



The Kitty Letter

News and stories from the
Jaguar Association of Central New York

September - October 2020



The JACNY Wine Tour - Something for everybody

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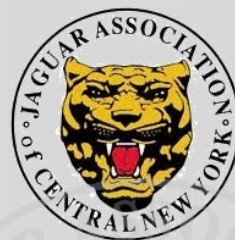
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2020 Event Calendar

- **September. 10th-13th** - Watkins Glen International - US Vintage Grand Prix, Watkins Glen, NY **Canceled**
- **September. 11th-13th** - The British Invasion, Stowe, VT **Canceled**
- **September. 11th-13th** - Hemmings Concours d'Elegance, Lake George, NY **Canceled**
- **September. 26th** - **NEW** JACNY Golf Outing
- **October. 3rd** - Annual JACNY Wine Tour
- **October. 24th** - Fall Dinner Meeting at Kindred Fare, Geneva, NY

For the complete 2020 calendar click [HERE](#)

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Trends in Motoring

A message from the president

Hello everybody..

Well, another two months has gone by and every time I get up in the morning I check my calendar and I'm reminded of how challenging this summer has been. In August we had our club picnic scheduled for the 1st, our second Slalom scheduled for the 8th, the Jane Show scheduled for the 15th, and the Saratoga show scheduled for the 29th. Needless to say, August was slated to be our busiest month but the ever present threat of Coved-19 has kept many of us home bound. All the August activities were canceled long ago but I pressed on to provide an opportunity to get out by going forward with our summer picnic which was greatly appreciated by those who attended (see review in this issue pg14).

Last week I spoke with our JCNA Northeast director Bill Beible who's membership rests with the Delaware Valley Club. The club there, like us, has been trying new things to get their people together. I was surprised and pleased that they had good turnouts for a fast food drive-in and a picnic at one of the local parks, the same type of outings we have provided our members. Their picnic was successful beyond expectations in that members invited non Jaguar owners to join and a handful attended in their Triumphs & MGs.

Bill encouraged me to follow through with a wine tour since that type of activity is considered very low risk. The wineries are set up to accommodate guests observing social distancing and the restaurants associated with the wine

tour groups all offer outdoor dining in compliance with all the rules and regulations mandated by the state.

So.....we will put the wine tour together with a target date of October 3,2020. If you have been locked away since March, I hope you will consider joining us. Last year was the first tour I went on and the drive through the countryside alone was a wonderful experience indeed. I hope I can do half as well as Mike and Wendy did last fall organizing the event. In the mean time, it goes without saying that we miss you all and hope everyone is staying healthy and optimistic. 🍷

-Paul H. Chappell



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Editor's Letter



If you weren't keeping track, this issue of the Kitty Letter marks my two year anniversary as your editor, and I have loved every minute of it! Don't worry I'm not resigning... yet. It doesn't seem like two years, mostly because (like I said) I have enjoyed it so much - but what I have enjoyed the most was all the participation and willingness from our members. I consider the KL to be a huge Part of our club. When I look at other car clubs many of them do not even offer a membership newsletter

which is unfortunate. It is a great way to stay connected when we are not together.

Although I have only been a member on paper for a few years I have been participating with the club since I was a very young teenager. My favorite things the club offered were the tech sessions, road rallies and then of course the KL. Since we do not do the tech sessions or rallies as regular club activities anymore, I am very determined to make the KL a strong pillar in our club. I have grown to rely mostly on membership for that. You spoil me.

Back in the spring when we cut our off season events due to Covid, I reached out to you guys asking to share a little car conversation in

the KL. We could not meet to talk about cars over lunch but that doesn't mean we still cant talk about them. Enter: *Car Conversations* - not sure about you, but I loved reading every one. Behind every classic car/european car owner there is a bundle of stories and useless information. It was such a great success I decided to give it another go (with only a little prodding) and opened round two up with *Gateway Cars* (pg 8-11). Once again, those that shared blew me away with their emotional, and sometimes humorous, car beginnings. Not to spoil anything, but Ric Pettit had an incredibly wonderful mother...

