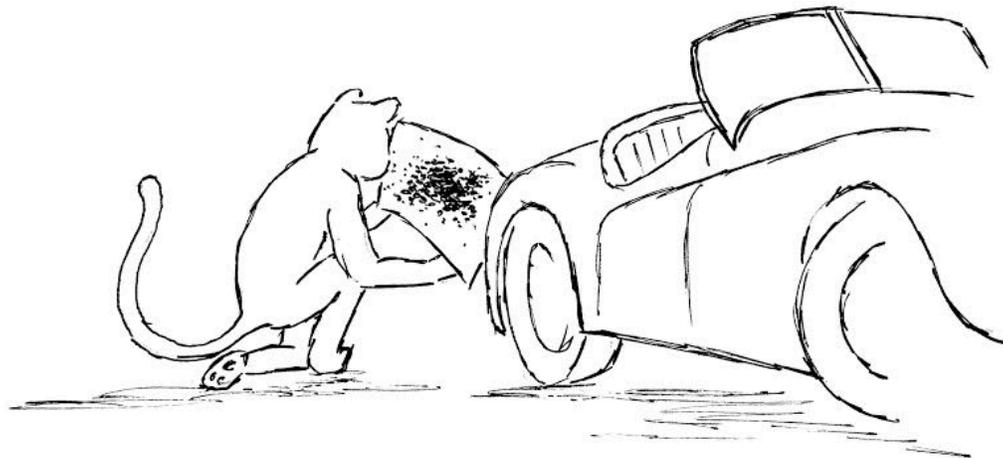




The Kitty Letter

News and stories from the
Jaguar Association of Central New York

January - February 2021



“Honey! Next years Christmas card is going to be way better than last years!”

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President **Paul Chappell**
315-729-0876
phchappell@gmail.com

Vice President **Wendy Havens**
315-576-0228
whavens04@gmail.com

Secretary **Linda Dafoe**
315-488-1492
L49CD@hotmail.com

**Treasurer/
Membership Chairman** **Michele Ball**
315-345-5591
michelerball@me.com

Editor/Web Master **Ellie Chappell-Hall**
315-237-8888
jacnyeditor@gmail.com

Assistant Editor **George Parker**
315-632-4836
brassrat53@gmail.com

**Director of Slalom Events/
Chairman of Advertising** **Vars Smith**
315-445-5922
vars@varssmith.com

**Chairman of Inter-Club
Relationships** **Bill Licker**
315-399-5305
onevalleypark@gmail.com

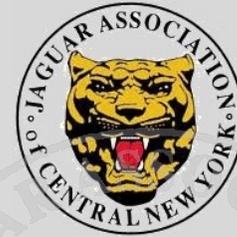
**Nominating Committee
Director** **Michael Havens**
315-576-0228
mhavens54@gmail.com

Off-season Events **Ted Zoli**
315-323-4357
operandi@capital.net

Chairman of Club Regalia **Bruce Brownfeld**
917-723-4903
brucebrownfeld301@gmail.com

Directors of Rally Events **Bruce Boncke**
585-742-3281
bboncke@aol.com

Nathan Lyman
585-880-9082
natlyman@mac.com



2021 Event Calendar

All events are tentative and subject to change. We will firm up details and have a more complete calendar in the Feb/Mar KL issue.

- Off-Season Events will be placed on hold till further notice. Hopefully we can resume before summer events kick off.
- **May 22nd** - JACNY Spring Brunch
- **June 13th** - JACNY Slalom #1
- **June 20th** - Eurocar Show
- **August 7th** - JACNY Summer Picnic
- **August 28th** - Jags at Saratoga
- **September 4th** - JACNY Slalom #2
- **September 10th to the 12th** - British Invasion
- **October 2nd** - JACNY Wine Tour
- **October 16th** - JACNY Fall Dinner Meeting

2021 is here!

Inside This Issue

Presidents Letter	... pg 3
Editors Letter	... pg 4
Retiring to an XJS	... pg 5-7
That Darn Smell!	... pg 8
Regalia	... pg 10
Membership Forum	... pg 11

Trends in Motoring

A message from the president

Hello and welcome to the year 2021!

