



HERITAGE TRUST



BY APPOINTMENT TO
H.M. THE QUEEN
MANUFACTURERS OF
MOTOR VEHICLES
JAGUAR LAND ROVER LIMITED
COVENTRY



BY APPOINTMENT TO
H.M. THE DUKE OF EDINBURGH
MANUFACTURERS OF
MOTOR VEHICLES
JAGUAR LAND ROVER LIMITED
COVENTRY



BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
MANUFACTURERS OF
MOTOR VEHICLES
JAGUAR LAND ROVER LIMITED
COVENTRY

Production Record Trace Certificate number 71853

Prepared for Broad Arrow Group

We certify that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted:

Make and model	Jaguar D-type
Body style	Short nose
Date of manufacture	1 September 1955
Chassis number	XKD 515
Engine number	E 2023-9
Body number	H 2015
Gearbox number	GBD 123
Transmission	Manual
Exterior paint colour	Special Blue
Interior trim colour	Blue
Hood (soft top) colour	Not applicable
Original distributor	Henlys, London
Original dealer	Henlys, London
Date of dispatch	21 September 1955
Registration mark	RRU 1 (which was issued in Bournemouth)

This certificate was issued by the JDHT on 31 August 2022

M M Haynes

M M Haynes

Jaguar Daimler Heritage Trust



Terry Larson



TEL (480) 984-8501
terrylarsonjaguar@msn.com

2929 N. 82nd Street
Mesa, Arizona 85207
FX (480) 984-0653

JIM TAYLOR

6-20-08

FOR SERVICES ON XKD 515 MARCH 08 TO JUNE 08

LABOR: 120 HOURS @ \$85.00 PER HOUR \$10,200.00

PARTS:

CAM COVER GASKETS	\$16.00
OIL AND FILTER	70.00
OIL RETURN HOSE	16.00
LOWER RADIATOR HOSE SET	24.00
16 HOSE CLAMPS	32.00
HEADER TANK HOSE	8.00
6 SPARK PLUGS	12.00
FUEL RAIL HOSE	12.00
ORIGINAL FUEL RAIL HOSE FITTING	50.00
STARTER NOSE HOUSING	90.00
FRONT AND REAR STARTER PLATES	45.00
BUSHING	12.00
STARTER BENDIX	85.00
ANTI FREEZE	10.00
INTAKE GASKETS	45.00
2 EXHAUST GASKETS	16.00
1 HEAD GASKET	68.00
DOWNPIPE GASKETS	19.00
1 BREATHER GASKET	2.00
SEALER	2.00
OIL PUMP MAIN DRIVE CROSS SHAFT	433.00
FED. EX SHIPPING	80.90
VALVE SPRINGS, RETAINERS & KEEPERS	356.75
SHOP SUPPLIES	204.00

TOTAL DUE: \$11,908.65

LABOR:

NO OIL PRESSURE. DETERMINED CAUSE TO BE A STEEL RING FOUND IN THE OIL PUMP GEARS. IT CAUSED THE MAIN OIL PUMP SHAFT TO SNAP. FOREIGN OBJECT DETERMINED TO BE A PIECE FROM A VALVE SPRING.

REMOVE HEAD AND DO FULL VALVE JOB. ORDER OIL PUMP SHAFT FROM ENGLAND AND FIT. FLUSH ENTIRE SYSTEM CAREFULLY TO SEE IF THERE WERE ANY OTHER SIGNS OF CONTAMINATION. WE WERE ABLE TO FIND ALL THE PIECES TO THE VALVE SPRING, SO FELT COMFORTABLE WE GOT IT ALL. RE-ASSEMBLE AND ROAD TEST.

REAR WHEELS RUBBING CALIPERS. MACHINE CLEARANCE AS NEEDED.

SHORTEN OIL LINE FROM TOP COOLER TO OIL FILTER

REPLACE INCORRECT HOSES AND FITTINGS ON FUEL RAIL. REBUILD AS ORIGINAL.

COMPRESSION TEST ON ENGINE:

6-175 5-175 4-160 3-170 2-170 1-180

STARTER BENDIX WAS LIGHTLY RUBBING ON FLYWHEEL ON DECELERATION. REMOVE STARTER, DISASSEMBLE, FOUND NOSE OF STARTER BADLY COBBLED UP, REPLACE NOSE OF STARTER. MACHINED NOSE PIECE, REBUSHED AND CLEAN ARMATURE.