So once again, a very huge heartfelt thank you to all those that have emailed me with your thoughts and stories. 🙏

-Ellie Chappell Hall



Who doesn't enjoy standing under a lift - An earlier Tech Session back in the spring of 2010 hosted by Fehlman Bros. in Syracuse, NY

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An E-Type Cooler Than Cool

By Bruce Brownfeld and Ellie Hall

EH: Is this the first Jaguar/exotic sports car you have had?

BB: My 1972 Jaguar E-Type OTS is my first and only sports car ever owned.

EH: When did you first decide the E-Type was the Car for you?

BB: Ever since my sisters' boyfriend showed up one day in an E-Type roadster in 1965 (I was 14!). I remember thinking that car was cooler than cool!

EH: When and how did you acquire your E-Type? How long have you had it?

BB: In 2015 my son and I were discussing how cool it would be to attend a major car show and auction. We had been avid viewers of various TV shows showing the events around the county. My son said "lets go to Pebble Beach!" I thought that was a bit over the top so I suggested Amelia Island, FL that was coming up next in March 2016. After registering I received a beautifully printed preview of all the cars being offered at RM/Sothebys auction and while perusing through I see E-Types up for auction at which point I immediately started remembering my first encounter with that "cooler than cool" car and thought why not? Upon arriving at the Ritz-Carlton (couldn't get a room there for love or money) I made a beeline to my first choice, a navy blue 1965 Series 1 4.2 Litre FHC (perfect for Northeast weather), only to find I couldn't fit in it. My head stuck against the roof, on to

the next one. A '65 roadster, which I could fit in but only with the top down and as a full restored model beyond my capabilities, thankfully. That brought me to the more reasonably priced 1972 Series 3 roadster, actually the prettiest of them all. Finally, I fit in this one easily (headroom-wise) even with the top up. My RM rep told me there didn't seem to be much interest in the car from others and he thought I had a good chance at "stealing it" as it was being offered without reserve. Well, I don't think I stole it but my final bid was the final bid. I couldn't believe it!

filled with restorative pictures showing the process by the seller from California. From what I could determine from my own over and under inspection, the car seemed to be a car that I could drive and enjoy.

EH: Most British car owners run into a few surprises once they start "digging into" their car... did you?

BB: Oh boy did I ever! I joined a Jaguar club in New Jersey and at an event I met a Jaguar specialist, eventually I brought the car to his shop for evaluation. He found quite a bit that

needed immediate attention; repairs and adjustments were easily made and he assured me I had "a good one".

EH: In your years as its owner, what was some of the work you had completed?

BB: Within the first year I had the exhaust

system replaced with stainless steel systems, also the rack and pinion, power steering pump and booster. Flushed all fluids and replaced brake pads. The second year saw the cars interior replaced because the seats padding had deterioration and was



First introduction to the 1972 Series 3 OTS E-Type - A sunny morning in Amelia Island, FL at the RM/Sothebys auction.

EH: What kind of condition was the car in when you first purchased it?

BB: I wasn't allowed a test drive but my rep was allowed to give me a ride in it outside the hotel grounds. From what I could tell it looked great, sounded great and I was provided with a CD

coming through the diaphragm. I purchased a complete kit from OSJI in Indiana and my mechanic allowed me to work with him removing the old interior and installing the new. Through this process I learned a lot about how these cars were put together. I also used a special sound reducing, heat dampening, fire resistant, super lightweight material under the carpeting commonly used in private jet production. I got it from a friend in the textile business.

EH: Did you tackle restoration in steps or all at once?

BB: Restoration was a step by step process both due to costs as well as needs. After the aforementioned interior replacement I moved to Central NY and was recommended to a reputable shop I had faith in. I took the car in to take care of a bit of rust that was starting to show on the left rear wheel well. Uh oh! That opened up a bunch of previously well hidden rust issues. But I had to protect my investment so I gave the go ahead for a complete body restoration - new spray and ceramic coating. The result of that 5 month undertaking was 2019 UK Car Day Wendell Castle Memorial Award for First in Concours and Best in Show!

EH: You just had a V12 rebuild, what were the specifics you had done?