Recently I was reading some old kitty letters and in the 2020 July-August issue, I was clearly being optimistic about our chances of getting together for activities. Unfortunately there remained a huge aura of caution which kept folks away to the end of the year. January through April have traditionally been "dead" months with no planned activities because of the weather but recently our off-season gatherings for lunch provided enjoyable relief from the winter doldrums, with impressive numbers of friends getting together. Unfortunately, because the Covid infection rate is as high now as it's ever been, commonsense has dictated that we should not be gathering through the winter this year.

As president, I feel like a kid riding his new bike and has yet to take off the training wheels. We were able to present a few activities during 2020 that I felt comfortable with but overall, our year as a car club reflected the "state on the union" which could be well described in one word,

FRUSTRATING. Even though there is a vaccine being made available, there will still be a period of caution which could realistically fill up half of the year 2021 before people start feeling comfortable about both the vaccine and getting out to mingle again.

Remaining optimistic, we have put together a calendar of events to look forward to which includes the basics. As the year progresses and we monitor the social atmosphere of our nation we will either move ahead with our activities or cancel them as social conditions dictate. Hopefully we will remain on track as far as our outdoor activities go, but we cannot guarantee anything at this point.

One project that has me mildly excited is the fact that JCNA is encouraging all clubs to develop a membership drive during the year 2021 to see if we can boost our numbers. After participating in two telephone conference calls involving club officers nationwide to ponder the issue, I have in the

back of my head come up with a program for us to try that I will be presenting in the March-April issue. It will be extremely simple, non confrontational - hopefully a great event.

In the mean time, rest assured that I miss you all, miss the events, and sincerely hope we can maintain a positive outlook for the new year. If anyone would like to help produce an event, please feel free to contact me with your ideas. At the present time the president will organize the summer picnic, Vars Smith is in charge of the two slalom events, and we have two volunteers that will be doing the fall wine tour. A tech session is also in the making involving spring tune-up. Please stay safe and we look forward to gathering again soon. 🍷

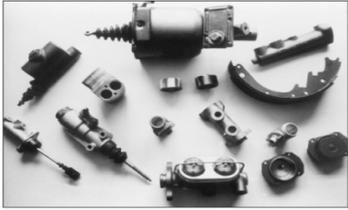
-Paul H. Chappell

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Editor's Letter

Let's talk about the XJS. As you continue reading you'll find another article about a beautiful XJS belonging to Bill Licker, a wonderful member of our club that has become a very dear friend. When I was sorting through content for this edition of the Kitty Letter it hit me, we have so many XJS owners in our club but I have yet to do a feature of one. So here's a few fun facts before you read on to Bill's article. Most of us are aware that it replaced Jaguars beloved E-Type, a controversial topic for sure. How could something with such modern lines be a substitute to the salacious curves of the E-Type? It will never last... or would it? Ironically, it went on to become Jaguars longest running model, remaining in production for over 20 years, over 115,000 XJS cars were built. If you've ever looked at an XJS and thought, "that XJS looks different and I really like it" it's because the XJS went through many rigorous re-design