ROAD TEST AND CHECK OVER



850 Fiero Lane
San Luis Obispo, CA 93401

Phones: (800) 444-5247 (JAGS)
(805) 544-7864
Fax: (805) 544-1664
E-mail: xksunltd@aol.com
Jaguar: www.xks.com
Land Rover: www.xkslandrover.com
Cobra: www.cobrasbyxks.com
Gauges: www.stewartwarner.net



* I N V O I C E *

Page 1

Inv # 01 399158
P/O # STEVE

Ord# 26819

Br Acct
00 27219

C R E D I T C A R D

CREDIT CARD

XXXXXXXXXXXX1001

KIP SMITH

GROUND RESIDENTIAL

1Z9378150345361292

ATTN: KIP SMITH

SP

9/19/2005

11:47:38

Part Number	Order	Ship	B/O	Description	Unit	Net	TE	Value
LU DLB101	1	1		PUSH-IN COIL	36.08	36.08		36.08
LU DDB117	1	1		DISTRIBUTOR CAP	15.22	15.22		15.22
LU DRB106	1	1		DIST. ROTOR	4.39	4.39		4.39
LU DTB150	1	1		POINTS/CONDEN.	13.13	13.13		13.13
08 0368	1	1		IGN WIRE SET	40.55	40.55		40.55

20% RESTOCKING CHARGE ON ALL RETURNS

PREFERRED CUSTOMER STATUS =

***** \$0.00 HANDLING *****

- items returned
(note for credit)

155 D-Type Jaguar

VIN # XKD515

C U S T O M E R C O P Y

Tax Rate

5	109.37		11.49			
TOTAL UNITS	PART TOTAL	CORE TOTAL	SHIPPING & HANDLING	MISCELLANEOUS	LABOR	TAX

IMPORTANT: The only warranties applying to this part(s) are those which may be offered by the manufacturer. The selling dealer hereby expressly disclaims all warranties, either express or implied, including any implied warranties of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability connection with the sale of this part(s) and/or service. Buyer shall not be entitled to recover from the selling dealer any consequential damages, damages to property, damages for loss of use, loss of time, loss of profits, or income, or any other incidental damages.

RCVD.
BY:

PAY THIS
AMOUNT

\$ 120.86

MUST HAVE COPY OF INVOICE TO MAKE A RETURN. BACK-ORDERS ARE CANCELLED AFTER 60 DAYS. IF STILL NEEDED, THEY MUST BE REORDERED.

Terry Larson



TEL (480) 984-8501
terrylarsonjaguar@msn.com

2929 N. 82nd Street
Mesa, Arizona 85207
FX (480) 984-0653

Jim Taylor
XKD 515

September 7, 2014

One set of D Type brake seals	185.00
One set of D Type dust seals	290.00
One set of D Type brake pads	970.00
Shipping	35.00
Total	\$1,480.00

Dear Jim

Following our call of a few days ago and our email exchange, I attach below the link to the Motorbase description of your D-Type, which is the fullest information that I have found in the public domain.

Shortcut to:

<http://64.233.183.104/search?q=cache:HHrewxw0R9wJ:www.carforums.net/showthread.php%3Ft%3D14480+auto+skinz+hoare+coundley+moores&hl=en&ct=clnk&cd=1&gl=uk>

Clearly this information is lifted from the Symbolic auction description.

The best that I can do for you in terms of history is to find out more information about the early owners of the car:

1. Ronnie Hoare, who started in 1960 and owned for many years the UK Ferrari distributor, Maranello Concessionnaires Limited. He also owned a Ford main dealership in Poole, Dorset. There is a book about him, which I can probably buy for you: "THE Colonel's Ferraris", all about the business and the racing efforts of his UK "Maranello Concessionnaires" racing team, which owned and ran V12 GT and sports racing cars in international events from 1960 until about 1980;
2. Bob Gibson-Harvie, of UDT;
3. John Coundley, Jaguar racer of the 1950s and 1960s; and
4. Nigel Moores, very wealthy owner of many D-Types. There is bound to be a biography of him somewhere, I feel.

I know quite well John Coombs, whose family garage in Guildford probably looked after the D-type in the 1950s during Ronnie Hoare's ownership. I will contact him. He may have some photos.