BB: Later that summer I started noticing some blowby and over consumption of oil, as well as difficulty shifting gears. Again, the need to protect my investment, and for the ability to continue to enjoy driving my dream car, the decision was made for what should hopefully prove to be the final step in complete restoration. In order to



The Newly rebuilt V12 fresh from Horsepower Motorworks - Photo courtesy from Don Hartill, taken at our 2020 JACNY Summer Picnic in Oswego, NY.

remove the transmission in these cars the entire engine must be removed as well. As long as the entire drive train was out, the engine was sent out, to Drakes Engines, Rochester, NY for dismantling and evaluation while the tranny rebuild was done in house by Horsepower Motorworks, Victor, NY. Both units were completely rebuilt, the

crankshaft and both camshafts did not need replacement, but every other part was replaced. Due to Covid-19 issues, there was a 2 month delay in obtaining parts from across the pond. Eight months later the job was completed (July 2020).

EH: Is there a noticeable improvement in the performance/ride comfort?

BB: She rides and sounds like a dream now!!!

EH: I'm familiar with the local shows you have participated in in the past, are you making any plans to participate in Concours level competitions?

BB: No, not really. I enjoy local shows, and it always feels good having the car appreciated by others. Competing requires a dedication, determination and lots more \$\$\$\$. I just want to have fun in "the most beautiful car in the world!" 🐾



© Stephen Rossini
Summer 2019 at UK Car Day - After some body restoration earlier in the year. Bruce stands proudly to accept top honors at Genesee Vally Park Rochester, The Wendell Castle Memorial Award, First in Concours and Best of Show!

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Gateway Cars... More JACNY Conversation

By Multiple JACNY Members

Ric Pettit - My mother always said I was born with car fever. My ex-Marine high school history teacher gave me my only D, with a note on my report card "Eric has a consuming interest in cars."

At nine I was with my mother on a visit to NYC by train from our small Pennsylvania town. At the famous Brentano Book Store I spotted a big blue book "Dykes Automotive Encyclopedia", first published in 1919. We purchased it and I devoured it. At about 13 I was hanging out in the service area of the local Ford agency and spotted a Ford V8 engine clearly on it's way to the junk dealer and asked the agency owner if I could "borrow" it. He agreed. I dissembled it on our garage floor for a clear understanding of what I had read all about. An older neighbor was home on spring vacation from Cornell where he was majoring in mechanical engineering and asked to see in the flesh what he was learning about. I skipped school for an afternoon to oblige him, with my mother's approval. (She wrote my school excuse "Please excuse Eric's absence. I think it was something V8"(This was Pennsylvania Dutch country, so phonetically worked just fine. She also knew my home room teacher had a sense of humor.)

Meanwhile my grandpa had a 1934 5-window Ford coupe which he would let me drive at age 13 and 14 on early morning trout fishing outings, and promised to give me when I was 16, which he did.

By then I had paid the dealer \$25 to make the engine mine and it came with us on our family's move to Fayetteville, NY. I decided to rebuild the V8, which I did as my driver training class project so I could justify time in the garage as "school work." I subsequently installed it in now my own '34 coupe, which I subsequently drove to Texas and back with no motor problems.

Before our move to NY a neighbor Veteran returned from abroad with a '49 MGTC and gave me a ride, I was bitten by the English sports car bug. So the beloved '34 was followed by an MG TD (at a "gymkhana" registration I was once asked if I wanted my trophy now or run the course first). Then came a '50 MG TC with which I got my SCCA competition license and raced the Glen, Lime Rock, Thompson Conn, etc then came the '55 XK140MC which I have now owned for 56 years, and numerous Jag sedans and an XJ S along the way.

Paul Chappell - I've always had a mechanical mind and growing up a lot of my adult neighbors called me a

gearhead but I suppose my obsession with cars officially began with the car I learned to drive in, my mom's 1972 Matador. (Okay everyone, stop laughing)

My best buddies mom had a 72 Chevelle so there was competition between us over which car was best. In 1973 the popular TV show "Adam 12" started using Matadors as their cop cars giving me a huge psychological advantage over the Chevy. But really, the car was grasshopper green with a vinyl roof, a two door coupe, pillarless window design and



An AMC that was bound to turn heads!

had a 302 V8 engine that not only performed well but had a beautiful V8 rumble. Many a time on warm summer nights I would drive to Auburn and cruise the town with the windows down believing everybody was as impressed with my ride as I was.

