



The Kitty Letter

News and stories from the
Jaguar Association of Central New York

January - February 2020

CELEBRATING 35 YEARS



An occasion so special we invited the non-Jaguar owners

2020 JACNY Board of Directors and Chairmen

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

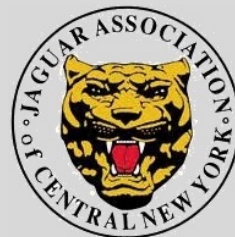
**Nominating Committee
Director** **Michael Havens**
315-576-0228
mhavens54@gmail.com

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



2019 Event Calendar

Off Season Events are about to start. The club members will meet for lunch (12:00 pm) every first Saturday of the month. Events will be organized by Ted Zoli and Deb Chappell.

- **Jan. 4th** The Brasserie - Camillus, NY
- **Feb. 1st** Mulcory's Irish Pub - Fair Port, NY
- **Mar. 7th** - Press Room Pub - Syracuse, NY
- **Apr. 4th** - TBA in Cortland/Ithaca

For the complete 2019 calendar click [HERE](#)

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2020 Planning Meeting

There will be a planning meeting for all officers and directors **January 11th**
10:00 AM to 12:00 PM

Please contact Paul Chappell for further details
phchappell@gmail.com

Scratching The Cat...

This has been a long time coming. I have been a member of JACNY for seventeen years now and have been asked to consider filling the role of President at least five times. Each time I politely responded that after retirement from the workforce I would give the idea further thought. Well, I have yet to retire but feel the time has come to embrace the position and I want to thank all who have encouraged me and offered support.

A little about myself...

Growing up on a dairy farm in the heart of the Finger Lakes, bailing hay and milking cows kept me from enjoying any after school programs, so while most of my classmates were busy with sports or watching All In the Family, my brothers and I were in the farm shop learning to use the Arc Welder. When I was about 13 years old, we modified a bicycle, fitted a 4 hp Briggs & Stratton engine to it and voila, we had a motorized bike. The next summer we found some old water pipes, built a go-kart frame with with a rather sophisticated steering setup (we were quite proud of) fitted the same 4 hp Briggs & Stratton engine and voila, we had a motorized go-cart. The following summer we got hold of a old VW car and we had what every young farm boy dreams of having, a field car! We had a terrible habit of over-revving the engine and throwing rods, but we got so we could pull the engine, fix it and be back in the fields in 4 hours time! With all these kinds of things going on in our shop, it is no wonder the neighbors

labeled us as being a bunch of motor heads.

My interest in British cars did not start until I graduated from college. There was a 1972 MG midget for sale parked along side of the road near Marsellus that I drove by quite frequently so I stopped and looked at it one day and purchased it for \$1200. I did not realize what a little gem I had, I simply used it to commute back-and-forth to work but after the first snowstorm I realized that it was a true road hazard and very difficult to control on slippery roads.



After two years the Midget got traded in on a car that I could drive year round, a green 1976 Peugeot 504 (incidentally, I ended up selling it to buy a ring!). Debbie and I got married in 1984 and soon had three children. A weekend came along with nothing special to do so I took the family to an all British car show in Cazenovia hosted by the Jaguar Association of Central New York. After touring the field I mentioned to my wife that I would really like to have another sports car, maybe a triumph TR6. She looked at one and immediately noted that there was no

room for three kids so we started looking around for a jaguar XJ6. During the next year we looked at about 12 different cars. I remember one in particular, a 1986 Xj6 in "excellent condition", a Florida car. It was in Elbridge New York so we drove over one afternoon and I have never been so disappointed. Every body panel on this car had rust issues, the headliner was gone the veneers were peeling off and one of the floorboards was rotted away so badly you could see the ground while sitting in the passenger seat. I asked the owner how he could justify advertising this car in excellent condition and he replied that the engine alone was worth the \$4000 asking price! We were patient and finally found a Xj6 originally sold to a woman in Connecticut that we we were comfortable purchasing, a 1987 VDP which we still own and enjoy today. We purchased the Jaguar in the year 2002 (joined JACNY shortly after) and I have done many upgrades to iron out a few niggles but generally It has been a very reliable and fun car to own.

