

The **Jaguar's Growl**



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

A Humbling Experience



Matthew & Heather's '70 E-type and Allan & Christi's '67 420 leaving the Jefferson Barrack's National Cemetery after tracing the "F" in Feigenbaum in March's rallye.



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Just Say'n

with Bob Herold

It's Thursday, March 19. Here we are at 35,000' between SLC and MDW, coming back from our Family Ski Week—that had no snow. The average daily temperature was 65°, which means two hours of ice, two hours of skiable snow, and two hours of slush—and no reduction in lift ticket price. When we get home, we get to change underwear and get on a plane tomorrow morning to PHL (where it's supposed to snow tomorrow), to attend the always uplifting and rewarding JCNA AGM. It is in this mood and framework that I am writing this article for *The Growl*.

Therefore, I have selected as a topic, auto racing, of which I have very little knowledge and an even lower level of interest. The basis started a couple of weeks ago when we were in Pomona, California, for a trap and skeet shooting event. The hotel at which we were staying was adjacent to the Los Angeles Fairgrounds, which also housed the International Hot Rod Association Museum. So, one afternoon with nothing else to do, a group of us toured it. It was interesting to the point that drag racing was pretty much born there (Southern California) in the 40's, at the site that is now the John Wayne Airport. There were a lot of displays from that era and the early years of the Bonneville Salt Flats, which we drive past every time we go to Reno. There was also stuff about a couple of guys by the names of "Snake" and "Mongoose?" The obvious end result of the displays is that drag racing did for the automobile engine what NASA has done for the advances in electronics and materials.

A lot of you Jaguar people are probably thinking, so what does this have to do with us? Well, JAGSL is about to have its first race car and driver in a long time, if ever. **Phil Taxman** has purchased, and *LeStable* is modifying, an XK-E FHC, that he intends to race. He was talking about it at the last CC&C, but it was not quite ready for prime time. Hopefully, we will see it next week or at the Judges' Training Seminar in April at "Tara West" (aka the Testrake Garage). Apparently it has been a series of surprise new regulations for the car and driver, all translating into more time and money. I am not a seer, but I do think there will probably be some clothes, jewelry or a trip in Lupe's future. Also, Phil was trying to convince **Marsh Riegert** to be his Crew Chief on one of the early events. Hopefully, this adventure will be followed up by future *Growl* articles by Phil chronicling his experiences.

Finally, we will have the last "Coffee, Coffee & Cars" at *Just Jags* on Saturday, March 28th. Same schedule and format—none. On April 18th, the real "Cars & Coffee" cranks up for another year, this time in Westport. □

Don't forget: "Coffee, Coffee & Cars" at *Just Jags*, 7113 N. Hanley Road, St. Louis 63042 on *Saturday, March 28th at 8:30 AM*.



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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Judges' Training Seminar

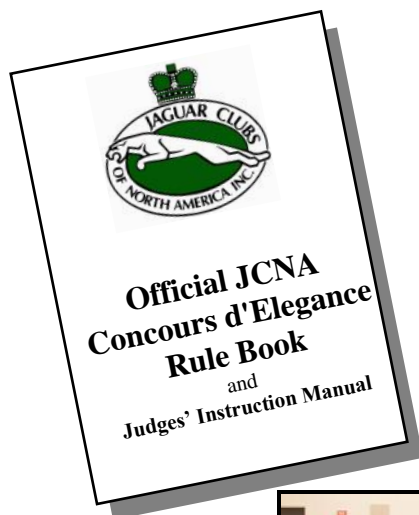
Hosted by JAGSL Chief Judge Hendrix and Co-Chief Judge John Testrake

