

02/07/2021

A History of Ramon and Judith Ricker's Jaguar XK140 SE (Fixed Head Coupe)

Information was taken from Jaguar Heritage Certificate 50135 and from receipts
and registrations

Jaguar XK140 SE	Fixed Head Coupe (FHC)
Chassis number	S 815588BW
Engine number	G 7653-8S
Body number	J6267
Gearbox number	12456 (This is a Borg Warner automatic transmission. Only 397 XK140s were fitted with an automatic.)
Exterior color	Cream (Old English White)
Interior	Black, but was changed to red by Ricker in 2015

1956 Built on 4/20/56 and dispatched on 5/1/56 to:
Jaguar Cars, New York

1957 Dr. K. Zeisler (first owner) NYC was registered as a 1957

At some unknown date Robert C. Leathers acquired the car.

In 1969 Leathers failed to pay a repair bill of \$207 and Stratford Garage placed a mechanic's lien on it. Stratford then came into possession of the car for a bid of \$200.

1969	(1/8/69)	Stratford Garage 323 West 96 th Street NYC
1969	(1/20/69) sold to	Mrs. Rae Freeman 24 Lime St. Boston, Mass.
1975	(5/27/75) sold to	Jane Rotella Coyle West Hill Country Club Camillus, NY 13031
1979	(3/15/79) sold to	Ramon Ricker 454 Sun Hill Lane Webster, NY 14450

Observations by restorer Craig VanDeWalle indicate that in the 22 year period 1957-79 the car received major, albeit inferior, bodywork on three occasions.

02/07/2021

The 1979 purchase by Ricker also included a "parts car," an XK 140 FHC with automatic transmission. The numbers are as follows:

Chassis number	815398BW
Engine number	G 3080-8
Body number	J6037
Gearbox number	3235
Exterior color	Unknown
Interior	Red

1981	Car was taken apart by Ricker with the intention of restoring it. Some preliminary work was done to the frame. Over the years other projects (XK120, three 3.8s sedans to make one, Mazda RX7, MGA, Three MB diesels, 220D, 240D and 300D) got in the way until. . .
2008 (1/15/08)	Professional restoration started by Riter Automotive Warren L. Riter and Sons, Inc. 2291 Penfield Rd. Penfield, NY 14526
2010 (10/25/10)	Rolling chassis was completed and the restoration moved to Craig VanDeWalle Restorations 2506 Parker Rd Palmyra, NY 14522
2015 (6/1/15)	Restoration "completed" Kudos to the artisans who did the restoration. Art Willenbrock did the rolling chassis. Craig VanDeWalle (now of Horsepower Motorworks in Victor, NY did the bodywork, paint, wood, fitted the interior and in general "made a car." John Dustin at " The Plating House: in Toronto, Canada did the chrome. Bas, Ltd supplied the interior kit of Connolly hides and Wilton wool carpets.

02/07/2021

CAR SHOWS

- 2015 (6/21/15) First Car Show. EuroCar 2015
sponsor—MG Club of Central NY
Lorenzo State Park, Cazenovia, NY
Best Jaguar
Best in Show
- 2015 (8/1/15) Second Car Show. Hemmings Sports and Exotic
Car Show in Saratoga, NY
sponsor--Hemmings
Best British Car
Best in Show
Was invited to the Hemmings Concours d'Elegance
September 26, 27
- 2015 (8/9/15) Third Car Show. UK Car Day
Genesee Valley Park, Rochester, NY
sponsor—Greater Rochester Triumph Touring Club
First Place Concours Division
- 2015 (9/26-27) Fourth Car Show, Invited to enter Hemmings Concours
d'Elegance, Saratoga, NY
First Place—Post War European/Import
- 2016 (8/6) Fifth Car Show. Returned to Hemmings Sports and Exotic
Car Show in Saratoga, NY where we won **Best in Show in
2015**, but this time as display only—not judged. Jaguar was
a featured marque and provided the reason to show our
car, but to enter again to be judged after last year's win
seemed to us, bad form.
- 2016 (8/13-15) Jaguar Clubs of North America (JCNA) Concours d'Elegance
presented by Ontario (Canada) Jaguar Owners' Association
**first place Champion Class C3 (XK140s) and Chairman's
Choice, (Best in Show). Score—99.94**