2020 marks JACNY's 35th year and we are hoping to present some special events to make this a truly great year for Jaguar owners and enthusiasts. I look forward to spending time with the many active members I have come to know so well and hope to see others get out and participate in the memorable outings we enjoy so much.



-Paul H. Chappell

Editor's Letter



With yet another great year under our belt it is time to say hello to 2020 and time to celebrate the clubs 35 years. Since we only get to do this once and we have an entire year to do so I have one big project on my plate, To create a digital archive of past Kitty Letters. Linda Dafoe and a few other members have been helpful In tracking down past KL's. Linda has one of the largest collections of past kitty letters followed closely by George Parker. My goal before the end of the year would be to have all of our KL scanned into a digital copy and archive on our website so that all membership has access to them. We have a great deal right now but are still missing some. I will be reaching out to membership soon for your help. If you think you have a large collection that we may be able to use, please email Linda and I with your inventory.

Now, enough about the past let's talk about the future. A close friend passed an article on to me about how Jaguar is forecasted to becoming an even stronger and more successful company in future years. I do hope this is so, since Jaguar has had more than one chances to hang in the balance. The real question for me is, will they ever master the engineering process of window switches and regulators. As many of you may be aware of, my XF has had an issue with the passenger side window not wanting to go up all the way. Well a few months ago the driver side window decided it would follow suit. When you purchase a new Jaguar service is only needed once a year, but since my window regulators

do not work I have been in enough so that the service team knows me by name. It was upon my third visit to the dealership they decided to install new regulators. The service manager explained to me that it would take a few days since all the door panels would need to be disassembled, I quickly jumped on the prospects of a courtesy vehicle. They promised me a vehicle and I quickly requested an XJ, they do not have those so I was assigned a Sportbreak. A Sportbreak is kind of a big deal for me, I have always loved a good station wagon and I have always loved the Jaguar station wagon since they came out with the X-Type estate. The main reason I did not get a Sportbreak was because they start at around 71,000, For me, that is just a little bit too much to pay for a station wagon so I settled for an XF sedan. The reason they start out so high is that you have to purchase an S model so it comes with all the trimmings. The mere thought of driving one of these around for a week while they changed my window regulators had me in a state of happiness for over a month.

Finally I was going to get to drive a car with red brake calipers. I scheduled the appointment a month out so that I could get the Sportbreak and upon my arrival to the dealership they broke the most distressing news to me. They did not have a courtesy vehicle so they would be renting me a car from Enterprise. I can only imagine the look on my face since I know my heart slid down my sleeve and fell somewhere on the floor where someone probably stepped on it. One of

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the service managers drove me over to enterprise where I saw an F-Pace in the parking lot. Maybe this isn't so bad after all. At the counter I asked "What car are you giving me?" She responded "What would you like?" "I'll take that F-Pace please." "The gentleman before you just took that."

And we were back to square one. So what did I get? A Nissan Ultima. Sigh. Driving home, my fancy coffee and danish from the Jaguar dealership just didn't taste as good. I cannot be terribly negative because it was clean and I was pleasantly surprised at the overall quality of the interior. The dashboard was tastefully minimized and all of the control switches felt a very good quality. Overall I would rate the Altima interior higher than any GM product. But then all of my hopes for the car went down the tube, again,



The drive home was not as fun as I had planned...

when I close the door. It was the equivalent of pushing the lid down on a tin can. For a whole week I drove the Nissan around, I had lost all my status in the community. My fellow Jaguar motor's that typically wave to me when they saw me on the road did not even notice me in the silver Nissan. I could not wait to get my car back. When I found out that my car was finished I was naturally thrilled, it was on the drive up

to the dealership that I realized had I gotten a Sportbreak I really would have felt like a peasant getting back into my XF diesel. I suppose it is a good thing I got the Nissan because now I will be keeping my XF a bit longer - but shame on Jaguar for putting me in a rental. And if we are really looking for a silver lining here, I can say that my car no longer has electrical window issues. We have risen above!

A huge shout out to all that wrote me about their summer motoring events. My Jag is a daily driver, so no shows or fun driving events... unless you classify school drop off and grocery store trips a driving event. To all that had a great summer, I live vicariously through you! Thank you. 🙏

-Ellie Chappell Hall

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Summer Happenings

A collection of summer motoring events from our members.

