article should end, but doesn't. Because ...**

Also: check with the Secretary for new members to welcome. Hound people for write-ups. Hound the President for their column (*not* singling you out, Terry!). Scramble when they're late (or else build in time cushions or neglect self-imposed deadlines — all work). Wonder whether you'd receive material if you didn't specifically ask for it. Prep the *Growl* in two different formats — one for online, one for print. Upload the *Growl* to the JAGSL website. Create thumbnail of its cover for the Web, too. Create larger cover image for the Facebook page. Confirm permissions and other info. Double-check wonky bits of submitted prose (if you care — errors won't be attributed to you, so whatevs). Consider attending events to procure photos and piece together attendee lists from those photos (sometimes this info is provided by the event host, which is lovely). Be a contact point for advertisers and classified ad requesters. Receive quite odd inquiries via email (that I tend to ignore). (Some of them are super strange.) Maintain the *Growl* email listserv and send .pdfs to those recipients. Expect to do a few other things because. **And thus you've arrived where this article should really really end, but doesn't. Because ...**

See, I've been fortunate — blessed, even — to have a superb Circulation Manager (in the form of **Allan Ellis**). I joke about him doing what I don't want to do. And yet ...

surprise! It's not a joke! As the new *Growl* editor, your trusty CM, if *you're lucky enough to have one*, will ...

Contribute prose and photographs (occasionally) when you can't even. Do ad layouts (with your assistance, sometimes, and for free — despite some places having paid marketing professionals working for 'em). Proofread (please, oh, please proofread). Interact with the printer (Kwikcopy). Request and receive updated mailing lists from the Secretary. Send final *Growl* layout and mailing list to the printer. Pick up the extra copies at Kwikcopy and distribute them to Plaza Jaguar, Hyman LTD, and It's Alive Automotive. Print, fold, and put in these copies the JAGSL membership application. Archive leftover *Growl* copies (they actually do get requested from time to time and they like to appear at JAGSL events). Seek out Jag of the Month photos (might end up photographing those cars, too). Coordinate with the Treasurer re: all of this. Post the *Growl* to JAGSL's two Facebook pages. And — I'll quote this last one, directly from my CM, to make sure I get it right — "Intervene when the Editor becomes menacingly self-harming."

Now, one might expect that I should say something meaningful or beautiful or sentimental, thank some people or whatever, maybe even say, as my predecessor did, some hopeful words; however ... if you've read my *Growl* contributions over the last half-decade, you know better! And as I mentioned, I so hate to let people down, so how about this twaddle: "An enjoyable time was had by all."

I'll see ya. ☐

Photo by me. I call it "Nowhere Jag" — after the place it was taken, of course. It struck me as somehow appropriate for my last issue and the end of this year.