I will also try to discover if the UK registration mark: "RRU 1" is still registered to the D-Type, or if it could be recovered in your name.

I need to send you an engagement letter, as discussed. I would love to visit your collection at some time when in NY State.

best regards

Martin Emmison

QUALITY AUTO RESTORATION
3276 ST HWY 30A
FULTONVILLE NY 12072
518-853-4599

Invoice

Number 140

Date 12/3/2015

Bill To
JAMES W TAYLOR

Ship To

PO Number	Terms	Customer #	Service Rep	Project
				1954 D TYPE

Description	Quantity/Hours	Price/Rate	Tax1	Amount
REPAIR CORROSION IN REAR OR CAR BLEND TRUNK,BLEND CENTER R&I TRIM BUFF ENTIRE CAR DETAIL AND WAX	80.00	\$65.00	✓	\$5,200.00
MATERIALS	1.00	\$425.00	✓	\$425.00
PRIME SIGNS	1.00	\$200.00	✓	\$200.00
MANCINI	1.00	\$100.00	✓	\$100.00

Amount Paid \$0.00

Amount Due \$6,399.00

Discount \$0.00

Shipping Cost \$0.00

Sub Total \$5,925.00

Sales Tax 8.00% on \$5,925.0 \$474.00

Total \$6,399.00

0 - 30 days	31 - 60 days	61 - 90 days	> 90 days	Total
\$6,399.00	\$0.00	\$0.00	\$0.00	\$6,399.00

JAMES MOORES
ORGANISATION
4 JOHN STREET
LONDON WC1N 2ES
TEL. 020 7242 7117
OFFICE@JCSM.CO.UK

Martin Emmison
Goodman Derrick LLP
90 Fetter Lane
London EC4A 1PT

30th July 2009

Dear Martin

Please find enclosed a V5 form for the Jaguar D-Type RRU1 to transfer the registered keeper details.

You will need to complete section 6 and subsequently send sections 1-8 to the DVLA.

James Moores wanted you to know that should James Taylor ever consider selling the car he would love to know as it was his favourite of his father's cars.

Yours sincerely



Hatty Vidal-Hall
(for James Moores)

**7556 SW Jack James Drive
Stuart, FL 34997
954-566-2209
FL Registration: MV26390**

FOR: 1957 Jaguar D-Type
VIN #

OK 

[illegible]



1955 Jaguar D-Type

Chassis No. XKD 515

Engine No. E2023-9

Year: 1955
Make: Jaguar
Model: D-Type
Chassis No.: XKD 515
Engine No.: E2023-9
Color: "Special Blue"
Registration: "RRU 1"



XKD 515 is one of the least used and lowest-ownership examples of Jaguar's supreme semi-monocoque, mid-'50s, multiple Le Mans-winning, front-engined, sports-racing classic "the immortal D-Type"

XKD 515 was supplied new to none other than Colonel R. J. "Ronnie" Hoare whose name became famous through the 1960s as proprietor and *chef d'equipe* of Maranello Concessionaires, the British Ferrari distributorship whose own racing team achieved such immense success through the period 1961 - 1967.

From Colonel Hoare this well-maintained D-Type sold to another businessman-cum-celebrity within the British racing world, Bob Gibson-Jarvie, head of the United Dominions Trust (UDT) finance company whose sponsorship of the British Racing Partnership Formula One team during the period 1961-63 produced the UDT-Laystall Racing Team in whose pale-green colors a string of Formula One, sports-racing and GT Lotuses and Ferraris were campaigned by such charismatic drivers as the legendary Stirling Moss, Innes Ireland, Masten Gregory and so very many more.

Colonel Hoare missed owning this D-Type so much that he repurchased it at one stage from Mr. Gibson-Jarvie, and eventually sold it on to noted British club racing owner/driver John Coundley before passing it on yet again, this time to Littlewoods football pools and mail-order house heir, and committed Jaguar collector, Nigel Moores.

Many years after Mr. Moores' tragically premature death as a passenger involved in someone else's road traffic accident, XKD 515 was sold together with the balance of his glittering car collection to one of the U.K.'s finest automobile collectors.

During Mr Moores' ownership the car was raced occasionally, the driver appearing in British historic sports car race program entries as "Willie Eckerslyke", this being the pseudonym which Nigel Moores adopted under the Scouse/Liverpudlian slang expression which translates effectively as "Will he? Heck as like..." meaning that "he" would be most unlikely to do anybody else's bidding...