Bill Licker - It all started innocently enough with my '61 VW. \$125 got me a somewhat abused Beetle with flared rear fenders, reversed wheels, radio with backward dial and no fuel gauge. After it got crunched between 2 cars the insurance company gave me enough money for my '59 Bugeye with no top or side curtains, or floors for that matter! From there I moved through Britain (TR4&MGB), Sweden (2 Volvos), France (Simca&Pugeot), Germany (several BMW'S&1 Benz), then back to Britain (currently Jag&MGB). I admit there were and still are several American and Asian members of the fleet in addition to a couple of 2-wheeled stops (Honda & Harley). No telling what the future might bring !!

Bruce Boncke - I apologize, up front. It did not start with a love of British cars, let alone Jaguars. Where did it start? Maybe it was growing up with a foundry worker grandfather that could build or fix anything, or an uncle with a passion for Town and Country Woody Chryslers, or a mechanical engineer father that wasn't afraid to try working on anything mechanical. Maybe it was rushing down to World Wide News in Rochester, as soon as Hemmings Motor News came out to get a copy each month in the early '60s. But, it was probably the new Craftsman tool box filled with tools that I got for Christmas about 1969. I was in Clarkson College then and I took those tools back to school with me after the Christmas Holiday. Probably as an excuse to skip classes, my roommate (the guy we bought the XJS from) and I would roam around the New York North Country in my '65 Pontiac Le Mans looking for



"stuff." Over time up there, he bought a '32 Chevy, a PT-22 WW2 Training Airplane and a 1930 Model A Ford Pickup Truck. He lost interest in bringing the Model A home to Long Island and I bought it from him. The rest, as they say, is history. And so it began!

The Pickup Truck was a mess, having been used right into the '60s in a gravel pit operation. We hauled it to a farm near the college and put those tools to work, dismantling it so we could fit it in the biggest U Haul trailer we could put behind my parents '68 Chevy Convertible.



*Top: The Model A pictured in original purchase condition, notice that "new" toolbox already to work!
Center: Begin dismantling - a photo worth 1000 words
Bottom: Completed restoration.*

That Chevy dragged its butt and that trailer all the way back to Rochester from Potsdam. When we were dating in college, me, sitting on the chassis, with old worn out body parts scattered all over, was Diane's first introduction to my passion for old cars. She married me anyway, nearly 50 years ago. It turned out that the simplicity of the Model A was a great first project for me and I learned all aspects of mechanical, body work, painting and maintaining. For a first project, we loved that Model A and for about 37 years, we took it to nearly 200 car shows/events. We still have the dash plaques we collected, mounted on the bed side racks. Not only was this the beginning, it was a great father/son project and the catalyst for 40 years of us working together on many cars and enjoying a lot of family time with them.

Ellie Chappell-Hall - Like most I did not have beginnings in British auto, mine were grounded in the Ford Mustang. As a young girl I was obsessed with going through my fathers auto magazines scrounging for anything with a racing horse on it. At one point the entire front and part of the backside of my bedroom door was covered with mustang Photo clippings (my mothers concern levels may have been high). I was not reminded of my Mustang obsession until just recently when my mother had me go through some old bins up in the barn and I found my old, substantial, photo collection. I had many models of



Mustang to the rescue, those Jags are so unreliable... The trunk on the Mustang is open indicating the jumper cable origins, also, there is billowing smoke from the Jags radiator. Just one of numerous photos I poured through. Side note, he still doesn't think this one is funny...

course my father had jaguar models and I would occasionally position them in a very naïve mindset as to get a reaction from him when he returned home from work. My camera went everywhere with me and every time I saw a Mustang on the street I would take a picture with it or talk someone else into taking my picture next to it. Not kidding, there were hundreds of these photos. it was this jog of my memory that made me really appreciate why I appreciate cars today and the main reason behind asking our members to jot down their Gateway car memories. I did eventually obtain a Mustang. After my first car, a 1991 Peugeot 405, my mother convinced me to buy something "sensible." Sorry mom but that's bad advice for a car enthusiast. I ended up purchasing a 1999 35th anniversary mustang from a friend that was moving into New York City. I can't say I didn't enjoy the car

but I can say members of my family enjoyed it more than me. needless to say, my interests like most have shifted greatly but I am very grateful to have had the opportunity to own and possibly go drag racing in the car that started it all for me.