2017: The car was campaigned at Jaguar Clubs of North America (JCNA) Concours. The following is from the JCNA Concours Rule Book. *“At the conclusion of each JCNA Concours year, JCNA presents the North American Concours d'Elegance Awards three deep, in each of the Champion, Special, and Driven Division Classes, to members of JCNA affiliates or JCNA Members-at-Large. These annual awards are determined by averaging the Entry's three (3) highest scores during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the three (3) score average. Entries competed in three or more*

02/07/2021

JCNA concours automatically become eligible for a North American award in their particular Division and Class. If an Entry's three (3) highest score average does not position it among the top three places of its class, then the Entrant's highest two (2) scores will be evaluated for a Regional Award as per section 2. (2017 AGM)"

The three highest scores were averaged $100 + 99.99 + 99.97 = 299.96$. The average score of the Ricker XK140 was 99.98667, and was first in class C3, XK140. **The car was the 2017 XK140 North American Champion. That score for an XK140 has not been equaled or surpassed as of 2/15/2021.**

- | | |
|-----------------|--|
| 2017 (5/27/17) | Susquehanna Valley Jaguar Club Concours, York, PA first place Champion C3 (XK140s) Score—100 |
| 2017 (6/3/17) | Delaware Valley Jaguar Concours, Chester Springs, PA first place Champion C3 (XK140s) Score—99.99 |
| 2017 (8/5/17) | The Jaguar Club of Ohio Concours, Cleveland, OH, first place Champion C3 (XK140s) Score—99.62 (JCNA did not include this score in the final average) |
| 2017 (9/23/17) | Jaguar Club of Pittsburg Concours, Pittsburg, PA, first place Champion C3 (XK140s) Score—99.97 |
| 2018 (6/3/18) | Greenwich Concours d'Elegance
Greenwich, Connecticut (participation by invitation only)
British - Best in Class |
| 2019 (10/19/19) | Atlanta Concours d'Elegance
Atlanta, Georgia (participation by invitation only)
British Sports Cars - Jaguar XK 120, 140, 150 Best in Class |
| 2020 (3/8/20) | Amelia Island Concours d'Elegance
Amelia Island, Florida (participation by invitation only)
Judged in Sports and GT Cars 1954-1957, but alas no ribbon
(Amelia is in the top five concours worldwide. An invitation is an honor.) |

02/07/2021

MILEAGE Odometer begins after the total ground up restoration.

Date	Odometer	Mileage that year	Accumulated mileage
5/1/15	40,847		
5/1/16	41,610	763	793
11/1/16	42,943	1,333	2,096
11/1/17	44,501	1,558	3,654
10/24/18	45,705	1,204	4,858
11/1/19	46,071	366	5,224
10/15/20	46,429	358	5,582

Links to Selected Articles

Not Just a Pretty Kitty—1957 Jaguar XK140 MC, January 2016, Hemmings Sports and Exotic Car (cover photo and eight-page feature article)

<https://www.hemmings.com/magazine/hsx/2016/01/Not-Just-a-Pretty-Kitty---1957-Jaguar-XK140-MC/3749281.html>

Hemmings Motor News Blog, August 3, 2015. *1957 Jaguar XK140 SE takes Hemmings Sports & Exotic Car Best in Show* - See at: <http://blog.hemmings.com/index.php/2015/08/03/1957-jaguar-xk-140-se-takes-hemmings-sports-exotic-car-best-in-show/#sthash.TkUANwKe.dpuf>

Hemmings November 2015, Perfection under the Pines

http://www.hemmings.com/hsx/stories/2015/11/01/hmn_feature12.html

History of the vehicle/special features – for use at award ceremony and on placard

Ray and Judy's 1957 Jaguar XK140 along with a "parts car" was purchased in 1979 as a project car. They already had a Jaguar XK120 that Ray restored to a presentable, but far from concours condition. In 1981 Ray took the car apart with the intention of restoring it and some work was done to the frame. Over the years other projects (the XK120, three Jaguar 3.8s sedans to make one, Mazda RX7, MGA, Three Mercedes Benz diesels, 220D, 240D and 300D) got in the way until. . . 2008. The Ricker's XK140 Fixed Head Coupe was one of only 397 of this model that was fitted with an automatic transmission, making it rather rare. They decided to have it professionally restored with a body off the frame rotisserie restoration. The Rolling chassis was done by Art Willenbrock at Riter Automotive, and the body work, painting, interior upholstery and burl walnut and assembly of the car

02/07/2021

was done by Craig Vandewalle restorations in Palmyra, NY with Ray highly involved in the process. In 2015 after seven years the restoration was complete. Ray and Judy began this project with the goal of having a “nice driver,” that quickly morphed to “show driver.” As any restoration progresses certain junctions are reached where decisions need to be made. Do you want to do it “this way” or “the right way.” The Rickers chose the latter and elevated their XK140 to an award-winning show car that they drive.