When: Saturday April 18th

11:00am - 2:00pm

Where: John & Emily Testrake's Garage

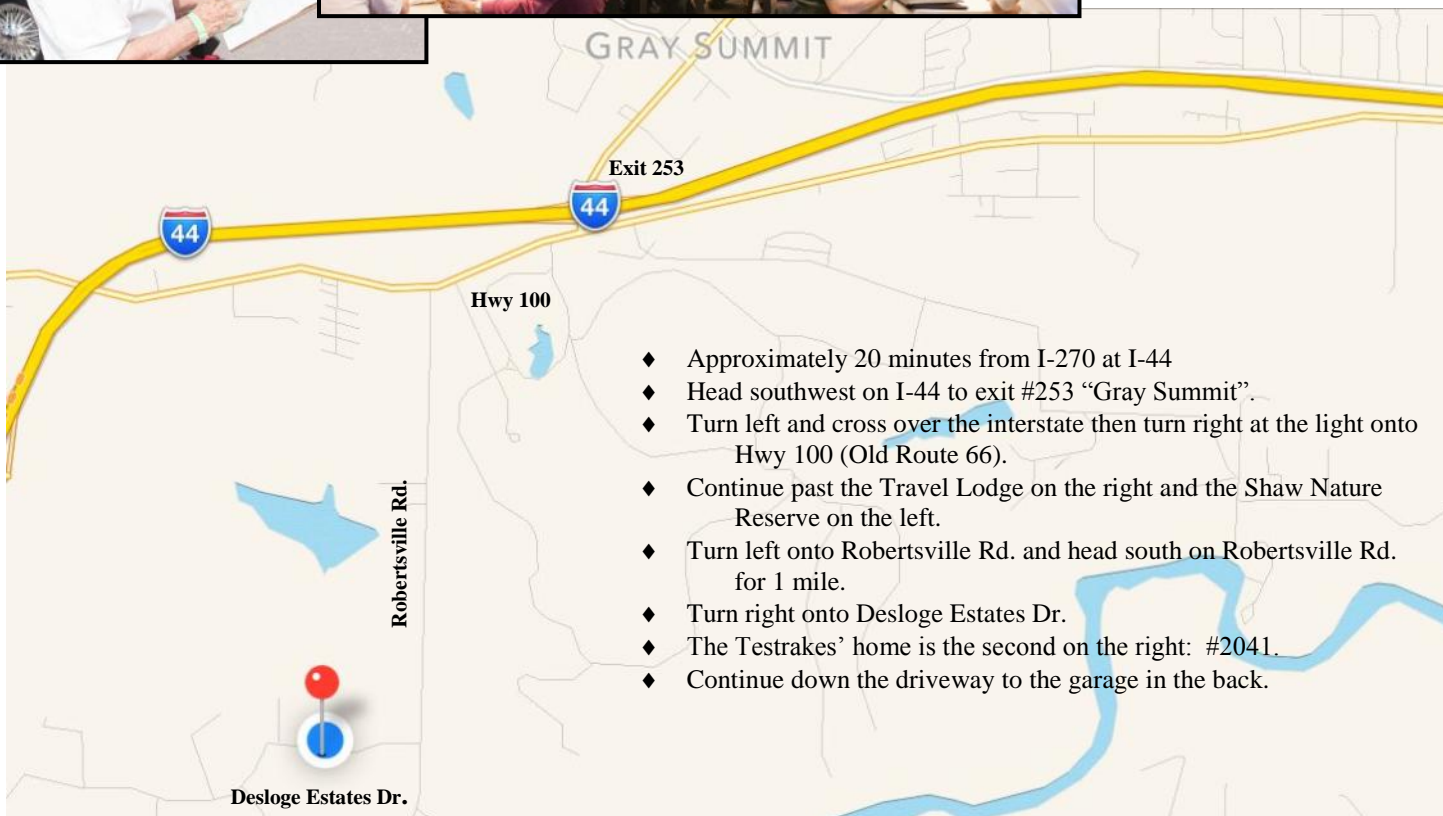
2041 Desloge Estates Drive, Villa Ridge, Missouri 63089



The 2015 JCNA concours season is coming around and it's time to update your judging credentials. You can do that by attending our annual Judges' Training. This year the seminar will be held at John & Emily Testrake's garage in Villa Ridge. You don't have to be a judge to attend this. It's really more about the free food. Jim will see that we actually talk some about judging but there will be plenty of garage chatter going on as well. So everyone is welcome and expected. The start time has been set at 11:00am so you can still attend the April Cars & Coffee at Westport if you wish.

Lunch will be served! Bring a chair.

Please RSVP (jtestrake@aol.com or call John at (314) 600 2150) before April 11 so we can get a count for the food.



Coffee, Coffee & Cars



The weather loosened its grip just long enough on the last Saturday of February (on the next day it snowed the dickens) to let us squeeze in the second “Coffee, Coffee & Cars” at *Just Jags* in Hazelwood.

I knew that **Matthew Johnson** would not want to subject his ‘70 E-type to the possibility of such rigors (never mind the salt dust on the roads still in evident abundance) so I invited him to drive to my house and ride over in the 420 with me. I had decided to get the car out, no matter what, for the short eight mile trek.