A majority amongst the British historic racing fraternity was fully familiar with "Willie Eckerslyke's" true identity, but he was keen to keep his motor sporting activities as quiet and secure as possible, having raced at up to International level in such charismatic events as the Nurburgring 1,000 and 500 Kilometers World Championship rounds, and the Spa 24-Hours touring car classic - at one time in the early '60s actually running his Morris Minor tow car in one of the Nurburgring classics after his intended race car broke its engine during practice. *"The only thing the technical scrutineers made me do... "he recalled, was to remove the tow-hitch!"*

"Willie Eckerslyke" also ran his own compact car tuning and preparation company which he christened Longbacon Engineering after another local northeast England expression which we will not explore further...

In Nigel Moores' ownership "XKD 515" was very little used overall, as he spent more time racing his various Ferraris, other Jaguar D-Types, an XK-SS and an assortment of pre-war Vintage Amilcars of which he was particularly fond.

Once the car had entered its current long-term ownership In the late 1 980s It was simply preserved in storage, as an exemplary "Shortnose" D-Type which had not turned a wheel in anger since Mr Moores' untimely death in the 1970s.

Ultimately the decision was taken to have the car restored to full running order, the target being participation in the commemorative Jaguar run to Le Mans for the 1996 24-Hour race there.

This work was then undertaken through the preceding months by former Royal Air Force engineer David Noble's specialist race-preparation company Ardua Engineering, in High Wycombe, England, a concern of whom XKD 515's original owner, Colonel Ronnie Hoare would surely have approved.

During strip-down in preparation for the rebuilding process it was discovered that XKD 515's interdependent structural components, its stressed-skin aluminum central monocoque and the welded steel-tube front and rear subframes, had probably never been separated since the day they were first bolted together by Jaguar in Coventry.

Everything about the car was absolutely as pure as only an unspoiled, low-mileage original "D" could be, from its all-disc braking system to its wiring loom, its piping runs to its XK-series dry-sump 6-cylinder twin-ohc engine and four-speed manual gearbox and transmission. The only missing items of obvious note were the original seat squabs and popper-fixing backs, a tailored aluminum bucket seat having been adopted at some time, presumably for "Willie Eckerslyke", at the original trim's expense. Only the headrest retained its original upholstery, the balance being remade and replaced as new.

As now offered here, this gloriously unspoiled recently restored and running, example of Jaguar's finest high-performance customer road/racing design is still an abidingly original and exemplary example of the type, and one with the extra cachet of close association. with several of the truly great characters of British motor sporting history, at all levels.

Ownership History:

1955	Col. Ronnie Hoare
1959	John Coundley
1960	Col. Ronnie Hoare
1961	Nigel Moores
1988	Yoshiyuki Hayashi
1989	Evrett Louwman
2000	Cavallino Holdings Ltd.



Nigel Moores (Willie Eckerslyke) racing XKD 515 at the Crystal Palace.

JAGUAR CARS LTD. COVENTRY, ENGLAND.

CHASSIS No.

XKD 515

ENGINE No.

2023-19

BODY No.

H 2015

GEARBOX No.

GBD 123

RECOMMENDED LUBRICANTS.

	VACUUM	WAKEFIELD	SHELL	ESSO	PRICE'S	S.A.E.
SUMMER	MOBIL OIL A	CASTROL XL	X-100 30	ESSOLUBE 30	ENERGOL 30	30
WINTER	MOBIL OIL ARCTIC	CASTROLITE	X-100 20	ESSOLUBE 20	ENERGOL 20	20
TROPICAL	MOBIL OIL B B	CASTROL XXL	X-100 40	ESSOLUBE 40	ENERGOL 40	40
GEARBOX	MOBIL OIL A	CASTROL XL	X-100 30	ESSOLUBE 30	ENERGOL 30	30
FRONT AXLE	MOBILUBE GX	CASTROL HYPO	SPIRAX 90 E.P.	EXPEE COMPOUND 90	ENERGOL E.P. 90	HYPOID
WHEEL HUBS	MOBILGREASE No. 5	CASTROLLEASE W.B.	RETINAX A	ESSO HIGH TEMP. GREASE	ENERGREASE N. 3	H.M.P. GREASE