ARTICLES Hemmings Blog, August 3, 2015



Ray and Judith Ricker with their Best in Show 1957 Jaguar XK140 SE. Photos by author.

02/07/2021

When Ray Ricker bought a “fairly good” black 1957 Jaguar XK140 SE 36 years ago, his intention was to drive the car for a while before kicking off a restoration. The output from the car’s 3.4-liter inline-six certainly didn’t feel like the rated 190 horsepower, however, so the teardown timeline was moved up, and disassembly showed the car to be in far worse condition than originally thought. Distractions stretched the restoration to more than three decades, but now reborn, the stunning cat has taken a pair of first-in-class awards, bolstered by two Best in Shows, in its first two outings, including Saturday’s Hemmings Sports & Exotic Car Show in Saratoga Springs, New York.



“A full restoration,” Ray says, “is like making popcorn without a lid. Once you start, it gets all over the place.” With a second Jaguar parts car added to the mix, the problem was compounded, to the point where even Ray himself confused some of the parts. “We thought the red interior was from the original car,” he said, “but the Jaguar Certificate of Authenticity showed the car’s original interior was black. It turned out that we used the parts car’s interior, but I’m very happy with the result. The red leather just looks so much better with the white car.”

02/07/2021



Initial work on the car showed the original color to be white, not black, a fact later confirmed by Jaguar. Teardown revealed that the rust in the trunk and floorboard area was much more extensive than expected, perhaps another reason the work was delayed for so long. As Ray admits, "I was busy with other projects at the time, too."

02/07/2021



As anyone who's gone through a ground-up, body-off restoration knows, there's really no quick or easy way to complete the process. By Ray's estimation, his Jaguar has about 20,000 parts, each of which was removed, inspected, cleaned and/or replaced during the six-year restoration process. The car made its public debut in July 2015 at the Eurocar 2015 show in Cazenovia, New York. To Ray's surprise, his Jaguar took best in class, and was then awarded Best in Show.

02/07/2021



That's not to say Ray's Jaguar is a trailer queen. In fact, he drove it to Saratoga Springs for the Hemmings Sports & Exotic Car show from his home in Rochester, a distance of roughly 210 miles, accompanied by his wife, Judith. He'll admit to being conservative behind the wheel, but after waiting nearly four decades to climb behind the wheel, who can blame him?

02/07/2021



Now that the XK140 SE (for Special Equipment, a model also known as the XK140 MC in the United States) has taken two Best in Shows in two outings, Ray says he's beginning to wonder if the car is too valuable to drive. In the next breath, however, he talks about his anticipation over upcoming driving events with the Jaguar Club of Central New York, and it becomes clear that the car is as much of a driver as it is a concours contender. We can't help but think that Sir William Lyons himself would approve.

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Written by [Kurt Ernst](#)

Aug 3rd, 2015 at 8am

Posted in [Hemmings Daily](#), [Hemmings events](#), [Hemmings publications](#), [Hemmings Sports & Exotic Car](#), [HMN blog](#), [restorations and preservations](#), [shows, exhibitions and events](#), [Sports and Exotic Car Show](#)

Tagged with [British cars](#), [Hemmings Sports and Exotic Car Show](#), [Jaguar XK-140](#), [Jaguar XK140MC](#), [Saratoga Springs New York](#)

02/07/2021

63 Responses to “1957 Jaguar XK140 SE takes Hemmings Sports & Exotic Car Best in Show”

1.  **autobug2 says:**

[August 3, 2015 at 9:10 am](#)

Kurt, you folks sure picked a beauty this year! A gorgeous XK-140 coupe that definitely appears to deserve top honors! Wish I was there; the photos seen look like a tremendous show!