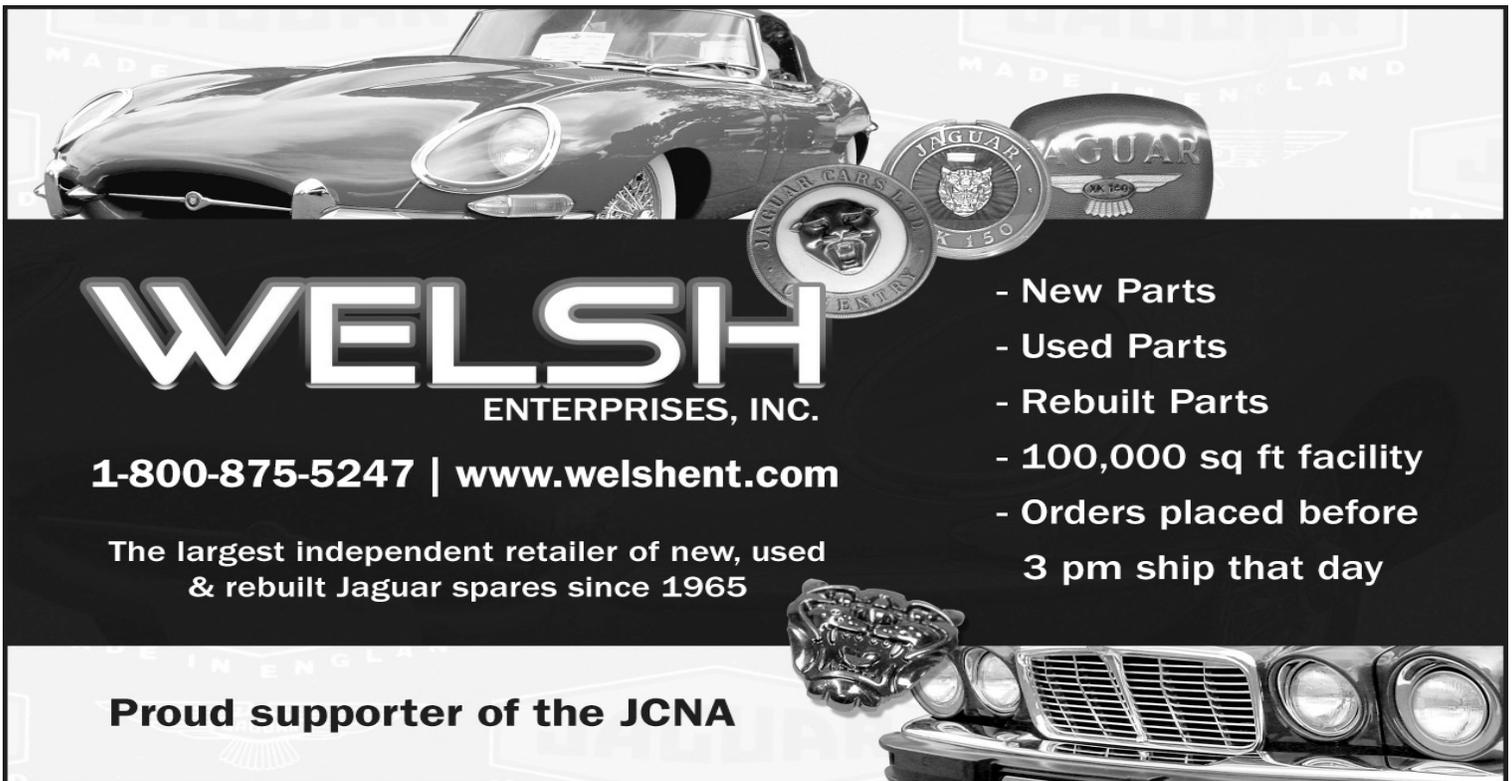
process during its 20 years of production. Jaguar successfully made three series, all with very noticeable re-designed features. Updates and modifications make for an interesting car, or it could also make for a car where parts are difficult to acquire. Your choice. Being that the XJS was always updated, it gave a little to everybody. You may not like the headlights on this year, but wait till next year, they will be totally different!

My first real introduction to the XJS was when past member Roger Stimson was looking to sell his. I don't remember the specifics of the car but I remember that it was a black hard top that could turn heads no matter who you were. He had just completed work on the engine. When you put your foot down it demonstrated that it could have the appearance of a calm house cat and the ferocious engine of a wild beast. I

wanted it so bad, maybe if we didn't live in New York where winter time demands you have a sensible car...

Here's to a very happy new year, I would once again love to thank all the members who participated this past year and in the making of the Kitty Letter. We had some really great editions. It goes without saying, we are all hoping for a fun summer, specifically, I am hoping to get some really great photos of our member cars. I'm speaking of the JACNY Member Car calendar. My plans for 2020 was to set up some good quality photos so I could put together a wall calendar, but event cancelation got in the way. We managed to put together another desk calendar - thank you to all that ordered our 2021 calendar this year. 2021 will be our comeback summer! 🍷

-Ellie Chappell-Hall



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Retiring to an XJS

By Bill Licker and Ellie Chappell-Hall

EH: Tell me about the hunt and eventual purchase of your XJS.

