



JCNM NEWSLETTER

Jaguar Club of New Mexico (JCNM)

May 15, 2025

Covering January through April 2025

Celebrating the New Mexico Jaguar Lifestyle



1950 Jaguar XK120 owned by Gary Singer

This issue of the JCNM Newsletter covers activities in January through early-May 2025.

Transition and Continuity

The year 2025 began with a period of transition for JCNM.

Perhaps most significant was the passing of chief judge and JCNM stalwart Dave Merewether. He and his wife Torksey Ann made valuable contributions to the vitality and success of the club over the years.

Also noteworthy is the continued flux at Jaguar Land Rover Automotive PLC, which is continuing its strides to “reimagine” the Jaguar marque by bringing new marketing and design concepts into the marketplace. Many JCNM members deem JLR’s groundbreaking moves to be questionable (to say the least). Have we been summarily cast into the Type 00 Boxcar for a ride to the Jaguar orphans’ home?

At the March 5, 2025 business meeting, John Dias and Mike Walton were reelected to their respective positions of club president and treasurer. Thank you both for your continued support of the club.

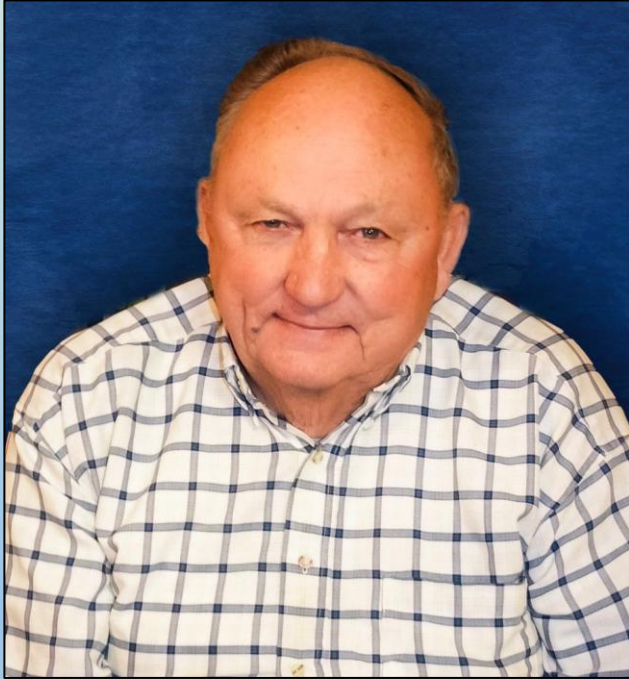
Plans for the 2025 concours have been initiated. The event is scheduled for Friday and Saturday, September 5th and 6th. We will be returning to Main Street of the New Mexico State Fair in Albuquerque for display and judging. The 2025 arrangements are similar to those in 2024, with a Friday reception at the Marriott Albuquerque in uptown, and the awards dinner at the Savoy Bar & Grill on Saturday evening.

Please plan on participating in this year’s slalom. It is scheduled for Saturday June 28 on the grounds of the Albuquerque Balloon Fiesta. Many thanks to club vice-president Tom Graham and the perennially amazing Mark Moll for again coordinating the event.

Our annual picnic will be on Saturday July 19 at the Balsam Glade picnic ground in the Sandia Mountains.

Dr. David Evan Merewether, Sr.

July 7, 1936 – January 21, 2025



The Jaguar Club of New Mexico bids a loving ‘goodbye’ to Dave Merewether.

Talented Electrical Engineer and Scientist

Home Builder and Contractor

Automobile Restorer and Mechanic

Jaguar and Model T Enthusiast

Chief Jaguar Judge

Coveted Friend

Grandfather

Daddy to Pamalee, Kimball, and Dave Jr.

Ann’s Boyfriend & Husband

– American Patriot –

MONTHLY EVENTS

January Drive

John Dias was our drive master to the Range Café in Bernalillo on January 18, 2025 for the first drive of the year. JCNM members savored the restaurant's chile and grill items on that sunny but chilly day.



In attendance were Pat McCurdy and Toni Hernandez, John and Stephanie Mack, John Dias and Kimberly Wrightson, Mike and Virginia Walton, Boyd Kleefisch, Tom Graham, and Stan Fitch.