[REPLY](#)

o  **Kurt Ernst says:**

[August 3, 2015 at 9:23 am](#)

Autobug, it was a great event, and the photos simply don't do the car justice (primarily because it's near impossible to shoot a white car in bright mid-day sun). Look for more photos and features from the show in upcoming editions of the Hemmings Daily and, of course, in Sports & Exotic Car.

[REPLY](#)

2.  **thefatkid says:**

[August 3, 2015 at 9:11 am](#)

Kurt- Hemming crew did a fine job on the sports and exotic show this week end. I also say hats off on the pick of the XK140. It was truly a stand out automobile and commanded my attention as soon as I saw it. I wanted to say Thank you to the Ricker's for sharing that beautiful car with all of us!

[REPLY](#)

3.  **Danny Plotkin says:**

[August 3, 2015 at 9:23 am](#)

Congratulations Ray & Judy on your spectacular Jaguar. As one who has performed a restoration of this magnitude and drives the car, I applaud your willingness to use it.

I would have no misgivings about the interior color change either, the red leather “takes off” against the white paint.

What a beautiful car to finish and show. I tip my hat!

Danny Plotkin

[REPLY](#)

02/07/2021

4.  **Jerry Serwalt says:**

[August 3, 2015 at 9:29 am](#)

What a beauty. Looks like it has only one SU carb though, is that correct?

[REPLY](#)

○  **Dennis M says:**

[August 3, 2015 at 9:56 am](#)

I think it is just the camera angle, the front SU is probably hiding behind the coil.

[REPLY](#)

○  **Petrolhead says:**

[August 3, 2015 at 10:02 am](#)

You can just see the second SU Carby behind the bonnet prop and coil. And it's an automatic too!
Jaguar XK series 120, 140 and 150 are my favourite cars extant and this one is simply mouth-watering in its beauty and presentation.
Congratulations to the owners and keep on driving that thoroughbred.

[REPLY](#)

○  **Peter Van Keuren says:**

[August 3, 2015 at 10:05 am](#)

It looks like the front carb is behind the ignition coil. You can just see the top of the slide damper next to the bonnet prop rod.

[REPLY](#)

○  **Bogot says:**

[August 3, 2015 at 10:30 am](#)

Second H6 is hidden by the coil.

[REPLY](#)

○  **Johnfromstaffs says:**

[August 3, 2015 at 10:42 am](#)

Carb no 2 is behind the coil, you can just see the dash pot lid.

[REPLY](#)

02/07/2021

5.  Gary Nichols says:

[August 3, 2015 at 9:32 am](#)

Gawjus!

[REPLY](#)

6.  scott h says:

[August 3, 2015 at 9:35 am](#)

Nice car, I like the mans quote about a resto" like popcorn with out a lid"... you have to get the hands dirty to know that.

[REPLY](#)

7.  DGHenry says:

[August 3, 2015 at 9:37 am](#)

What a beautiful vehicle! Congratulations to the Hemmings judges as well as the Rickers.

[REPLY](#)

8.  Dennis M says:

[August 3, 2015 at 9:58 am](#)

Ray, having had my hands deep into an XK120 I can really appreciate – and respect! – the skill and perseverance this restoration represents. Good on ya for such a great job!

[REPLY](#)

9.  Len says:

[August 3, 2015 at 10:06 am](#)

Just lovely. A perfect, time period correct restoration. Nothing is to shiny. Nothing is to dull. A perfect time machine. Brilliant work! Thanks!

[REPLY](#)

10.  Speedzzter says:

[August 3, 2015 at 10:10 am](#)

02/07/2021



36 years . . . Now I don't feel so bad about how long some of my plebian projects take.

[REPLY](#)

11.  **ECW says:**

[August 3, 2015 at 10:13 am](#)



The other SU is there, it's damper top is just visible behind the coil

[REPLY](#)

12.  **Peter Ingram says:**

[August 3, 2015 at 10:22 am](#)

Ray

Looks like a prize winner wherever it shows. There must be another carb hiding behind the coil. Love to mention it in International XK Gazette but I would need the VIN

Peter

[REPLY](#)

○  **Ray Ricker says:**

[August 4, 2015 at 5:51 pm](#)

Peter—here is the VIN
S815588BW

Let me know if you mention it.