BL: A few years into my retirement I decided I needed to renew my car hobby, some may call it sickness. So we started searching various web sites for something interesting. Possibly a Corvette to satisfy every American boy's desire for the all American sports car or maybe something British to rekindle my early years choices. One day I spotted a red 12 Cyl XJS Coupe for sale in a yard nearby. A lookover showed it to be in decent shape but in need of some cosmetic attention. A call to the owner gave me a low price of \$3900 but also revealed a driveability concern that had been diagnosed as a possible cylinder head problem. Not wanting to get involved in a possible high dollar repair, I declined. However it opened my eyes to the possibility of owning a Jaguar at a reasonable price. After searching many Jaguar sites I found our car locally and arranged a meeting at a local parking lot. As soon as it pulled in I knew that I wanted it! A quick negotiation and it was ours. The owner delivered it to our house along with a box of extra parts and even returned a \$100 toward our first repair! I spent it on a new fancy shift knob!

EH: Everybody has a favorite moment in their Jaguar, what is yours?

BL: One of our favorite Jaguar experiences was the Jaguars on the Lawn in Saratoga two years ago. It was a great weekend of cool cars and great



Even if you don't know Bill, you will recognize his car! Photo from the JACNY 2020 Wine Tour, Keuka Springs Vineyard overlooking Keuka Lake.

people in a terrific location. Hopefully it will be able to take place again when life gets back to normal.

EH: All classic Jag owners go through it, what work and upgrades have you had done?

BL: Our car has been relatively reliable, only needing basic repairs such as a

starter and battery. A stalling issue was cured by cleaning critter stuff from the air filter housing and a rear hub needed replacement due to operator error. I over-tightened lugs after a flat tire and stripped the studs. Unfortunately they are threaded into the hub so the entire part needed replacement. My bad! I guess my rear deck Union Jack might

be considered an upgrade, I look at it as a bit of fun!

EH: Any project plans in the near future?

BL: As far as the future, it will need some paint repair and the replacement of a noisy ac compressor. It has been temporarily cured by removing the belt.

EH: You've got quite a history/ career in the auto industry. Tell me about your time at Lincoln.

BL: My history in the auto history ended at a Lincoln dealer but was preceded by stops at Peugeot, Chevrolet, Pontiac, GMC, Mitsubishi, Cadillac, Hyundai and Fuso trucks. While I enjoyed being involved with cars and hanging out with my guys in the shop, sometimes the customer experience was not always enjoyable. Not everyone takes bad news well. Keep that in mind the next time you take your car in for service and the service manager/advisor doesn't have good news for you. Don't shoot the messenger! I did my best to treat all fairly and give good service which I know is not always the case at some service facilities.

EH: Apart from Jaguar, you and I share a love for Peugeot - let's hear about some of your other car owning experiences.

BL: My ownership history started with a \$100 VW and went through a '59 Bugeye, '62 TR4, '67 MGB, '69 Harley Sportster, numerous Mitsubishis, 3 BMW 2002's, Bavaria, 528, 635, 325, MB 450SL, A couple of French cars. A rear engine Simca, great for DC parking and of course your favorite, the



*Top: Early days with the XJS, note the Union Jack has yet to be added.
Bottom: XJS side by side. Bill and Ken Lauderdale gearing up for our June 2019 Slalom. If you were noticing some tail differences then you have a good eye. Kens 1991 XJS was possibly one of the final XJS styles before its final facelift the following year giving us the 1994 beauty Bill owns.*

Peugeot 504. It now includes my '67 MGB as well as our "normal" cars, '06 Lincoln and '01 Isuzu Trooper.

EH: If you were to add to your garage, what might you consider?

BL: If I had more garage space an XK8 might look good next to the XJS and B! However in the meantime we are

more than satisfied and I always enjoy opening the garage doors and saying hello to the current tenants!

EH: You are super active with JACNY and also the European Car Club - tell me about some of your favorite car club activities and what you would like to see in the future.

BL: Judy and I enjoy all of our activities with JACNY and The European Car club . Getting to enjoy the cars is second to enjoying the company of so many good people we have had the pleasure of meeting in both clubs.

Among the activities we have enjoyed are the Jag club picnics at Sodus Bay and in Oswego as well as several cruises with the Euro Club. Of course the Eurocar show in Cazenovia, where I have had the title of field set up manager for the past several years, it is indeed a lot of work but well worth it. That also will hopefully return next year bigger and better, stay tuned! There are several other activities such as dinners and holiday parties but I am trying to be somewhat brief. It would be great to have more multi club get togethers in the future so that we can all broaden our friend list and grow our memberships.