March 2025 Drive — Valle de Oro National Wildlife Refuge

On March 15, 2025, Steve and Karen Brugge served as our drive masters to the Valle de Oro National Wildlife Refuge in Bernalillo County. We started with a pleasant lunch at Cervantes Restaurant, which is on Gibson Blvd. in Albuquerque. Some members were dressed in green to celebrate St. Patrick's Day. We then proceeded to the refuge on what became an unusually cold day for an Ides of March.



In attendance were John Dias & Kimberly Wrightson, Paul Vanderwal & Nancy Ann Fairfield, Linda & Boyd Kleefisch, Steve & Karen Brugge, Toni Hernandez & McCurdy, Tom and Emmie Graham, and Stan Fitch.



Steve Brugge shooting photos.



The Rio Grande bosque (photo courtesy of Steve Brugge).

Also at the Valle de Oro National Wildlife Refuge
(photos this page courtesy of Steve Brugge)



BAOA Roundup

On May 3rd, a handful of JCNM members participated in the British Automobile Owners Association ("BAOA") 2025 Roundup held at Sycamore Plaza in Albuquerque.



Lyle Ferrel won first place in the pre-1991 Jaguar class with his 1959 Mark IX.



Derek Shuk won first place in the 1991-2025 Jaguar class with 2017 his F-Type SVR.



Tom Graham won second place in the 1991-2025 Jaguar class with his beautiful V-12 XJS.



Boyd Kleefisch won third place in the 1991-2025 Jaguar class with his 2017 F-Type R.

The next four photos courtesy of Tom Graham.



The ever-debonair Boyd Kleefisch with Feral.



Paul Vanderwal (left)



Gary Singer talking with Bob Friggins.



Stan Fitch and his son Angelo with Scarlett.



**The splendid interior of
Lyle Ferrell's 1959 Mark IX.**
(This photo courtesy of Stan Fitch)



The 2003 XK8 owned by Paul Vanderwal and Nancy Fairfield with its top down on a sunny day.



Hey! Why should Stan win some old, negligible, BAOA First Place wooden plaque when he instead got to hang-out with **Ms. Britannia?**
(photo courtesy of Boyd Kleefisch)

JCNM Member News

NEW MEMBERS

Please say "Hello!" to our new members:

- Rodney and Sherry Nagel
- Paul Vanderwal and Nancy Fairfield
- Becky Conrad and Joe Heine

Welcome aboard. We are looking forward to becoming acquainted with you and your participation in the club.

(Please forgive the editor for oversights and omissions. Thank you.)



In this April 26th photo, new members Paul and Nancy (center) chat with Pat and Bianca McDermott while waiting for lunch at Restaurante Rancho de Chimayó.

LIFE CHANGES

Jim Burson and Mary Paydar have returned to Oklahoma to be near their children following his retirement in April 2025. Jim and Mary joined the JCNM in June 2015.

Jim's law practice was dedicated primarily to representing the unique issues and concerns of Native American pueblos and tribes. He was most recently the lead lawyer and the Government Affairs Director for Laguna Pueblo.



This photo snapped on April 26th shows Jim Burson standing next to his 1995 Jaguar XJS at the Buffalo Thunder Resort and Casino during the JCNM's monthly drive. Farewell, Jim and Mary!

2025 RMJC Concours Registration

Name: _____
Address: _____
City: _____ State: ____ Zip: _____
Home Phone: _____
Cell Phone: _____
Email: _____
JCNA Number: _____
Vehicles Coming:
Year Model Body Color Class

I have passed the 2025 Certified JCNA Judge's Test
and I am willing to judge: Yes _____

Please send me a copy of the Rule Book, Chapter 4,
Entrant's Information. Yes _____

I CANNOT judge the following Concours classes
due to entries by me or family, or work done by me
on the cars of other Entrants:

Entry Fee includes: *Concours Entry Fee, Coffee &
Pastries and Lunch, cash bar available.*

Entry Fees Due no later than June 8th

All Events One person, One Judged

Champ/Special/Driven Div. Jaguar \$110 _____

All Events One person, One Display Car \$80 _____

Additional Person (or just person, no car) \$80 _____

Additional Cars \$35 _____

Total \$ _____

I hereby agree to enter the Jaguar(s) listed on this form in the
2025 Rocky Mtn. Jaguar Club's "Cherry Creek Country Club"
Concours. In consideration of the right and privilege to enter
and participate in this event and other valuable considerations
and intending to be legally bound, I do here by agree to release
Jaguar Clubs of North America, Rocky Mountain Jaguar Club,
and Cherry Creek Country Club for any liabilities or injuries,
damages or loss arising from my entry and attendance at this
Concours.