John Duncan - As a kid, I was always fascinated with cars. By age 16, I was very taken by the look of British sports cars. At age 19, I knew I wanted to buy one. I started looking and found advertisements for two cars, a 1954 Jaguar XK 140 and a 1953 MG-TD. The asking price for the Jag was \$700 and the TD \$500. To put these prices in perspective, this was 1962. To put this in even sharper perspective, I really couldn't afford either car. In the end, my Dad came to the rescue, and with

his help, I bought the TD from its original owner who had just purchased a new MGA. The owner told me that he would agree to sell me the TD because he thought I would "take care of it." I think I did because I still own it, some 57 years later.

Looking back, if I had purchased and kept the Jag for 57 years, it would have been the better investment. But as a struggling young college student, I doubt I would have had the Jag for very long. Unlike the Jag, the TD was pretty simple to maintain and parts were inexpensive.

The first two years I owned it, I drove it year-round. In those days, Central New York winters were special in a British car. The MG was equipped with windshield wipers powered by a little electric motor that was only capable of moving light snow. However, British engineering took all this into account. The wiper motor was mounted on the inside top of the windshield and designed to allow me to quickly pull the wiper shaft back from the motor with one hand so I could manually turn the wipers back and forth to move heavy snow. At the same time, I could use my other hand to both shift and steer the car along any icy snow-filled road.

When I purchased this car, I thought I was fortunate that the TD was equipped with the optional heater - a little box that sat under the dash on top of the transmission tunnel. It provided yet another unique British winter driving experience. On cold days, with the heater fully on, it was able to keep my right knee warm while at the same time allowing my right foot to become almost frozen.

It also didn't help that there was no defroster. In the beginning, I regularly used an ice scraper to clear the inside of the windshield. I later found a device that consisted of an 8" long wire suspended between two suction cups that you stuck to the inside of the windshield. When plugged into the dash, the wire would heat up and melt enough frost to create a small opening to view (sort of) the road ahead. I soon acquired a VW to be my winter car. (It wasn't much warmer)

After college, I enlisted in the Army and was assigned to the White House. I took the MG with me to DC where the winters were quite warmer. During my time there I drove back and forth to Syracuse on many occasions and the TD never let me down. There were even times when I drove the TD to work at the White House and was allowed to park the on the south lawn driveway.

When my Army enlistment ended in 1972, I enrolled in the Syracuse University College of Law where I met my wife, Barbara. She was an SU graduate student from Montreal. As our relationship developed, Barbara invited me to come up to Montreal to meet her parents for the first time. By then the VW had been replaced by a Volvo. Because I had never driven to Canada before and it was a long drive, I planned to take the Volvo. However, at the last minute, the Volvo's oil pressure warning light came on so my only option was to drive the TD. So here I am, now having to drive a 20-year-old car to Montreal to make a first impression on my girlfriend's parents. It didn't help that her Dad was a very successful Montreal car dealer.

Could it get worse? Yes. On my drive up, the TD's ignition light came on somewhere in Ontario. I quickly determined that the generator was failing and would soon seize up. I kept going and was able to limp into the driveway of her parent's home. Fortunately, they were out golfing. However, given that I had arrived late on a Friday afternoon that was the start of a three-day Canadian holiday, I needed to find a replacement generator in a hurry.

Fortunately, years of MG ownership taught me that once the British make something there is no need to change it. I knew I would never quickly find a generator for a 1953 MG. But I didn't need to. All I needed was a generator from any recent MG Midget. It would be the same part. An hour later, aided by Barbara's fluency in French, I had a used Midget generator in hand for only \$20. Interestingly, the guy who sold it to me had us meet him on the 4th floor of a vacant downtown parking garage to complete the transaction. I didn't ask where he got it. I quickly fitted it to the TD shortly before her parents arrived home. All went well that weekend and Barbara and I were married a year later in Montreal. I even brought the MG to the wedding.