Ray

[REPLY](#)

▪  **Peter Ingram says:**

[August 7, 2015 at 5:45 pm](#)

Ray

Delighted to get your response – Hemmings stretches across the Atlantic. I keep a private non-accessable Register as well as writing in XK Gazette. As you will know some 30,000 XKs of all types were built and yours was unknown to me so one more back on the active list in the world-wide family making 11,000 or so known survivors. Look at <http://www.xkclub.com> for details of my contact details.

Peter

02/07/2021

REPLY



▪ **Ray Ricker says:**

[August 8, 2015 at 3:42 pm](#)

Peter,

Here is another one for you. When I purchased the car in 1979 it came with a parts car. I have the chassis plate for that car. Here are the numbers.

Chassis number 815398BW

Engine number G3080-8

Body number J6037

Automatic trans number 3235

Alas, this one is not a survivor.

REPLY



13. **Bob Everley says:**

[August 3, 2015 at 10:27 am](#)

Very nice 140! Woulda couda shouda. In 1979 I bought (stole) an XK 150S from a guy in Pocatello Idaho. Drove it all the way back to Harrisburgh PA in a snow storm! Sold it when I moved to Pittsburgh. Wonder what it would be worth now, even with a \$100,000 restoration.

REPLY



14. **Bogot says:**

[August 3, 2015 at 10:40 am](#)

As a 1955 XK140FHC SE/OD

This 140 is a great driver. Not a big fan of fat white walls. JCNA has a driver class and a Concours class (as new) same for SCCA.

Timeless body style.

Congrats on the award!

REPLY



15. **Bill (the other one) says:**

[August 3, 2015 at 10:42 am](#)

I've done a couple of "refurbs" on some lowly FIAT 600s and I found the best way to get the project done is to restore each and every part and sub-component AS IT'S REMOVED FROM THE CAR! That way, putting it back together is just a matter of pretending you're the factory... "Let's see, this goes here..." and suddenly it's done!

Much more satisfying than going through boxes of "stuff" to see which re-do to tackle next.

REPLY

02/07/2021

16.  **KBMWRS says:**

[August 3, 2015 at 10:53 am](#)

Beauty of a car. Congrats.

I do have a question.

This would NOT be considered for a concours event because of the change in the interior. Would that be a correct statement?

[REPLY](#)

o  **Dave LaChance says:**

[August 3, 2015 at 12:20 pm](#)

KBMWRS, that would depend on the rules of each particular event. It's certainly not hard to find instances of cars in non-original colors getting invited to some prestigious concours, and winning awards.

[REPLY](#)

17.  **Al Godley-Davis says:**

[August 3, 2015 at 11:23 am](#)

A beautiful car! It's wonderful to see a car so excellently restored by a couple over such a stretch of time. The (inevitable) setbacks experienced in restoring an old car discourage some. I did one. Took a long time. Congratulations on your perseverance and on having such a beautiful car to drive.

[REPLY](#)

18.  **Raymond Costa says:**

[August 3, 2015 at 11:31 am](#)

This is a beautiful car and well worthy of the award. Please note that the the amount of time it takes to do a frame-off, ground up restoration is elastic due to a number of factors. If a car is reasonably popular and you can buy most parts off the shelf, a restoration can take much less time. If the car is very simple it will take less time to restore than a car that is very complicated (such as this Jaguar). Getting rid of rust and rot eats up time and money, so the less of each one has to deal with, the faster the restoration will go. Finally, the amount of time the owner can commit to, either in person or farmed out, will determine how long the process can take. I just finished a complete, frame off, bare metal restoration of an MG TD, a fairly common car, complete with rebuilt motor, gear box, wiring – every part, in fact. It took just eight months, but took 700 hours of my time and 200 hours of time put in by the machine shop, body shop and media blaster. I was committed to getting the job done and had the personal and financial resources to complete the job quickly. Could I have done it in more time? Sure. Less time? With better planning I could have shaved off a month, but this was not a race. Faster than that would have cost a lot more money. Each project is unique, but requires the same overall process. If the owner is happy with the results, whether or not this puts trophies on the shelf, the money and time is well spent. This owner got is money's worth, and it was worth the wait.

[REPLY](#)

02/07/2021

○  **Danny Plotkin says:**

[August 3, 2015 at 12:30 pm](#)

You have more than adequately described why I am so frustrated with the TV shows that depict a restoration as something that can be done in two weeks or one episode, completely trivializing an expensive pursuit of a labor of love that requires skills and knowledge most of the actors can only pretend to have.