Signature _____ Date: _____

Spouse/Guest Signature _____ Date: _____

Insurance Company: _____

Policy Number: _____

Policy Eff. or Exp. Date: _____

Concours Location

From I-25, go east on Evans to Quebec,
where it then becomes Iliff, continue going
east to Yosemite, turn south on Yosemite
into the Country Club.

Car Wash Available near Iliff & Quebec



2025 RMJC

Cherry Creek Country Club

Concours d'Elegance

Saturday, June 21, 2025

Cherry Creek Country Club

2405 S. Yosemite St.,

Denver, CO 80231



*Limited Space,
Only 35 Jaguars
Allowed*

Concours Chair

Steve & Deanie Kennedy

skennedy@ecentral.com

303-489-3955



2025
Rocky Mountain Jaguar Club
Cherry Creek
Country Club
Concours d'Elegance
Saturday, June 21st

Schedule:

Open at 8:00 am

Rags Down at 9:30

Judges Meeting at 9:45

Judging 10:00-1:00

Lunch 12:00-1:00

Awards: 2:00-3:00

Judging Starts at 10:00



CHAMPION DIVISION, CLASSES

- C1/PRE:** Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97)
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009)
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK and XKR Coupe and Conv. (2007-2015)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-2016), XJ Sedan (2010 [as 2011 model year] - 2019), XE (2016-2019)
C20/F: F-TYPE (2013-2024)
C21/FP: F-PACE, E-PACE (2017-2024)
C22/I: I-PACE (2018-On)

SPECIAL DIVISION CLASSES

- S1/PD:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars **privately** prepared and modified for competition
S2/MOD: Modified
S3/REP: Replica (non-production, Jaguar powered)

DRIVEN DIVISION, CLASSES

- D1/PRE:** All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
D2/E1: E-Types (1961-67)
D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
D4/E3: Series 3 E-Types (1971-75)
D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97)
D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
D11/XK: New XK and XKR Coupe and Conv. (2007-2015)
D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009)
D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
D14/FJ: XF Sedans (2008-2016), XJ Sedan (2010 [as 2011 model year] - 2019), XE (2016-2019)
D15/F: F-TYPE (2013-2024)
D16/FP: F-PACE, E-PACE, I-PACE) (2017-2024)
D17/I: I-Pace (2018-On)

Make checks Payable to: RMJC

Mail To: RMJC Treasurer

Deanie Kennedy

8137 Zang St.

Arvada, CO 80005

Or register online at:

<http://www.rockymountainjaguarclub.org/>



MEMBER SPOTLIGHT

The newsletter continues its quarterly feature that spotlights the lives of JCNM members and their love of cars and the Jaguar marque. The feature is derived from responses, interviews, and photographs provided by the corresponding JCNM members.

Our spotlight this issue is on **John and Stephanie Mack**.



Where were you born and raised?

John was born and raised in Brazoria, Texas where the families of both his mother and father families were long-time residents. The drive to Brazoria is little over an hour from Houston. He is the oldest of four kids, having two sisters and one brother. He also has a half-brother through his mother.

Stephanie Coleman-Mack was born and raised in Fremont, Nebraska. Her family later moved to Parsons, Kansas before settling in Houston. She graduated from Lamar High School, where she was active in the band, playing the clarinet and serving as the lead drum major.

While we are on topic, please tell us about your family.

Stephanie and John met through one of her close friends, Misty, while Stephanie was working at the Houston Independent School District. They began dating shortly after meeting, and were married on June 2, 2001.

Stephanie and John have three children, Elisha, Alexis and John III.

Elisha is the eldest. She graduated from Texas State University with a Bachelor's degree in Fashion Merchandising. She currently works with Saks Fifth Avenue Boutique and the Galleria in Houston.