I drove the MG until 1978 when it, sadly, lost oil pressure one day. It has remained in pieces over the years, as other British cars have intervened, including my Jaguar E-Type and an Aston Martin. The good news is that I have recently acquired a new garage that will provide enough space for me to finally restore this memorable car. 🙏

Upcoming - JACNY Golf Outing!



Don't miss our very first JACNY Kitty Cup!

All the car shows may have been canceled but that does not stop us from spending the day outside surrounded by superb company.

Many of you may be aware, golf courses have become a go to for those limiting their public activity due to Covid-19. As we were unable to organize a road rally this season, Bruce Boncke has made the great suggestion to have a golf outing.

Cost is \$30 per person including cart. Tentatively there will be a shotgun start will begin at 1:00 PM, playing 9 holes. Following the game, Bruce and Diane will be hosting an informal grill out at their house just around the corner. Please bring a dish to pass.



Saturday, September 26th at 1:00 PM
Champion Hills Country Club
675 Championship Drive, Victor, NY

Please contact Bruce Boncke at bboncke@aol.com so we can reserve your tee time.

Please come join us for the afternoon and help make a new JACNY tradition!

Upcoming - JACNY Wine Tour!



COME JOIN US!

For our 2020 JACNY Fall Wine Tour we have put together a beautiful trip showcasing some lovely wineries nestled into the beautiful countryside of the Finger Lakes.

First we start with a scenic drive down Seneca Lake, head west toward our first wine stop on Keuka Lake. We will continue driving south on Keuka and then head back east to Seneca for lunch at Seneca Lake Brewing Company & The Beerocracy. But don't go home yet, we will end our wine tour with a stop at Sunset View Creamery for a tour of their dairy/cheese making farm.

START: Finger Lakes Welcome Center, Geneva, NY

Itinerary

1. Meeting - Finger Lakes Welcome Center, Geneva, NY
2. Keuka Springs Vineyard, Penn Yan, NY
3. Rooster Hill Vineyards, Penn Yan, NY
4. McGregor Vineyard, Dundee, NY
5. Seneca Lake Brewing Company & The Beerocracy, Rock Stream, NY (**Lunch**)
6. Lakewood Vineyards, Watkins Glen, NY
7. Sunset View Creamery, Odessa, NY



Saturday, October 3rd at 9:30 AM

Please contact Paul Chappell at phchappell@gmail.com if you intend to join us.

FINISH

Upcoming - JACNY Fall Dinner and Business Meeting



Don't miss this!

Saturday, October 24rd at 5:00 PM

Please RSVP Deb Chappell before October 18th at debchappell7@gmail.com or 315-255-2542 if you intend to join us.

To Share is to Love...

The Menu



Dinner

JAGUAR CLUB OF GENEVA

OCTOBER 24, 2020

SALAD

MIXED GREEN SALAD*
seasonal preparation

8.

ENTREES

HOUSE PASTA
seasonal preparation

22.

PAN ROASTED SALMON*
seasonal preparation

24.

TWO PIECE FRIED CHICKEN*
cornmeal crust, house pickles, honey hot sauce with choice of kale salad or mac & cheese

25.

8 OZ MARKET STEAK*
herb butter, steak sauce, house cut fries, garlic aioli

29.

DESSERTS

SEASONAL DESSERT OPTIONS
to be determined

7.

HOUSE MADE ICE CREAM OR SORBET
seasonal options

7.

2020 JACNY Summer Picnic

By Paul Chappell

The summer of 2020 has been tainted by delays and cancellations due to the Coved-19 Health Crisis. We here at JACNY have been trying our best to remain optimistic about the activities we had planned for the year but unfortunately the Virus has been winning the battle. Because New York has been awarded a level 4 re-opening status and new cases of Coved-19 are numbering at less than 1% state wide, we chose to continue with our plans for the summer picnic and I'm so glad we did.