Now it’s true that car clubs in general, and JAGSL in particular, are all about the cars. But one of the things I like about car clubs is that they’re not *ALL* about the cars, if you catch my drift. The people who own the cars are interesting and typically have some unique stories to tell about their cars. “Coffee, Coffee & Cars”

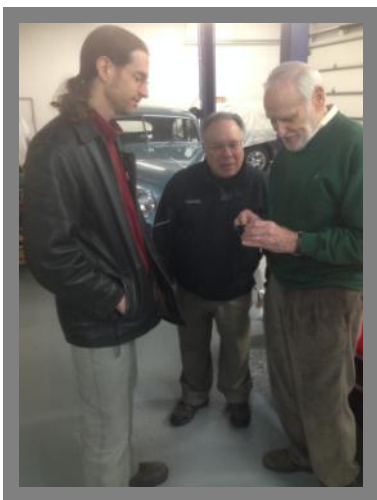
affords our club an opportunity to drink coffee, eat a donut (or two) and trade some stories with people who share the same diagnosis.

Of course, **Bob Herold’s** digs are home to some of the finest examples of the Jaguar marque that you’ll find anywhere. And that prompts many a conversation, some humorous exchanges and maybe, just maybe, picking up some useful information.

We’ll meet again at *Just Jags* on Saturday, March 28th. Arrive around 8:30 (or shortly thereafter) and stay until it suits you. □

—ALLAN ELLIS

(Picture credits:
Matthew Johnson)





★ MISSOURI ★ CIVIL WAR MUSEUM



The **Taxmans** and **Hendrixes** hosted their shortest drive ever on March 14th, traversing only 41.1 miles from start to finish.

The *Jaguar Association of Greater St. Louis* (JAGSL) sponsored this event and invited two other car clubs to participate, those being the *Miata Club* and the *Spirit Classic Car Club of America*.

Our mission was to put on an interesting driving event and visit local, unknown places of interest. The overall goal was to introduce our members to some “Hidden Gems” that exist due to the terrain with the rivers and the historical items our great St. Louis area offers.

The preparation of the tour started with researching the planned direction and to pre-drive the roads making sure they were nice. Phil and Jim headed out on a Saturday at 9am. Staying local is often a challenge due to the densely populated areas but some unique roads were still found. Some were quite steep and winding—glad we had nice weather! We tested the route more than once over two weekends to assure directions were correct.

There were 57 people in attendance with 31 cars of which 12 different car brands were represented! Some of the braver entrants brought out their old cars: **Phil & Lupe Taxman** had their '54 120 while friends drove their Series 3 E-Type, **Matthew & Heather Johnson** showed up with their '70 E-Type Coupe, **Bill Albertson** came with his '67 Chevrolet Super Sport Convertible, **Allan & Christi Ellis** had the '67 420 and finally **Dave & Kathy**

Groerich braved the day with their '68 Mustang (original not restored).

The event went off as scheduled. We met at 9:00 a.m. at the familiar Taxman/Hendrix starting point for our rallye excursions, the *St. Louis Bread Company*, Hwy 21/Tesson Ferry and Kennerly Road. Instructions and crayons were given out. Cars departed by 9:40 am with only a couple of participants about 10 minutes late due to the large turnout of attendees. (As requested, many pre-registered so that we had a fairly accurate count of people, which helped save registration time!) The drive took off with Jim & Lisa leading and Phil & Lupe bringing up the rear to make sure everyone was okay.

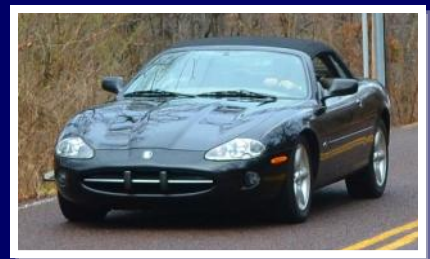
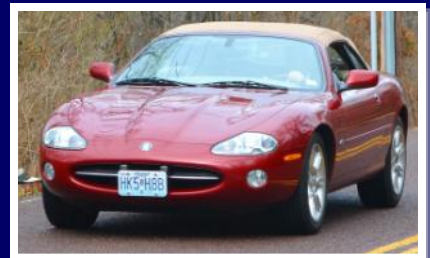
Our route included a tour of “Hidden Gems” parks: *Mastodon State Park*, *St. Louis County Bee Tree Park* and *St. Louis County Cliff Cave Park*. Participants now know about these wonderful parks and we're sure they will agree that they warrant another visit to explore them more completely on their own. Each has a distinctly unique reason for being created. As you could tell, we bordered the river and had scenic, meandering drives through residential areas with some homes that overlooked the Mississippi River.