Their daughter Alexis is the middle child. She is currently studying nursing at the University of New Mexico ("UNM").

John III, their youngest, is studying Business Administration /Management at Austin Community College (ACC) Highland Campus. He is an aspiring athlete in football and track. He is on the autism spectrum and is attending a program in conjunction with the ACC Highland Campus that can help with independent living skills while also gaining college credits and career development. He plans a transfer to UNM to finish his studies and to pursue his athletic career. John III hopes to become a financial manager for athletes, entertainers and retirees.

John's father was a pastor of St. Stephens Full Gospel Church in Wharton, Texas until his passing.

Outside of being a pastor, John's father and the family had a mowing and farming business along with construction partnerships. The family business mowed pastures, baled hay, farmed pecans, and harvested corn, okra, various other vegetables. They also produced residential and commercial turf. The construction partnerships focused on subdivision landscaping, concrete work, painting, and carpentry.

John's mother was an educator with the Sweeny, Texas Independent School District.

Have you two attended college or technical school? If yes, what were your main fields of study?

John had a short stint in law school before moving into the education field. Subsequently, he graduated from University of Texas at Austin with a Bachelor's in Government/Political Science and a Bachelor's in History, minoring in Sociology and Psychology. He was involved in Phi Beta Sigma Fraternity, the NAACP, and college recruiting activities.

Before entering graduate school, John worked in the chemical manufacturing industry at the BASF Chemical facility in Freeport, Texas, which is where he began his environmental safety and health career. He then earned a Master's in Occupational Health and Safety from Southeastern Oklahoma State University in Durant, Oklahoma.

Stephanie has a Doctorate of Education from the University of Mary Hardin-Baylor; a Master's of Public Administration from Texas Southern University; and, a Bachelor's in Hotel and Restaurant Management from the Conrad N. Hilton College of Global Hospitality Leadership at the University of Houston.

She is very active in her sorority, Alpha Kappa Alpha as well as Links International US, which is a missions organization. She supports many charitable and educational initiatives.

Please Tell Us About Your Professional Activities and Career

As referenced above, **John's career** in environmental health and safety ("EHS") in the production manufacturing field began at BASF Corporation in Freemont, Texas. He started as a technician and advanced to a production line occupational health and safety coordinator, an internal auditing specialist, and zero incident program coordinator. He worked in many different capacities in both production and safety for 25 years while at BASF. The final 7 years were dedicated to EHS. It was while employed at BASF that John earned his Master's.

For 3 years after receiving his Master's, John worked as a safety specialist for Air Products – Versum Materials at the Samsung Austin Semiconductor facility. The Samsung opportunity led him to Intel Corporation in Rio Rancho, where he is the current EHS Manager.

Stephanie works for Albuquerque Public Schools as Special Education Legal Compliance Director, ensuring that the needs of special needs students and families are being met and are compliant.

For 3 years prior to APS, Stephanie was Assistant Education Director at the Pueblo of Jemez. She also worked as an education director at Manor Public Schools and also at the Houston Independent School District.

During the COVID-19 pandemic, Stephanie established her own educational consulting company named A+ Class Act Educational Consulting LLC. She offers individual services for parents who need support and guidance with individual education plans (IEPs) along with other needs in the education field.

How many Jaguar motorcars have you two owned? What attracted you to Jaguars?

The styling and luxury associated with Jaguars is legendary. The craftsmanship that went into the wood and leather always attracted John's senses as well as his dad's tastes as well.

The first Jaguar that John saw was with his dad in 1982, at a car dealership of North Lamar in Austin, Texas, his first year at University of Texas at Austin. The car was the classic E-Type V-12 in a beautiful tan with lots of wood on the dash, long sleek hood, and the elegantly crafted leather seating in a convertible model with the classic wire basket wheels. Seeing the car made him have the personal drive to hopefully finish his education and get a job that paid him enough to someday afford such a beautiful automobile.



"Later, after college and getting myself financially stable while at BASF Corporation, I was able to purchase a 1994 Jaguar XJ6 Sovereign in a beautiful dark British Racing green with tan leather interior. It was similar to the one shown above. The car was absolutely luxurious and offered everything that I

had ever wanted in a vehicle: power, smooth ride, and optimal luxury. I loved driving the car on long road trips to New Orleans, Louisiana and places all over Texas,” John remarked.