At cocktail parties my non-automotive friends (I keep a few around) ask me if I saw the latest episode of this or that inane TV show expecting me to know about and concur with its outcome. Then you see a guy like this who puts decades into it, Sheesh!

Danny Plotkin

[REPLY](#)

19.  **howie says:**

[August 3, 2015 at 11:52 am](#)

The steering wheel is on the left and the gauges over on the right?

[REPLY](#)

○  **Bill Lightfoot says:**

[August 3, 2015 at 12:21 pm](#)

Howie, it sure LOOKS as if the instruments are on the right. Was it a right hand drive car?

[REPLY](#)

○  **Dave LaChance says:**

[August 3, 2015 at 12:23 pm](#)

Howie, the gauges are in the center of the dash. One gauge, the tachometer, is mostly obscured by the steering wheel hub in that photo.

[REPLY](#)

▪  **howie says:**

[August 3, 2015 at 12:25 pm](#)

Oooooops I do see that now, thanks.

[REPLY](#)

20.  **Carl Quick says:**

[August 3, 2015 at 12:14 pm](#)

02/07/2021

its really not a question of the Jag being too valuable to drive...it's more about you,and the window of time we all have in this life.you drive it and enjoy it to the fullest measure. These cars are made to be driven ,take it from an 80 year young man I've owned Jags and Mg's,and the real satisfaction is on the road . Wish I could see it ...looks beautiful. Great job!

[REPLY](#)

○  **Petrolhead says:**

[August 3, 2015 at 1:49 pm](#)

Absolutely correct Carl. Like homo sapiens, cars are made to be driven/exercised. Otherwise they wither up and fade away.
This maxim was recently borne out in the small town where I live in the South of France which hosted a leg of the Bugatti International Rendezvous in July. No less than 100 classic Bugatti's arrived delivering an exhaust chorus worthy of Pavarotti. All owner driven with smiles as wide as the spectacle they provided. As classic car guys you can calculate the collective value of this assemblage – and not a trailer in sight. Simply amazing and I have the pix to look back on as I will likely not see a similar sight again.

[REPLY](#)

▪  **Carl Quick says:**

[August 4, 2015 at 2:14 pm](#)

WOW!!! I wish I had been there to savor the gathering....such sight,and sound...,and no trailers! The total value in dollars is beyond comprehension. I've seen few living in this area, USA Midwest . I did see an old Royale at the Ford Museum...big as a small house. You have the photo's and the memories of the day, you will never forget !!

[REPLY](#)

▪  **Petrolhead says:**

[August 4, 2015 at 4:17 pm](#)

Thanks Carl.
I captured most of the Bugatti's on video and static pictures which have been forwarded to the Bugatti Trust in the U.K. at their request.
Should Hemming's also be interested I would be happy to forward them to Kurt or the appropriate person at Hemming's. Just need an ok and contact co-ordinates.

[REPLY](#)

▪  **Kurt Ernst says:**

[August 4, 2015 at 4:25 pm](#)

Petrolhead, I'd love to take a look – you can send a few images to kernst at hemmings dot com.

[REPLY](#)

▪  **Petrolhead says:**

[August 5, 2015 at 2:22 am](#)

02/07/2021

Will do. stand by.....

21.  **John C. Kovalo says:**

[August 3, 2015 at 12:25 pm](#)

Ah, shades of my old 140 MC, my favorite car [of all that I have owned] of all time!

At first I thot "It COULD be my old one.." but mine had steel wheels – AND a 4-speed manual.

At the expense of nit-picking:

What's with the automatic? Mine was ratty by comparison, but the 4-speed w. overdrive was OH! so much fun.

The exhaust headers on this one looks like POR-15, rather than a correct porcelainized coating, which would practically gleam like glass, complementing the shine of those cam covers..

Otherwise it's BREATHTAKING, from the correctly-painted "C" head with its copper washers under those acorn nuts, to that interior which is BEYOND GORGEOUS. Mine was red, also, and I can just feel the texture of the mohair backs of those seats – like a really good theatre seat! AND THAT WOOD.....[swoon].....