The visit to the *Jefferson Barracks National Cemetery* was a *humbling* experience. Many will just drive past a location like this but we wanted to take you in. In addition, we were able to honor our past JAGSL *Growl* editor and long standing founding member, **Harry Feigenbaum**, by visiting his grave and paying our respects.

From there we drove a short distance to *Jefferson Barracks* arriving at the *Missouri Civil War Museum* by about 11:30. This is a privately financed museum that is run by dedicated individuals wanting to preserve the heritage, honor the memory of and conserve historic items from the American Civil War. With continuing restoration and additions of displays, it is easy to see that the dedication of the individuals and first class restoration of the historic buildings are well respected and appreciated. We departed the museum starting at approx 12:30 and straggled to the *Stacked Burger Bar* for lunch and the event's wrap-up.

We always look for an interesting entrepreneurial restaurant for our events. It's a pleasure to support individuals who have the courage to invest and open a business, and most of all, have an interesting menu. The *Stacked Burger Bar* met those requirements. We had a private room that, due to the number of attendees, spilled over to a secondary room. The service was a little slow but the food was *very* good. We awarded two participants with Stacked T shirts for their neat tracings with winners being **John & Meg Sippel** and **Terry & Christine Zerr**, both members of JAGSL who even sat together at lunch! By 2:30 the sun finally came out and we all headed home.

A nice time was had by all! We thank all who participated and we look forward to having another trip next year to another interesting spot! □
—PHIL & LUPE TAXMAN and JIM & LISA HENDRIX



(Picture credits:
Matthew
Johnson
& Mark
Morgan)

◆ “HIDDEN GEMS” STATE PARKS ◆



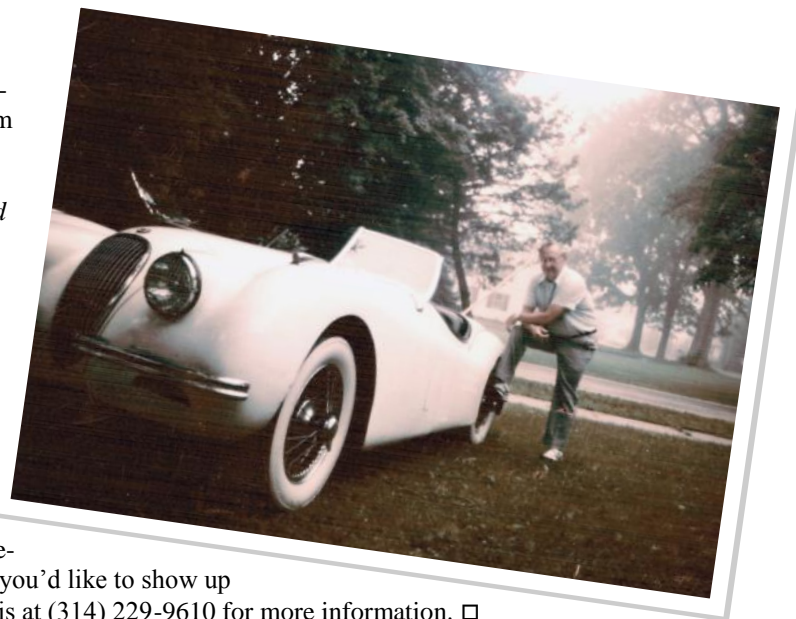


Cars and Coffee St. Louis begins this month!. It happens on Saturdays from 8:30 until around 10:30 AM at the Westport Plaza South Lot between Starbuck's and McDonald's near the intersection of Page Boulevard and I-270. The 2015 dates are: April 18, May 16, June 20, July 18, August 15, September 19 and October 17. If you haven't attended one of these informal gatherings, last year saw upwards of 300 cars of all different makes and models attending. Show up and park, saunter about a bit, engage in some banter and skedaddle when it feels right. □

All of us have come across old pictures like this one. Sometimes we know the story, sometimes not. Listen to this one from **Larry Jent**:

*"This is a photo of my Dad, **Liston Jent**, with his '53 Jag. The previous owner claimed this car was originally owned by Clark Gable. This claim caused a number of people to say, 'Oh?' But none of them bought us a cup of coffee. Time took its toll on Dad and the XK, and they had to part company. Still, he gets all stirred up whenever he sees any Jaguar of any vintage. Dad will turn 80 next month, and he currently lives in the Maplewood area of St Louis. If any of you or your club members would be willing to drive by his party—if only for a few minutes—it would make an old man's heart growl like a roadster again."*

The birthday party is scheduled for Saturday, April 25 at the Maplewood United Methodist Church, 7409 Flora Avenue, 63143 from 12:00-3:00 PM. If your schedule permits and you'd like to show up with your car to make Liston's heart growl again, call Allan Ellis at (314) 229-9610 for more information. □



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, 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 from **Dick Russ**:

“On behalf of the *Central Oklahoma Jaguar Association* and the *Mercedes Benz Club of Central Oklahoma* I would like to invite you to attend the 2015 *"Concours on the River"* on May 15 and 16, 2015.

This will be a combined JCNA Sanctioned Concours D' Elegance for Jaguars and a Mercedes Club car show. But more than that we have gone out of our way to make this a spectacular experience for all. The cars will be displayed and judged on the lawn at the spectacular Boat House overlooking the river and next to the Chesapeake Energy Finish Line Tower. This year you will be invited to join us for a great river boat cruise traveling the Oklahoma



River including going through the Oklahoma City's water lock. It's great to be on board as the boat rises and lowers to the different water levels. You will also be served a light dinner on board the boat. A cash bar will also be available on the boat.

On Saturday morning, when you leave the covered luxurious Marriott-Courtyard hotel parking, you will drive through our famous Bricktown to the show site where you and your car will be photographed with the spectacular river and city in the background. After the show you will be invited to attend the evening at the Mercedes Dealership award banquet. You will be served a gourmet dinner and have an opportunity to bid on automotive treasures as well as receive your awards.” □

—LISA HENDRIX

The Easter Concours d'Elegance at Forest Park sponsored by the Horseless Carriage Club of Missouri will be held on Easter Day, April 5. Due to construction work on the upper Muny parking lot, this year's show is limited to three hundred cars and there will be no registration on the day of the show. Don't wait to preregister if you plan on entering your car. The St. Louis Triumph Owner's Association and the MG Club of St. Louis have agreed to cancel this year's MG-Triumph/British Leyland Participation Challenge. Cars will go on display on Wells Drive from the Jewel Box roundabout east to Jefferson and on Macklind from Union to Jefferson. The cars will be parked rear to the curb diagonally. No “through” non-show traffic will be allowed, meaning the public can walk through but not drive through. □



(Photo & report by Ray Unger)

Rumor has it that **Phil Taxman** and **Marsh Riegert** are about to go racing! **Ray Unger** was having some service done to his '71 Jaguar E-type at *Le Stable* in Glen Carbon, Illinois when he spied the coupe which **Bonjour** and **Andre Stunson** are upgrading to vintage racing circuit certifications. Phil will be taking some racing lessons and then hitting the track with #2 of the *Taxman Racing Group*. The car should produce around 500 horsepower, according to Ray. Phil promises to keep us updated with more pictures and an eventual write-up when the car rolls out. Good luck Phil! □

Welcome to our new members: Jim & Linda Atkinson and Terry & Debbie Trowbridge

Up for sale is **Art & Linda Buechler's** XK-8 Coupe with @ 27,000 miles. Finished in Platinum with an Oatmeal interior, the car was purchased in 2011 from a well known collector. It comes with a Factory Sport package and staggered Continental DW's. It includes an Alpine audio option with CD changer and navigation. Always garaged, this Jag is a consistent first in class with very high JCNA scores. Priced at \$10,900.00 OBO. Contact Art at: troyjags@sbcglobal.net or (618) 667-2574. □



➤ E-commerce ◀

by Matthew Johnson



The E-type market has been quite the topic of conversation recently, and with good reason. The 2015 RM auctions in Arizona (15-16 January), resulted in the following:

- ◆ 1961 Jaguar E-type Series 1 3.8-Litre Roadster; sold for \$440,000
- ◆ 1962 Jaguar E-type Series 1 3.8-Litre Roadster; sold for \$220,000
- ◆ 1965 Jaguar E-type Series 1 4.2-Litre Roadster; sold for \$280,500
- ◆ 1964 Jaguar E-type Series 1 3.8-Litre Fixed Head Coupe; sold for \$209,000
- ◆ 1966 Jaguar E-type Series 1 4.2-Litre Roadster; sold for \$192,500