John Duncan

After our trip to Sodus Bay, It became apparent that I had some type of clutch/gearbox issue to address which would involve removing the engine and transmission from my 70 E Type. Following our Slalom in August, Jeff Dafore, Bill Licker, Jeff Berry and my son Chandler helped remove the bonnet to start this project. I have since removed the engine and transmission. The engine short block is out at Pat Reeve Enterprises in Cazenovia for a rebuild. The gearbox may go to Donovan's in Mass. early next year as I'm not sure I want to tackle a rebuild myself. Removing the engine became a slippery slope because I then decided to remove the front suspension and have it replated. Following that I discovered a small rust hole in one of the frame rails and ultimately decided, too be safe, to replace both frame rails. I have just received the new frame rails from England (beautiful workmanship) along with a lot of parts from SNG Barratt. I'm trying to be optimistic and hope to get it all back together by the 2020 Euro Car Show.



Paul Chappell

This Summer I had my most successful slalom yet! I placed first in Class F with a best time of 50.234. Four of our members attended the lawn show at the Saratoga Auto Museum on Aug 24th. Paul & Debbie Chappell, 1987 Xj6 Bruce Brownfield and his girlfriend Linda, 1972 V12 E Type Ron & Christine Martston, 2002 XK8 Bill & Judy Licker , 1994 XJS No awards at this show but hugely satisfying weekend.



Bill Licker

Summer of 2019 was far from boring! We started the season with the European Motor Club dust off run on May 5th with a back road ride to the Revolutionary Battlefield in Oriskany. I led approx 15 cars on a nice day ending as always with lunch. Next was the annual show in Norwich on Memorial Day weekend. A sunny day with many cars and vendors. Though some of my thunder was stolen by the red Ferrari next to me! Eurocar on June 16th was not a great day. All day rain kept the number of cars down but still had a good time. I took home 1st

place in the Jag class. Though I have to admit, there were only 2 cars! June 26th was the annual Clayton Antique Boat Museum Concours D'elegance. Saturdays show is always a good time and highly recommended. Sunday included a ride to the boat museum warehouse and a maritime museum near by. On Aug 3rd we joined a great group of our members in Sodus Bay for our picnic and tour of the Light House for a terrific day of driving, food and togetherness. Another highlight of the season was the Capital Region Jaguars on the lawn in Saratoga August 23rd, 24th and 25th. Friday night was a wonderful dinner at the Saratoga National Golf Club, Saturday was the lawn show at the Auto Museum and Sunday there was a scenic ride to the Saratoga Revolutionary Battlefield park with a tour narrated by a local historian. Another highly recommended event! On August 17th I attended the local Orphan Car Show in East Syr. As my MG was not up to the task I drove the XJS and entered it in the "other cars of interest" category. Very cool show that included the annual Studebaker gathering. I had never seen so many Studes at one time! The season usually ends with the Antique Ford Club's show in Wampsville on Sept 8th. So many cars that if you were not pre-registered you could not get on the field! One more ride was the European Motor Club's run before sleep to Mostly British in Chaumont on Oct 26th. An amazing collection of parts for all kinds of British cars including a huge assortment of big and little pieces for E-Types. My only purchase was a Jaguar

Club of North America grill badge. Looking forward to next season of fun and hope to see all at the winter lunches!

Jeff Berry

Last summers final slalom saw a second place national finish put an addition of a fourth trophy to my wall of fame or shame depending on how you look at it. That is the standing currently on The JCNA website. Past trophies include 3rd place 2016 1st place 2017 ,2018.

Bruce Boncke

Our car activities are widely split between the Corvettes, the GTO, the 57 Chevy and the Jaguar. Lots of cruise nights, driving and other club activities. We're not so much into "shows" or judging events.