VALVE CLEARANCE (COLD) INLET

006

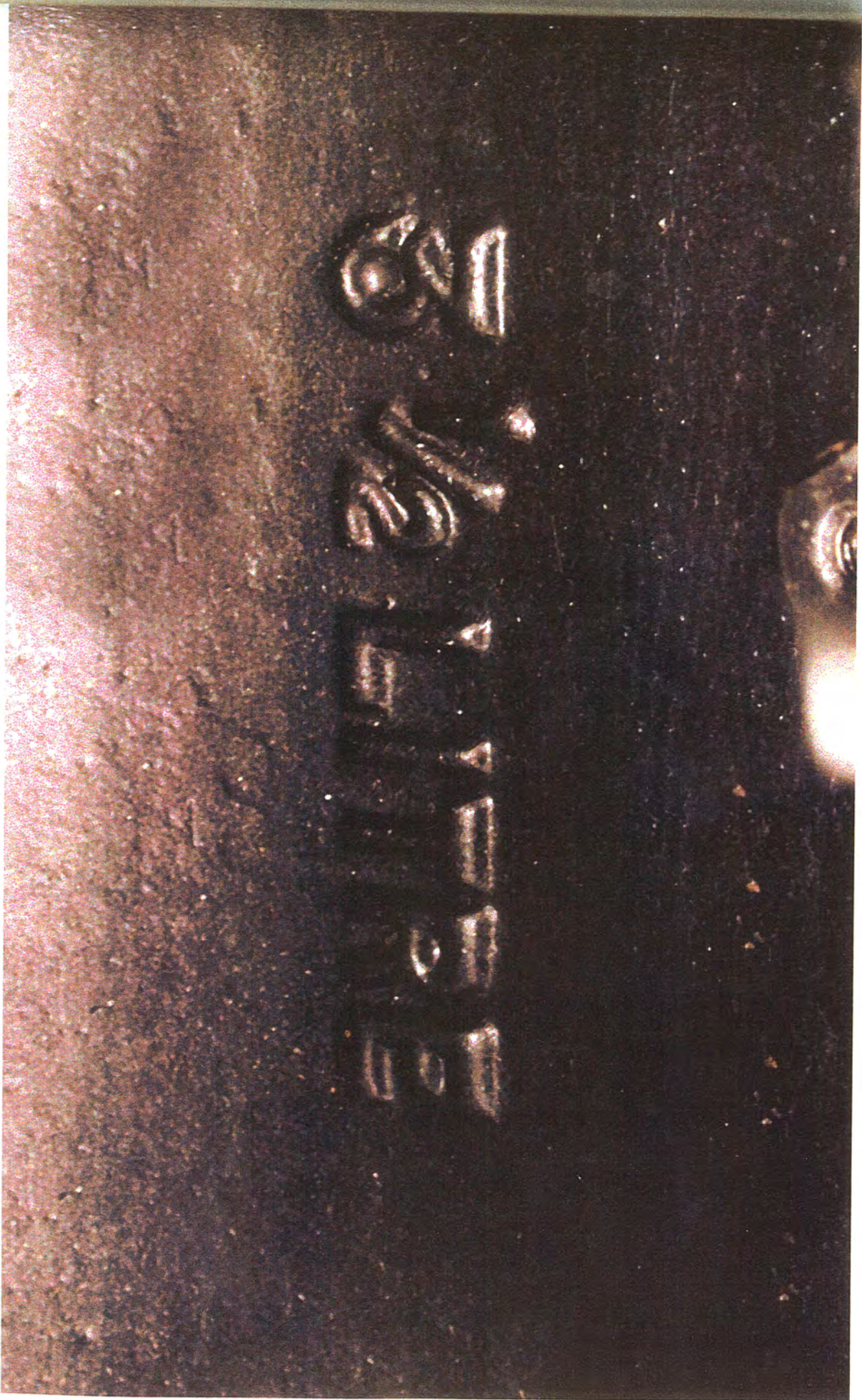
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12-11-12



FABBRICA ITALIANA CARBURATORI

WEBER

BOLOGNA (ITALIA)

TIPO

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Nº

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WABSTON EXCELSTON LIMITED
VOLVERHAMPTON.