“It was during my pleasurable year and a half of ownership of the XJ6 that I learned of the great expenses that are required and associated with the maintenance of the vehicle. Overall maintenance was not that bad. At the time my dad and I would work on it when need be. My brother had his own automotive repair shop, so in addition to getting discounts through him, I could always get the parts at a reasonable price from BAP/GEON, which carried many European parts.

“The biggest maintenance impact which led me parting ways with the XJ6 was when the air conditioning system went out. A/C is something that is truly needed in Texas with all of the humidity and heat. I took the car to a Jaguar dealership as well as other establishments. I was informed that the system needed to be rebuilt entirely and that would require the entire dash being removed for the A/C coils and other systems to be accessed. The price quoted were between \$3800 and \$4500. I was completely devastated and tried to do what I could, but I eventually traded the car in for a brand-new BMW 318i sedan. However, I always told myself that if I ever had a chance to get another Jaguar, I would.

“When Jaguar introduced the XK8 it truly captivated my mind, but I was unable to get one due to the costs of marriage, kids, life, etc. that take precedence over an extra car, not to mention a sports car. Finally, after moving to New Mexico to work at Intel Corporation, I was able to save enough money to purchase a 2007 Jaguar XK Convertible. I purchased the car in 2022 for a relatively decent price. The Jaguar XK had about 72K miles on and I became the third owner. I was attracted to the XK8 as a convertible and its decent service history shown by Carfax.



“So, my approach was, ‘what do I have to lose other than a little service here and there?’ Needless to say, in Jaguar fashion little things add up. I had to replace all of the fuel lines and vacuum hoses, followed later by all of the cooling system hoses and parts (except for the coolant tank). The maintenance costs totaled to the tune of \$7200ish in parts and labor. The maintenance expenditures were on top of a few others I had made in the past which now puts me at about \$9K on a car that purchased for \$11K. It goes with the territory for a Jaguar product I am beginning to fully understand.

“A more recent expenditure has arisen, and the costs are yet to be determined. One day, when I went out to start the car to go to work, it wouldn’t recognize the key fob. As of this writing, the car has been at Cutting Edge Locksmiths in Albuquerque for about two months while they try to figure out the programming and synchronization of the key fobs. Until the car starts and is operable, it is just a brick. I’m a very frustrated Jaguar enthusiast at the moment and would advise anyone whom has a keyless fob system to get now less than three new fobs no matter the cost. Doing so will save you lots of frustration

and money for long-term ownership of Jaguars with battery-powered, push-button ignitions,” John recommended.

Have you had the opportunity to restore vehicles including Jaguars?

“Yes,” John says. “I guess one would say my current 2007 Jaguar XK Convertible is a restoration project. I’m in need of some upholstery work as well as paint, which will probably be a wrap in the upcoming future. I will also get updated wood panels when and where possible, and I plan on keeping the vehicle long-term, being it a non-supercharged V8 derived from much of Ford Motor Company’s technology and parts.

“In my history as a car enthusiast, I restored a Porsche 924, a BMW 320i, a Mazda RX7-FD3, a Mercedes 420SEL, and a Ford Mustang 5.0 Liter Fox body.”

Please tell us about other automotive marques and motor vehicles you have loved and possibly owned?

Stephanie drives a Land Rover Discovery Sport HSE that has been a decent experience overall.

John loves Porsche 911s and Mercedes SLs. He has owned Mercedes C-Class and S-Class sedans. He also adores Ferraris and Lamborghinis as many enthusiasts do, but he has not yet purchased a Ferrari or a Lambo.

John’s unquenchable desire for a Ferrari may lead him to a Ferrari California or a more entry-level Maserati Gran Turismo post-2013 model with the 4.7-liter Ferrari engine. The benefit of the Maserati would be the lower purchase price with the same maintenance cost overall as the Ferrari. John is doing lots of research before proceeding with any such purchase.

John is also looking at those Porsche 911 models that do not have the IMS Bearing troubles.

Stephanie is somewhat of a car person, preferring the older classic cars, having owned an older Oldsmobile Cutlass in her high school days. She has always liked the Volkswagen Beetles and may look into getting a convertible Beetle. She loves driving their 2007 Jaguar XK8 convertible on the occasional girls’ nights out with her close friends.