However, the highlight of our Jaguar year was the OJOA Concours event that we wrote about for the 2019 Sep/Oct KL. A second place with the XJS in a Champions Class JCNA sanctioned event was really cool. We received the plaque (pictured) after the event. The highlight of my classic car year was about someone else's car, not one of ours or an event. I spent all winter and into July, in my garage, restoring my best high school friend's 69 Camaro. It had not been driven or run for 46 years - when he went to California in the Air Force (1973). It's been buried in his garage in Marcellus. My free labor,

blood, sweat and tears with his \$ for supplies. It ate into our own car Summer, big time, but seeing him drive off and enjoy that car made my Summer. In the process of test driving and shakedown, I actually took it to a car show, without telling him, and sent him photos of it while I was there. First time out of the box, in 46 years, and it went to a car show! That was a hoot.

Bruce Donohue

I drove with both Jaguar Club & European Motorcar Club of CNY members to Mostly British in Chaumont, NY on Saturday October 26. Met for breakfast at "THEE DINER" in Cicero, motored north to tour a parts heaven. Followed by lunch in Watertown. Can't remember restaurant name. Sunny day, good company, great event.

Ray Ramon

We were invited to take our 1957 XK140 to Atlanta for the Atlanta Concours d'Elegance. It was held on October 20 at the Tyler Perry Studios. Borrowing from Wikipedia, "He (Perry) purchased 330 acres of the former [Fort McPherson](#) complex in 2015 to make it the new home of Tyler Perry Studios. It's now the largest film production studio in the nation and established Perry as the first African-American to outright own a major film production studio." Our "Snow Queen" won Best in Class — Jaguar XK 120, 140, 150. A special shoutout to Horsepower Motorworks in

Victor, NY is in order. They transported our car to Atlanta. We've been invited to Amelia Island in March and are very much looking forward to the Concours and warm weather.

Bruce Brownfeld

I had a body restoration earlier this year on the E-Type. I showed at UK Car Day and after getting a thorough going over I received top honors at Genesee Valley Park Rochester. Also the Wendell Castle Memorial Award, First in Concours and Best of Show. 🏆



Atlanta 2019 Best in Class

JACNY 2020 Road Rally Planing

By Bruce Boncke

This year we received emails from JCNA regarding their desire to see more local Associations holding Road Rally events. The last issue of Jaguar Journal also included a short article on that desire, with an indication they would cover the topic in more detail in the next issue, which we haven't received yet. As a starting point for JACNY, Nathan Lyman and I have volunteered to be Codirectors of Road Rally. Not sure it needed a title, but we are on the task. Speaking for myself, I love road rallies, particularly fun ones. My first rally was probably at a 1978 NCRS event in Flint, Michigan with my father in our 1954 Corvette. Diane and I have participated

in many, organized quite a few and we actually enjoy our driver/navigator relationship.

While we wait for further guidance from JCNA and while our cars are hibernating, we would like to get some thoughts and opinions on potentially doing a JACNY Rally in 2020. I've listed a few questions below and would appreciate your feedback. I think the easiest method for initial response will be for you to email me at bboncke@aol.com and just respond, by my question numbers. I'll compile responses and get together with Nathan on your thoughts. Of course, it starts with your interest in participating in a Road Rally and goes

from there. If there is enough interest, we'll work on details. Thank you in advance for your input.

1. Are you interested in a Road Rally and would you likely participate?
2. Would you prefer a Fun Rally or a Serious Rally? A fun rally would generally involve distance, time, questions about items along the route, possibly some silly items and be scored on points. A serious rally would be more focused on precise time/distance relationships and driving skills.
3. What is your tolerance for the amount of miles and time spent on the road? This is a multiple choice question relative to wear and tear on the vehicle (miles) and the driver/navigator relationship (time).
4. The general region for a rally (Finger Lakes, Central NY, Southern Tier)?
5. Time of year (likely Summer or Fall)?
6. Thoughts on a finish venue, such as a formal venue like a restaurant or informal venue like a park or someone's house with a picnic.

Any other thoughts, opinions or ideas?



Road Rally in Flint Michigan
Gordon--Bruce

Flint, Michigan with my father and I at my first rally in our 1954 Corvette

Battling Rust

By Paul Chappell



Before

If Vintage automobile owners could only have one wish, it would probably be to have a car that would never have corrosion issues. Rust destroys suspension components, brake parts, BODY, anything made of steel and sometimes even aluminum components are not immune to this "Automotive Cancer". Detroit loves rust because of the incentive it gives car buyers to purchase a new vehicle but it is a nightmare for classic car owners. There are many products available that dissolve and neutralize rust and today we are reviewing one of those products.