Granted, these are the RM auction results, not eBay or Craigslist, so we can be reasonably assured that the cars represented here are rather fine examples. Still, for a little perspective, note that in some cases, same year and model cars (in identical condition) went for approximately *half* these numbers in 2014. E-types have been on the rise for a while now; but the latest figures are nothing short of staggering. Three weeks later (4 February), in Paris, a '63 FHC sold for \$137,500. The Amelia Island auction (14 March) netted \$330,000 for a '61 OTS, \$181,500 for a '67 OTS, and a '70 FHC sold for \$99,000. (While I focus on E-types here, I can't help but mention that the '55 D-Type sold for more numbers than Allan could allot to me characters for this article.) (Source: RM Auctions <<http://www.rmauctions.com/results/>>)

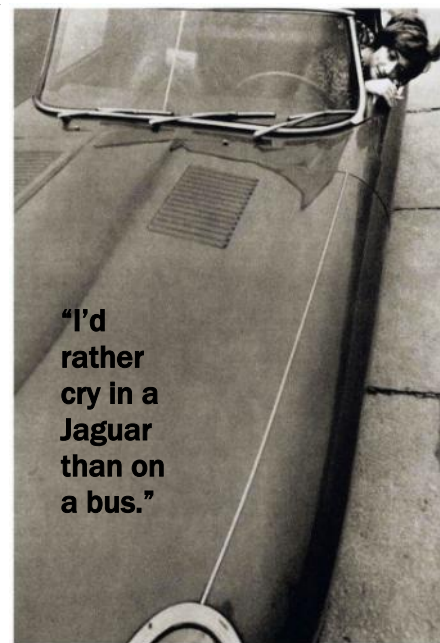
Fewer spectators' jaws hit the floor at the Bonhams Amelia Island Auction (12 March), where a '63 OTS sold for \$128,700. That, too, is solid figure, but one made gooier than its Paris counterpart's perhaps because of qualifiers in the car's description: "should prove to be a very usable example," it read. (Hmm. Seems to me that the Jag would come with a dash more certainty for \$129K). Similarly, another '63 OTS, which might on the surface seem a "steal" at \$101,200, was an "intriguing barn discovery" in a "long term slumber" that "appears to be both sound and straight." (I don't know. At 101K, I think I'd want it *actually* sound and straight.) A Series 1.5 Roadster went for \$89,100. It definitely had its imperfections, according to the photos and description, but I wouldn't have kicked it out of the garage. No worries, I didn't forget the regal Series 3. A non-numbers matching '72 went for \$66,000 while its low mile, original '74 counterpart sold for \$74,250. (Source: Bonhams <<http://www.bonhams.com/results/>>)

These are sizeable sums even if we figure these are upper end auctions. But take eBay, where a (described as solid) Series 1 OTS will do \$120,000 (sold), Series 2 OTS *asking* prices can be \$145,000-\$190,000 (sellers won't get that, at least not yet), and even a total basket case '69 2+2 with an automatic transmission recently sold for \$8,000. And plenty of E-types don't reach their reserve prices. A quick once-over might indicate that the eBay auctions are all over the place, but even a casual ogling will make it abundantly clear that solid, original, well-kept, highly presentable driver-quality E-types have been placed on the endangered species list, while restorations and rattletraps have filled the niche they previously occupied. In fact, post the 2008 dip, the little line graphs of E-type values as traced by Hagerty have been steadily rising, in proper, reserved British fashion ... until last year, when the graphs start to look like the acceleration curve of a Diet Coca-Cola bottle into which a YouTuber suddenly thrust a whole bunch of Mentos. (Source: Hagerty <<http://www.hagerty.com/valuationtools/>>)

Conclusion? All E-type values—any year, any configuration, any condition—are up. The numbers are good. Nay, scratch that. The numbers are "good," depending on one's point of view. If you're *selling* one, then, cheers, mate! For the rest, it's a little more complicated.