Previous cars that **Stephanie** likes have been their Mercedes Benz S-Class series sedans, BMW coupes, and now the Land Rover Discovery Sport HSE. She likes the detailed leather, handling and performance of the European vehicles along with the styling that set them apart. She also prefers cars with heavier, quality construction materials for their safety and quality and that “solid sound when a vehicle door is closed.”

What is your favorite New Mexico Highway or Byway to go motoring?

They enjoy traveling from Rio Rancho to Santa Fe via the Jemez Mountains, cutting through Jemez Springs. Another favorite is along Interstate 25 from Rio Rancho to Santa Fe.

What is your Favorite Highway or byway IN THE WORLD to go motoring?

John and Stephanie consider most California coastal routes to be very beautiful. They especially like driving between San Francisco and Marin, California over the Golden Gate Bridge.

Another route is following the Bluewater Highway Trail in Texas, between Galveston and Freeport. The beach drive is nice and relaxing with beautiful beach properties not damaged by hurricanes.

Red, Green or Christmas Chile?

“Green...red when I am feeling adventurous,” John responded.

Finally, please share somethings about yourself of possible interest to the readers.

Besides her commitment to education, **Stephanie** likes to travel and loves live musicals.

John is open to communicating with any and everyone, especially in the current political climate.

John stressed that because of his political sciences degree, he knows the ins-and-outs of the game. He further noted that special interests never play to the long-term, best benefits of America or its citizens.

“Take care of each other always. Kindness can become contagious if we allow it!”

-- END --



1957 Jaguar XK140 Roadster

Submitted by Boyd Kleefisch

The 1957 Jaguar XK140 Roadster is a classic British sports car renowned for its blend of elegance, performance, and engineering excellence. Representing the culmination of the XK series, the XK140 featured a more refined design than its predecessor, the XK120, with improved comfort and driving dynamics.



It is powered by a robust 3.4-liter inline-six engine version came equipped with a factory-installed dual overhead cam setup, enhancing its horsepower and performance capabilities. The XK140 could achieve 0–60 mph in around 8 seconds, making it a capable performer for its time.

The roadster format boasted a sleek, low-slung profile with a beautiful convertible top that could be lowered to enjoy open-air driving. Inside, it offered a luxurious cabin with leather upholstery and a stylish dashboard, typical of Jaguar's commitment to quality.

Today, the 1957 Jaguar XK140 Roadster is celebrated by collectors and enthusiasts alike for its classic design, racing heritage, and driving pleasure, firmly establishing its place in automotive history as one of Jaguar's most beloved models.

-- END --

FOR SALE

by Ann Merewether

Phone Contact: +1 505-710-2210

It is with sadness that I am selling the cars that Dave loved and accumulated over many years. At the top of my list, I am featuring two cars — his 1955 Jaguar XK 140 fixed head coupe and his 1999 Jaguar XK8, 8-cylinder coupe.

XK 140 Fixed Head Coupe

This car was restored to be a driven car. It differs from a show car in that it has an alternator, radial tires, and a few other minor deviations from a car in #1 condition. This car has all the upgrades of an MC car except it does not have the C type head. It has been shown in Jaguar Concours Driven Class and received a first-place award. It has been driven about 2500 miles since restoration finished in 2012. The value of a #1 condition car is \$140,000. Asking \$85,000.



1999 XK8 Coupe, 8-cylinder V8, 4.0

This car was purchased in 2021. It was shown at the 2022 JCNM Concours d' Elegance at the Unser Museum. It is currently not licensed with the New Mexico Motor Vehicle Department but it passed NM emission test at the last registration renewal. The XK8 has 136,480 miles on it and has great "get up and go". Asking price is \$10,000.00.



Merewether 1999 Jaguar XK8





Interior of Merewether 1999 Jaguar XK8

Other Jags Available

Other Jags to be sold (in varying conditions) are a 1950 MK5 Salon; seven 1960-61 MK IX and a 1963 MK10 Sedan.

For more information, please contact Ann Merewether at: +1 505-710-2210

-- END --

PENULTIMATE PAGE

Leaper and Bonnet
Lyle Ferrell's 1959 Jaguar Mark IX





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