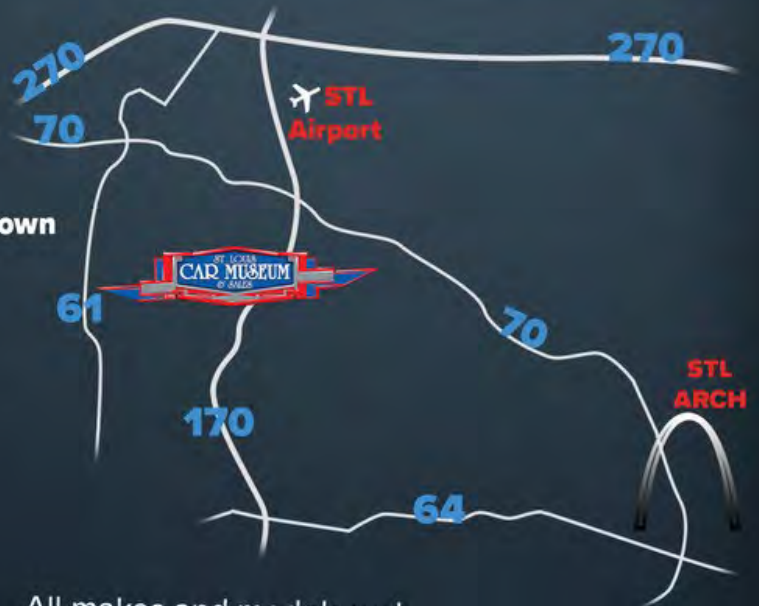


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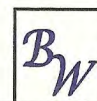
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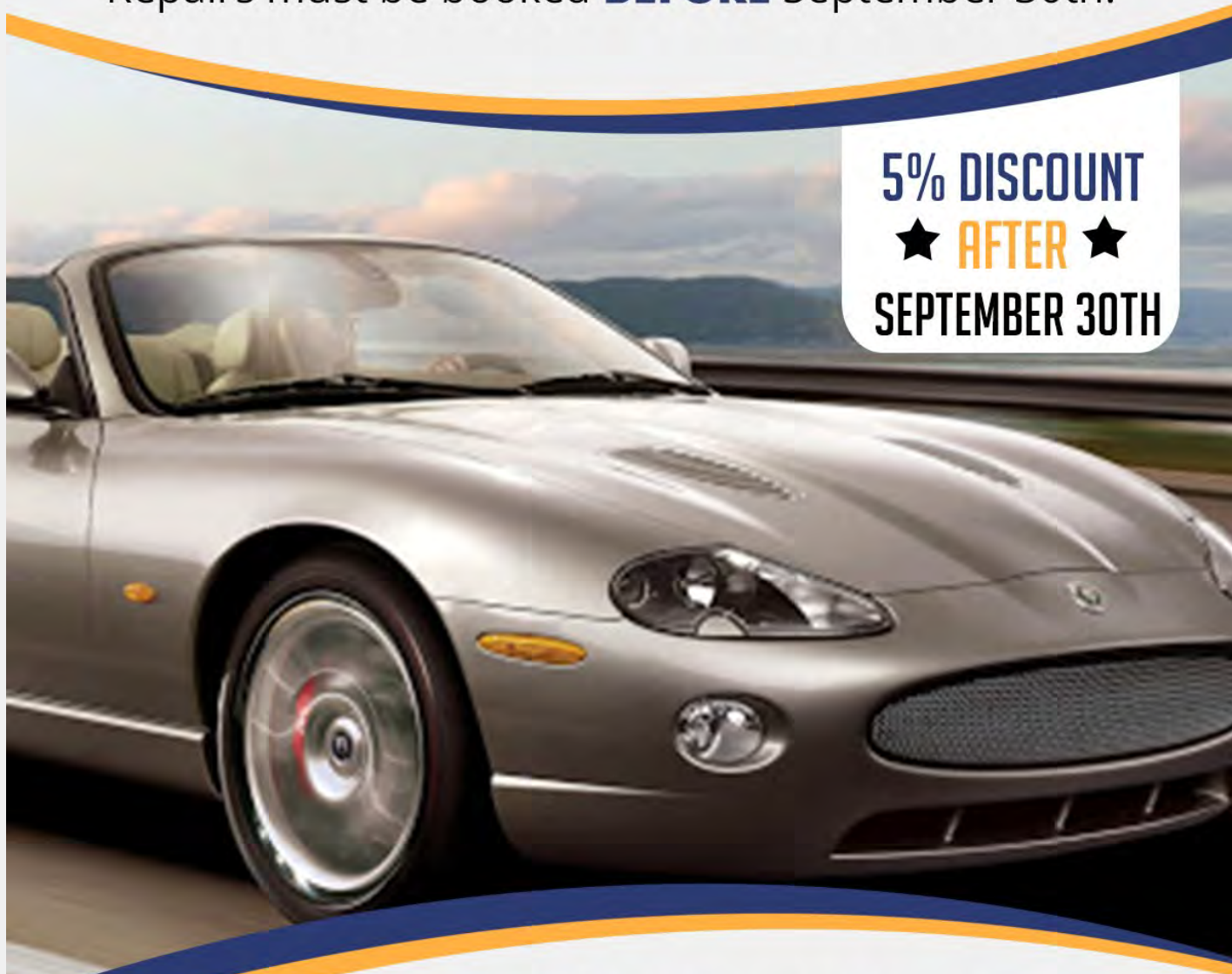
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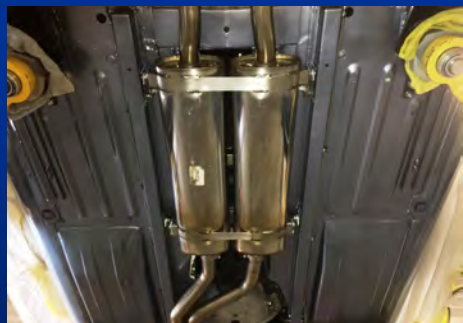


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APPLICATION FOR JAGSL/JCNA MEMBERSHIP

Membership fees:

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



Member benefits:

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

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

We look forward to your support and participation.

Name: _____

Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #s Home: _____ Mobile: _____

Email: _____

Jaguars owned (optional): _____

Referred by (optional): _____

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

Make checks payable to **JAGSL** and send to:
Diana Schlueter
JAGSL Membership Chair
840 Rambling Pine Drive, St. Charles, MO 63303
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Jaguar Association of Greater St. Louis

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 \$15.00 for each tag delivered in person at the next JAGSL event. If you wish to have the tag(s) mailed to you, please contact Gary before sending a check to determine additional amount due for shipping. (You can contact Gary at 314.606.0025.)

Gary Schlueter, 840 Rambling Pine Drive, St. Charles, MO 63303

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Magnet: ☐

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

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