But best of all he's using it as a DRIVER! GOOD FOR YOU! Just yesterday [by coincidence] I was talking to my friend Jerry who sold his old 140 Roadster to a fella who turned it into a 100-pointer – then promptly locked it away into his garage along with the rest of his over-restored captives – where's the good in THAT?

Hope to see this one at a show, someday. KUDOS!

[REPLY](#)

o  **John C. Kovalo says:**

[August 3, 2015 at 12:46 pm](#)

OTHER STUFF: [can't leave this one alone]

So many quirky things:

The glove box is JUST THAT; just big enough for a pair of gloves.

The ash receivers are big enough for cigarette ashes, nothing bigger, and my owner's manual actually told me to put out the cigarette in the receiver, then open the ventilation wing and flick the butt out the window! [presumably this was a non-filter by the roadside in soggy old England, not tinder-dry California]

I loved that center-mounted trafficator! You twisted the knob, and the directional signal would stay blinking until it worked its way back up to centre, rather like an egg timer. No more staying in the right lane with your blinker on for miles!

Push a button and your fuel gauge converts to a sump oil level gauge – well, sorta. Turn on the ignition and push the black button, and the engine starts instantly.

I can smell that leather from HERE.

The LHD setup had the tach on the left, the speedo on the right. I always speculated it was so the driver could mind the engine speed, while terrorizing the passenger with the speedo!

Mine had purple perspex see-thru sun visors that were the ultra in cool, but may have been an aftermarket item.

I actually had a six foot passenger sideways behind the front seat and we actually went three or four blocks. I hope he doesn't have back problems to this day! [but the little leather cushions were really cool.]

[REPLY](#)

22.  **Renny da Silva says:**

02/07/2021

[August 3, 2015 at 12:30 pm](#)

This is the first column shift automatic I've come across in an XK 140

[REPLY](#)

○  **Jerry Serwalt says:**

[August 3, 2015 at 7:23 pm](#)

Yeah, that column shift almost looks like an aftermarket add-on. I know it isn't but it looks it. And those gauges on the right of the dash are strange. But I still say, what a beauty.

[REPLY](#)

23.  **Renny da Silva says:**

[August 3, 2015 at 12:32 pm](#)

This is the first column shift automatic I've seen in an XK140. I didn't realise that was an option.

[REPLY](#)

○  **snuggles says:**

[August 3, 2015 at 4:45 pm](#)

Well, because most buyers looked at that option and scoffed. I have seen a few, though. Pretty amazing that some one include it on an MC which I thought was a performance option package. The autos seem to bring significantly less.

[REPLY](#)

24.  **76 Impala says:**

[August 3, 2015 at 12:58 pm](#)

Stunning car. Jaguar was at the front of the line, when good looks were being handed out.

[REPLY](#)

25.  **Bill L says:**

[August 3, 2015 at 1:13 pm](#)

I had the pleasure of parking my XJS behind this beauty at our club's { MG CLUB OF CNY} 2015 Cazenovia Eurocar show. Even on a rainy day the car was spectacular!! Was an honor to debut it at our show. Congrats all around!!

[REPLY](#)

02/07/2021

26.  51 Ford Guy says:

[August 3, 2015 at 1:18 pm](#)

If I could own an imported classic, this would be my choice. It's beautiful, and I'm an American Iron fanatic.

[REPLY](#)

27.  john h says:

[August 3, 2015 at 2:12 pm](#)

Regarding color of interior for JCNA concours: Not an issue with Jaguar Club of North America as long as new color was one originally available on the car. However, any modifications in style of interior would be BIG deductions – for example if the piping was stylized, incorrect number of ribs on seat, etc. Same for carpet modifications. The most common interior modification I've seen is on the Open Two Seater versions (not coupes). In Europe especially, they replace the very bland dash with the wooden burl version found in the coupe and drop head. This is a definite no-no on the OTS even though to some it might look cool. It was simply not a factory supplied feature.

[REPLY](#)

28.  Tom Davies says:

[August 3, 2015 at 2:29 pm](#)

Coulda woulda shoulda department: Drove past a dark blue XK140MC FHC in a Pennsylvania yard for years back in the '70s. Finally couldn't stand it anymore. Knocked on the door, said I didn't want to see it molder anymore. Guy said "I'm moving tomorrow, \$200 and it's yours." Towed it to my farm near Pottstown, took it completely apart and sold it as a basket case two years later. Regrets, I've had a few.... If the car or location sounds familiar to anyone, I'd love to know the rest of the story.