French writer Françoise Sagan remarked, "Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus." Indeed. (This is the same writer whose 27 September 2004 *Washington Post* obituary reads, "She had a fondness for whiskey and Jaguars." I can think of worse epitaphs.) One must begin to wonder, at these prices, if happiness really should come standard with these Jags. You know, I claim it may, to some extent (contrary to the convention that "money cannot buy happiness," and not wishing to undermine "family" or "health" or "well-being" as the "true" happiness-enablers). During a drive in my E-type, shortly after its acquisition, my wife, from the passenger's seat, asked me to describe what I was feeling. Abandoning my usual verbosity, I merely said, "At this moment, all is well with my world." And so it was. It's not that all the world's problems of injustice, exploitation, racism, poverty, ignorance, indifference, evil, and so forth had gone away. Of course not. Very conditionally, *that moment, for me*, was pretty happy. Realistically, I don't imagine an argument from *Growl* readers about that any more than I'd expect a cat to turn away from catnip. All classic car enthusiasts who have managed through hard work or sacrifice or just plain luck to acquire their vehicle of choice and drive it (on a beautiful, 65-70 degree, sunny-but-not-too-sunny day, when the classic automobile isn't at the shop, when its engine turned over on the first try and purred along agreeably and wasn't overheating) know what I mean.

(continued on the next page)



Françoise Sagan in her E-type, Paris, 1963. (Photo by Helmut Newton)

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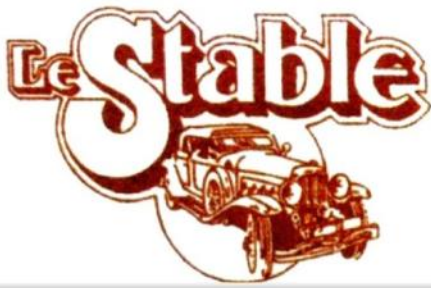
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The
Jaguar's Growl

See, those of us who know *that* feeling aren't selling. Right now, where E-types are concerned, perhaps owners cannot put more money into their cars than they could get out. Perhaps these cars are investments. *But seeing that economic return requires selling.* I quipped to a friend, gesturing at my Jaguar, "There sits my retirement." He wisely returned, "But that's when you'll really *start* enjoying it." These numbers are good for sellers. But for some owners, the rising prices may instill anxiety driving these "investments." For others, it means that while a childhood dream in the form of an E-type (or any appreciating classic) was in reach, however barely, it certainly won't be for the next generation of enthusiasts. (I accept the argument that there will be other dreams—XJSes are not unreasonable at the moment, for instance, but they may follow the E-types; and what if you really did have your heart set on an SS 100?) The glory of the E-type is intensified by the fact that it looks like a million bucks, but it isn't. It looks (sounds, feels, performs) like a high-end, exotic sports car, but it isn't. It was mass produced. Its sticker price of £2097 (tax *included*) wasn't *cheap* for 1961, but it wasn't expensive, either, and was met by purchasers with some incredulity (Source: Philip Porter, *Jaguar E-type: The Definitive History*). It is (was?) a dream that was reasonably attainable. I'd argue that those are the best kind. "Good" numbers? Unless you're selling one, and especially if you're in the market currently, it would perchance be reasonable to mourn the days of E-types being as amazing as they are, and as affordable as they have been to this point.

As I neared completion of this article, Allan posted a David Simister commentary (ClassicCarsForSale.co.uk) titled "Experts warn values of Jaguar E-types are softening" on the JAGSL Facebook page. (Its title accurately reflects the post's content, and although Allan had not yet seen a draft of my *Growl* article, I still think he posted, when he posted, entirely intentionally.) Simister quotes Guy Lees-Mine from Silverstone Auctions, who claims of Series 1 cars being sold in the UK, "because there are so many good condition cars being imported from the United States, they are no longer attracting the huge prices they once did." That could be. If you can write a sizeable check, you can purchase an E-type, which is to say that they're certainly available. Yet I reiterate: the solid original cars are disappearing, and so that check has to be pretty sizeable indeed, covering the costs of either a fully restored car, or the restoration of a beater. The increase in the number of available restored cars and those formally deemed scrappers also indicates that there are likely *more* E-types on the road now than there were perhaps just a few years ago. But that trend, like the American imports to the UK, cannot continue indefinitely. (Which is to say the prices *could* stay high.) We might also remember that predictions are just that: predictions. Writing in 1988, Martin Buckley, in *Jaguar E-type File*, comments that the Series 3 V12 "particularly in roadster form ... tend now to be the most valuable of the E-type range, and things look set to stay that way." Uh huh. Sure they will. He also muses that "coupé buyers may actually prefer the auto[matic transmission]." Right. Sure they will. And writing in 1990, Jonathan Wood, in *Jaguar E-type: The Complete Story*, predicts that the Series 3 V12 "looks all set to overtake it [Series 1 3.8-Litre OTS] and will probably become *the* E-type to own in the next decade." At this point, I turn your attention once again to the numbers, above. In 2004, the *Wall Street Journal* (Source: David Traver Adolphus, Hemmings Daily Blog) advised its readers to unload their Aston Martin DB6 Coupes, Ferrari 365 GTB Daytonas, and 21-window Volkswagen Microbuses. If you did ... oops. Anyway, maybe the E-type market is a bubble. But if it is, and it bursts, we're likely to start inflating it all over again. I mean, just *look at an E-type!* □