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DATE

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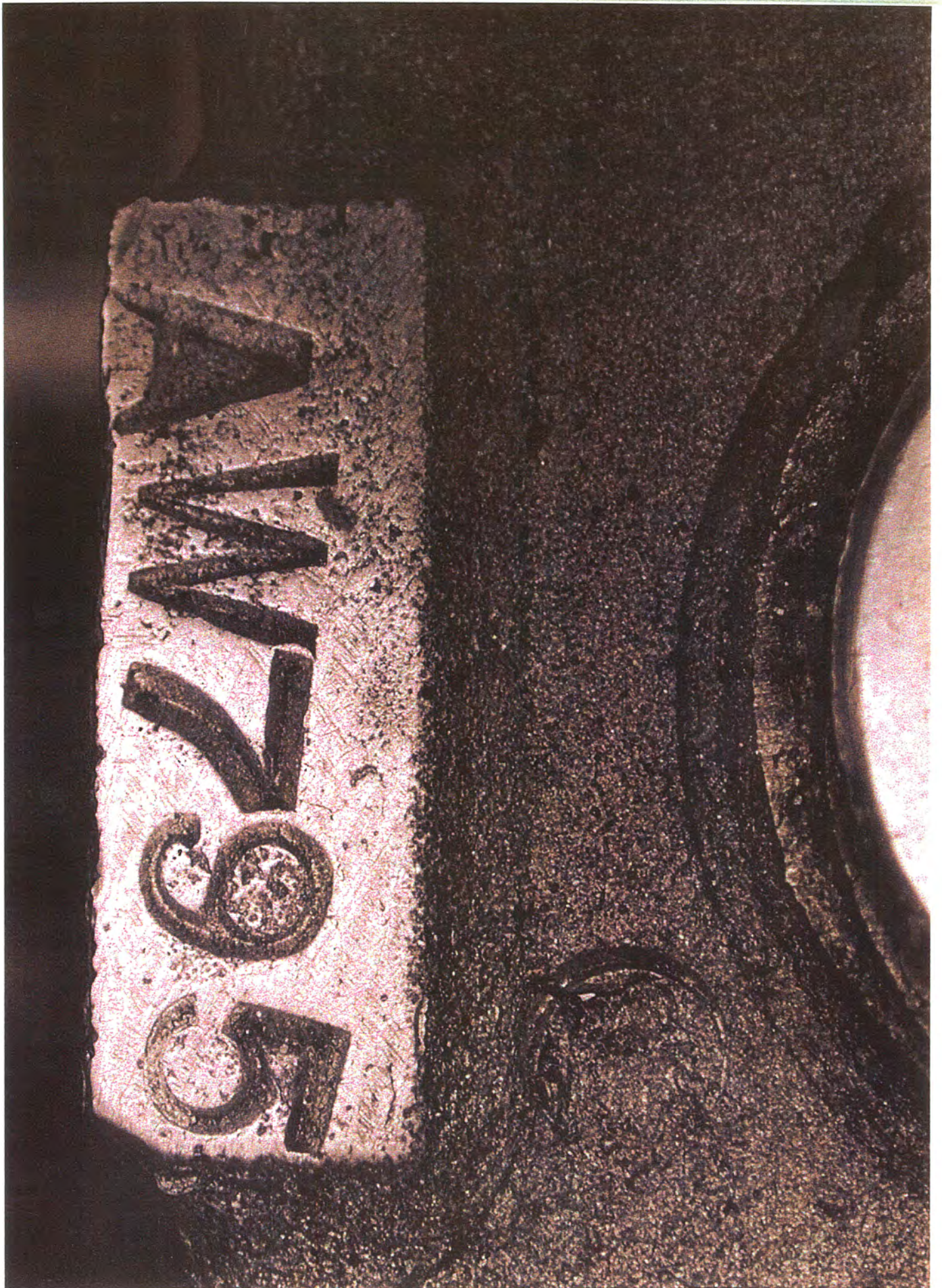
5 5













XKD 515

SEPTEMBER

TWENTY &
TWENTY ONE

20
08



PRESENTED BY PORSCHE®

IN RECOGNITION
OF YOUR PARTICIPATION

60 Years of Watkins Glen

1955 Jaguar D-Type
Jim Taylor

A handwritten signature in dark ink, appearing to read "John Shuck".

John Shuck
Founder / Director of Operations

A handwritten signature in dark ink, appearing to read "Bill Scheffler".

Bill Scheffler
Founder / Chairman

100 YEARS OF SIGNIFICANT MOTOR VEHICLES