[REPLY](#)

29.  Scotty G says:

[August 3, 2015 at 4:37 pm](#)

Nice photos, Kurt! I can only think of maybe one or two things harder to take photos of than a white car in the sun with two folks with hats on shading their faces! Yet, it worked perfectly here. How you metered for that first photo is beyond me. Well done. (the car ain't bad, either)

[REPLY](#)

○  Kurt Ernst says:

[August 3, 2015 at 5:12 pm](#)

Thanks Scotty! I'd chalk it up to the camera – I metered on Ray and his wife and it just did the rest.

[REPLY](#)

02/07/2021

30.  **snuggles says:**

[August 3, 2015 at 4:42 pm](#)

3 decades, eh? I resemble that remark

[REPLY](#)

31.  **Gooberbob says:**

[August 3, 2015 at 5:31 pm](#)

So I'm not the only one who naively let a classic jag go. Had an identical '57 drophead coupe in the same colors with the automatic. Mine had been repainted a couple times and was red with a coat of metallic blue underneath that by the time I acquired it in 64. God only knows what damage lay beneath all that, but it had the C-type engine and the automatic, but somewhere along the line the chrome wires became or were originally painted. This was my first car ever. When the Borg Warner crapped out I had the Unser shop in Colorado Springs swap in a non-o/d four speed. Big mistake. I later found in a contemporary publication that allegedly only 13 '57s left the factory with the automatic. I think that was erroneous because I have personally seen one other, plus this one makes three. Sold it when I bought my new GTO in 65. Biggest mistake of all. At the time I also had a fairly nice 150 OTS which I lost to a no-fault towing accident. Traded the GTO on a Caddy in '69, another big mistake. Of course you could buy Jags all day long for under \$1000 in the '60s. Wish I knew then what I know now about production numbers and collectability, but I'm not alone there either.

[REPLY](#)

32.  **Somerville says:**

[August 3, 2015 at 9:34 pm](#)

Fantastic styling. Looks great.

[REPLY](#)

33.  **Ray Ricker says:**

[August 4, 2015 at 1:45 pm](#)

I figured I'd answer a few of the questions that have been posted as a result of Kurt Ernst's very nice blog on our Jaguar XK140. First of all the real heroes in the restoration of this car are the fantastically talented artisans who made this restoration a reality. I need shout-outs to Art Willenbrock who did the rolling chassis and Craig VanDeWalle who did the bodywork, paint, wood, fitted the interior and in general "made a car." Along the way I used John Dustin at The Plating House in Toronto, Canada who did the chrome and Bas, Ltd who supplied the interior kit of Connolly hides and Wilton wool carpets.

Remember that I purchased the car in 1979 and it came with another XK140 parts car that was taken apart and missing an engine, but otherwise kinda there. About 34 years ago I took it apart and started on the restoration. I took the body off the frame and really got it down to zero. Along the way three Jaguar 3.4s, an MGA, Mazda RX7, and three high-mileage Mercedes Benz diesels used as our daily drivers came and went through our lives. . . not to mention building a house. About six years ago we decided to get serious about the 140 but decided to have it professionally done. I knew it would be expensive but now in retrospect it was worth it. I'm with Danny Plotkin in his comment that television car "shows that

02/07/2021

▪  Kurt Ernst says:

Yes. Gratis. Kein Geld.

[August 5, 2015 at 2:12 pm](#)

[REPLY](#)

▪  jozeff says:

i knew it was FREE. i was making a joke.....

[August 5, 2015 at 4:20 pm](#)

[REPLY](#)

35.  Chris says:

There were and usually are so many really fabulous cars at this event. It is almost mind numbing to me to have to pick just one! Great job by the car owners, the judges, and the entire staff of Hemmings on the quality of this show, year after year.

[August 4, 2015 at 7:50 pm](#)

[REPLY](#)

36.  Mike says:

That car is gorgeous and the show was great!

[August 4, 2015 at 11:09 pm](#)

[REPLY](#)

Not Just a Pretty Kitty—1957 Jaguar XK140 MC,
<https://www.hemmings.com/magazine/hsx/2016/01/Not-Just-a-Pretty-Kitty---1957-Jaguar-XK140-MC/3749281.html>