—Matthew & Heather Johnson own a 1970 E-Type FHC. The happy trio joined JAGSL in July 2014.



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There are two classes of people in the world: those who wear nametags and those who do not. I have been a loyal member of the latter class, having opportunity over the years to eschew the dreaded nametag no matter what flavor it came in: pin, adhesive, Velcro, necklace—you name it, I would not wear it. I knew one man who would studiously adorn his lapel with the same nametag in the same group for almost fifteen years. I was shocked—how pedantic! But I've been doing a lot of thinking about this most important subject, especially after forty some years of being involved in group dynamics, small groups specifically.



I have been a member of the *Jaguar Association of St. Louis* since 2012 and am embarrassed to admit that there are people I talk to every month whose names escape me. I like “what’s-his-name” and

am particularly surprised that “what’s-her-name” knows as much about Jaguars as she does, whatever her name is! My father-in-law said that he never forgot a face and that phrase has gotten me this far. But really! We all know how comfortable it makes us when someone addresses us by name. It serves as a compliment. You are saying, “The last time I saw you and we talked, the conversation was so enjoyable I can’t help but remember your name!”

Now, if you’re getting older like I am, this becomes more and more of a challenge. I need reminders, mini cheat sheets, if you will. As a result, I am slowly coming to see the value of nametags.

We have an order form in every edition of *The Growl* for a very nice nametag. And I have noticed that some newer members have taken the initiative to not only

shell out the ten bucks but actually wear them at club events. Kudos to you! My arrogant assumption is that everyone ought to know my name and if they don’t, well the loss is theirs. But this is a car club not a bar on *Cheers*! “Sometimes you need to go where everybody knows your name,” (or at least you can see it) and I’ve become convinced that nametags are *de rigeur*, which is close to *haute couture*.

This is only my third appearance on this page but I’m going to mount the bully pulpit and advocate: everyone who is a member of the club should have one of those handsome nametags and the club should foot the bill. It should be one of the perks of membership. And if it requires raising the annual fee a bit to recoup the cost, say a dollar or so over the long life of a membership, I’m for it. We then could all feel comfortable wearing the same nametags and get on with the business of actually addressing one another properly. The British would be proud.

Now I’m sure there will be some who will protest—for multiple reasons. My response is two-fold: studies have shown that anytime a group has a good percentage of people in it who have been members for twelve years or longer, the group becomes ingrown. The core group knows everybody but the newbies are still feeling awkward and may not stay long enough to learn the ropes that will give them access to the “inside.” And secondly, imagine the liability the club could incur if a proper fistfight broke out because someone was addressed as “what’s-his-name?!?” And the *embarrassment*—police, ambulance, guard dogs—well, it would be *awful*.

Yes, my fellow enthusiasts, we should do this for the ongoing cohesiveness of the club. And furthermore, every application should be accompanied with a picture of said Jaguar for a directory, so that we can associate the car with the owner more quickly. But I digress. Or as they say on Sunday mornings, I’ve stopped preaching and gone to meddlin’. □

Feedback: allanthegrowl@gmail.com

(Thanks to Matthew Johnson for catching the “Rona Barrett” side of my face in the above picture.)



Since we shortened the length of *The Growl* from twenty pages to sixteen pages, we have not dedicated any area exclusively to upcoming events. As of now, no events have been scheduled for the months of May, June or August. Gary Sudin is working on an outing but the details are still coming together. John Testrake notified us about *The Spring Fling* sponsored by *Gateway Classic Cars* on May 9th for those who might be interested. Here’s the link with more information: <http://gatewayclassiccars.com/spring-fling-2015-ad>

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 = \$ _____



A few Miatas and a Mustang join two Jaguars at the entrance to the Jefferson Barracks National Cemetery during March's rallye.

(Photo credit: Matthew or Heather Johnson)

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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