August 1st turned out to be a beautiful sunny day, perfect for a drive in the country. Our venue at Brightbeck Park in Oswego, NY was absolutely beautiful with lovely views of Lake Ontario and a nice shady spot to gather with lush green grass and cool breezes all afternoon. The members present were happy to get out and enjoy the day together plus we had the opportunity to celebrate Bruce and Linda's upcoming wedding with a small wedding cake Debbie Chappell baked for them.

We had a excellent variety of Jaguar cars spanning the years of time and many visitors at the park stopped to look, or at least slowed their gate considerably as they walked past our line-up, nonchalantly glancing at our British

automotive works of art. Bruce Brownfield's 1972 XKE roadster was fresh out of the restoration shop and on its maiden voyage as he and Linda motored from Webster to Oswego. A hugely rewarding experience for them!

For most central New Yorkers, Hoffman Hots are a picnic staple and grilled over open coals there simply isn't



Top: Bruce and Linda - Celebrating their upcoming wedding
Bottom: A range of models and years!

anything better!! Special thanks to those who brought summer salads and other goodies to make the meal complete. The summer of 2020 is going down as one of the most unusual summers in history but I am glad we were able to gather and forget about the worries and cares for a few hours.



August European Car Club Road Trip/Classified

What happens when you gather 5 MG's, 3 Triumph's, a couple of Porsche's, and a few Jaguars on a hot summer day in late August? you get a lot of spirited, sweaty, high intensity driving mixed with pit stops to catch our breath and eat.

Sunday August 23rd we joined the European Car Club of Central New York on a road trip that lead us south from Camillus to the Speedway in Moravia for coffee, on to Mac's Drive in at Waterloo for a old fashion drive-in lunch and finishing off at DB's drive in Weedsport NY for Ice Cream. The route took Us through beautiful farmland, up the east side of Cayuga Lake with its breathtaking views and through the wilderness of the Montezuma wildlife refuge.

The trip was a welcome diversion and appreciated by all who attended. A special thanks to Mike Mastracco for organizing this outing. 🍪



Top: JACNY President Paul Chappell enjoying lunch at Mac's Drive-in
Bellow: Just a few of the cars out enjoying a beautiful drive

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New tires

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Track Package suspension and brakes

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1957 Jaguar 140 owned by Ramon and Judith Rickers. This vehicle was restored by HorsePower and has won numerous awards and is the highest scoring Jaguar 140 in the country. Craig, one of our talented restoration specialists, has done the extensive restoration on this vehicle. It was most recently displayed at the Atlanta Concours d'Elegance, where it won Best In Class. Next stop is The Amelia Island Concours d'Elegance in 2020.

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25th T-Shirts

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Style: Vinyl or Static Cling
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Quantity	Description	Color	Size	Price Each	Total
Shipping					\$5.00
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If you wish to order, please email Bruce Brownfeld at brucebrownfeld301@gmail.com with the following information:

Contact person to order the badge and lanyard is Fran Riter at franriter@rrbwinc.com

JAGUAR ASSOCIATION OF CENTRAL NEW YORK MEMBERSHIP APPLICATION

We print a membership roster in the January/February issue of our bi-monthly newsletter, the Kitty Letter. It will go to members only. If you do not want your information listed, please indicate so at the bottom of this application. Annual dues notices will include a copy of this application and be mailed in late November.

Club membership is \$50.00 per year due by January 31st of each year.
New members joining after July 1st pay \$30.000 for the balance of the year.
Membership includes JCNA (National) dues and subscription to the bi-monthly Jaguar Journal.
Please make your check payable to JACNY and send it with this application to:

Michele R. Ball, JACNY, 13 Crestwood Court, Cortland, New York 13045

Name _____ Spouse _____

Address _____

City _____ State _____ Zip Code _____

Telephone (Day) _____ (Evening) _____ (Mobile) _____

E-Mail Address _____ @ _____

Jaguars Owned:

Year _____ Model _____ Color _____ Special Features _____

Year _____ Model _____ Color _____ Special Features _____

Year _____ Model _____ Color _____ Special Features _____

Non-Jaguar Collector Cars: _____

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