"Metal Rescue" is a chemically based treatment used to remove rust from any metal surface. The product comes in two forms, a gel based paste you brush on and after 2 hours wash off with hot soapy water, and then a concentrate you mix with water to create a bath for smaller items such as shop tools.

It is recommended that you scrape, sand, or wire brush off surface rust as best as you can then make the



During

application, by brushing on a thick layer of the gel or placing parts or tools in the prepared bath. Let the chemicals do their work for 2-3 hours and then wash off using a scrub brush (remember to wear disposable rubber gloves as you do not want to expose your skin to these chemicals).

The results? The rust tends to turn into a sludge that cleans off leaving a metal surface ready for further preparation or if you intend to paint. Because this dissolves the rust it might be safe to assume the corrosion is neutralized which would help prevent



After

reincarnation of the problem in treated areas.

If you do not have access to a sand blaster, "Metal Rescue" offers another alternative in the battle against rust. It can be a little messy to use but for treating small areas, it might be just the thing for do-it-yourselfers. 🐾



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November Luncheon

By Debbie Chappell

November 7th marked our very first Off Season event. Together, Ted and I are very thrilled to be hosting this season, we have tried to pick restaurants across Central New York so that all our members have a good chance of attending at least one or more luncheons.

For our first get together we set the bar high at the Craftsman in Fayetteville, NY.



If you joined in then you know I'm not exaggerating when I say the menu was very well selected and unique. We all shared a hightop near the bar and enjoyed excellent wait service. The food was delicious and I found myself looking over the table at everybody else's selections wishing I had ordered his, or theirs! With so many delicious choices and such a beautiful venue, we will definitely be saving this restaurant for future JACNY gatherings.

As always, we enjoyed amazing food and even better company. No matter how many times we get together we will probably never run out of car topics to discuss (well the men at least). Even outside the Car topics we all seem to find items of common interest to talk about and before we know it, it is time to head home. Paul and I have always enjoyed the Off Season events. They are our standing outing that always promises good company.

I hope to see more members, especially our new members, at future luncheons. 🍷

*Top: Dessert!
Bottom: Our group getting ready to order.*



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December Luncheon

By Debbie Chappell

On Saturday Dec 7th a cold but sunny day we had 12 members gather at Parkers Grille & Tap House in downtown Seneca Falls, NY.

Seneca falls, a small cny village, has the history of being home to Goulds Pumps, a world wide company specializing in the design and manufacturing of both home and industrial water management systems. It is also the town that claims to



be the Inspiration for Hollywoods Bedford Falls in the movie Its a Wonderful Life.

The menu was bountiful from a 3 layer BLT that left little room for the fries it came with to, burgers, specialty sandwiches and the list goes on. We chatted away on past and present holidays. Talks included trimming the tree to traveling plans for the holiday and of course chatter about ours Jags and talk of varies others cars coming out in 2020!

Our monthly gatherings are special, getting together once a month at a nice restaurant with friends of common interest, talking of our cars and families makes it grand. The afternoon spent with good friends was certainly a welcome break from the hustle & bustle of the holiday season.

Last but not least the grand finale... dessert! There was quite a selection of cakes and the Robert Redford dessert! All were absolutely scrumptious and leaving us as quite content.



Hope to see you at the next gathering in January....we guarantee a wonderful time. 🍷

*Top: Dessert!
Bottom: Our group enjoying the Christmas decorations.*

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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

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Year _____ Model _____ Color _____ Special Features _____

Year _____ Model _____ Color _____ Special Features _____

Year _____ Model _____ Color _____ Special Features _____

Non-Jaguar Collector Cars: _____

Please (circle one) List / Do Not List my information in the membership roster.



Keeping your Jaguar on the road



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Call us on +44 (0)1746 765432 (UK) / +1 800 452 4787 (USA) or visit sngbarratt.com



Ellie Hall
270 Mckenzie Rd W #33
Pinehurst, NC 28374