EH: Multi club get-togethers are quickly becoming my favorite. So far they are pretty unplanned, what would you schedule if you were to plan one?

BL: As Director of Inter-Club Relationships, I hope to encourage more multi-club events. Car cruises with food stops are always a favorite as evidenced by some of our previous get-togethers. Bruce Brownfeld and others have joined us several times in the past on Dust Off runs and Runs Before Sleep. Your dad came to one run last summer when we did a Finger Lakes ride. Perhaps planning rides more centrally located would help as the JACNY members are more spread out. A great example of a club ride is the Falls Fall Ride the Euro Car Club did this past November. I think both clubs as well as the Porsche club and

even the Miata club would benefit by doing things together. We are mostly from a similar demographic, age, interests, etc. All car clubs share the same concerns and mission statements such as finance concerns, shrinking memberships and charitable interests. I had hoped to organize a golf outing/competition at the small course where I work combined with a possible barbecue. I need to check with my boss to see what I could come up with. The Eurocar show would be one of the best examples of multi club get-together. JACNY no longer does a car show and it would be a great way to spend a day with other car owners enjoying good company and views all while putting on the best show in the area! Help is always needed and a Multi-club sponsorship and volunteers would be welcomed.. 🍷

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That Darn Smell!

By George R. Parker

Following our “big event” (the fire) of 2015, Dad’s old XK-120 didn’t get to the reassembly stage for a couple of years. When we finally got it there, the old gas (which had been in the tank for more than two years – probably more like 2.5) was drained out and new added. Unfortunately, the rubber-sealing gasket on the drain plug was not replaced. When I filled the tank, I found that time had taken its toll on the gasket, and it began to drip.

I pumped the gas out into my empty lawn mower gas cans and then drained the rest into a Giant Green Drain Pan™ (a four gallon drain pan). I replaced the rubber gasket thinking I’d solved the problem. Once or twice, I smelled gas and put a wrench on the drain plug to give it a tiny tweak, which always seemed to take care of things. But in October (2020), it reared its ugly head again, with that strong gasoline smell in the garage – not good. I found the gasket was starting to squeeze out and lose its seal. So once again, I pumped gas out of the tank into my lawn mower cans (luckily, they were empty again!) – and then was hit was a death in the family, setting every else aside.

When I got back to the car in mid-November, I remembered that the last time I replaced this gasket, when I drained the remaining gas into that Giant Green Drain Pan™, it almost overflowed! So, looking at the gas gauge, it wasn’t quite down on empty – and the low fuel light hadn’t even come on yet. I thought a quick drive would burn off more gas and make draining the rest a bit less uncomfortable.



A side by side of the new and old drain plug and its integrated brass mesh filter.

I got a couple of miles from home when the car started to run “funny” and then came to a stop. I’d felt this before, and it turned out to be a loose ignition wire. Hoping for a quick roadside fix, I opened the bonnet – but all of the wires, spark plug and coil, were tight – on both ends. I tried to restart, and it “kinda sorta” wanted to start, but not really. Then I noticed that the fuel pump was pumping really fast, like.... like... like there was no resistance. “Hey! I think I just calibrated my fuel gauge!” Fortunately, I was close enough to home that a neighbor went into my shed, grabbed a gas can (not the high octane I took out, but good enough to get me home!) and brought it to me. I have GREAT neighbors! With the car home, I got it up on stands, slid the Giant Green Drain Pan™ under the car and

emptied the rest of the tank (that gas went straight into my lawn tractor).

As you can see from the photo – the drain plug and its integrated brass mesh filter really needed replacing. I used the gas resistant adhesive in the background of that photo to hold the rubber gasket in place, but after consultation with Bruce Woodson, decided to not try to apply anything to the top, mating surface of the gasket. After snugging it up – but not too tight! – I pumped only 5 gallons of the “good” gas back into the car, and went for a quick test drive. So far so good (as of early Thanksgiving week). But if it leaks again, I’ll revisit that gasket and put something on to really seal it up. Open to suggestions! 🙏



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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:

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