

SPORTS & EXOTIC CAR

222 Main St., Bennington, VT 05201; 800-CAR-HERE

Owner's Name: *Ramon & Judith Ricker* __ Age: *72* Occupation: *Professional musician/Retired University Professor*
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GENERAL

Year: *1957* Make: *Jaguar* Model: *XK140 SE (Fixed Head Coupe)*
Do you have this car's original build sheet? *No. I have a Jaguar Heritage Certificate*
Base price when new: *\$3810* Original sticker price for this vehicle: *\$4,105*
Current exterior color: *Old English White (Cream)*
Major options: *Special Crankshaft damper, chrome wire wheels, twin exhaust, 2 fog lamps, windshield washers, "C" type cylinder head, Borg Warner automatic transmission*
Production numbers: *Built 1954-1957, 2809 FHCs, only 397 with automatic transmission, (7 RHD, 390 LHD)*

ENGINE

Marque: *Jaguar* Type: *Twin overhead cam 6* Year: *1957* Displacement: *3.422 cc*
Current bore: *83 mm* Current stroke: *106 mm* Current compression ratio: *8:1*
Current hp: *210 @ 5750 rpm* Stock torque: *213-lbs.ft.@ 3950 rpm*
Block – Casting numbers _____ Material _____
Crankshaft – Type _____ Brand _____ Model _____ Material _____
Connecting rods – Type _____ Brand _____ Model _____ Material _____
Pistons – Type _____ Brand _____ Model _____ Material _____
Piston rings – Type _____ Brand _____ Model _____ Material _____
Heads – Type _____ Brand _____ Model _____ Material _____
Casting number _____ combustion chamber volume _____ cc
Intake valve – Brand _____ Size _____ Material _____
Exhaust valve – Brand _____ Size _____ Material _____
Rocker arms – Type _____ Brand _____ Ratio _____ Material _____
Valve springs – Type _____ Brand _____ Rating _____
Camshaft – Type _____ Brand _____ Model _____
Duration _____ Intake lift _____ Exhaust lift _____ Lobe sep _____
Advanced/Retarded/Straight up _____ degrees
Lifters – Type _____ Brand _____
Intake manifold – Type _____ Brand _____ Material _____
Carburetor/Throttle body – Type *S.U.* Brand _____ Model *H6* CFM _____
Fuel pump – Type *Electric* Brand *Lucas* Model _____ GPH _____
Supercharger/Turbocharger – Type _____ Brand _____ Model _____
Max boost _____ Intercooler _____
Distributor – Type _____ Brand _____ Points/ _____
Exhaust – Type (manifold/header) *manifold* (Single/dual) *dual* Brand _____

Material *stainless downpipes, muffler and tailpipes*

Diameter _____ Muffler _____

List any additional engine modifications _____

Who rebuilt the engine? *Art Willenbrock*

TRANSMISSION

Type: *3 speed automatic* Model: *Borg-Warner* Year: *1957*

Clutch – Type _____ Model _____ Diameter _____

Torque Converter – Type _____ Model _____ Stall speed _____

Shifter – Type _____ Brand _____ Column/floor/console _____

Ratios – 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ Rev _____

Transfer case – Type _____ Brand _____ Model _____ Year _____

Ratios – High _____ Low _____ Additional _____

List any additional transmission modifications _____

Who rebuilt the transmission? *Art Willenbrock*

CHASSIS

Type (i.e. full frame, unit-body with subframes): *full frame*

Steering – Type: *Rack & Pinion* Manual or Power? *Manual* Brand: *Alford & Alder*

Turns lock-to-lock _____ Turning circle radius: *33 ft* Ratio _____

Front axle – Type _____ Brand _____ Model _____

Rear axle – Type _____ Brand _____ Model _____

Front differential gear – Brand _____ Ratio _____ Limited-slip? _____

Rear differential gear – Brand _____ Ratio _____ Limited-slip? _____

Front springs – Type _____ Brand _____ Rating _____

Rear springs – Type _____ Brand _____ Rating _____

Front antiroll bar – Brand _____ Diameter _____ Solid or hollow _____

Rear antiroll bar – Brand _____ Diameter _____ Solid or hollow _____

Front brakes – Type: *Drums front and rear* Brand _____ Size _____

Rear brakes – Type _____ Brand _____ Size _____

Front shocks – Type _____ Brand _____ Model _____

Rear shocks – Type _____ Brand _____ Model _____

Front and back wheels – Type: *chrome wire* Model: *54 spoke* Size: *5 1/2K x 16*

Front and rear tires – Type: *4 ply bias* Brand: *Firestone* Model: *3 1/4 in WW* Size: *600 x 16*,

List any additional chassis modifications _____

Who rebuilt the chassis? *Art Willenbrock*

BODY

Body Style: *Fixed Head Coupé*

Which body panels were replaced? *Floors, rocker panels, trunk area doors and shut pillars*

Did you use reproduction, NOS or parts car panels? *All three*

What type and gauge of metal was used? *18 and 20 gauge steel*

What type of welding was used? *MIG and oxy-acelatine*

How was the body stripped of its original paint? *chemicaly and abrasive blasting*

What body filler did you use? *evercoat products*

What grit paper did you use to sand the filler? *36-220*

What type and brand of primer was used? *PPG urethane*

How many coats of primer? *as needed*

What grit paper did you use to sand the primer? *220-800*

What type and brand of paint was used? *PPG concept*

How many coats of paint? *four*

What grit paper did you use to sand the paint? *2000*

What type of air compressor and spray gun was used? *IR compressor and Devillbs guns*

What decals or graphics did you apply?

Did you rechrome the exterior trim? *Yes, Triple plated at "The Plating House" Concord. Ontario, Canada*

List any additional body modifications or improvements

Who performed the body and paint work? *Craig VanDeWalle*

INTERIOR

Upholstery – Material: *Connelly leather hides, Wilton wool carpets* .Supplier: *Bas Ltd in Blaine, Washington*

Color: *Red*

Factory gauges: *original Smiths*

List any additional interior modifications or improvements

Who performed the interior work? *Craig VanDeWalle*

DIMENSIONS AND CAPACITIES

Your owner's manual or a shop manual will contain much of this information

Wheelbase: *8' 6"*

Overall length: *14' 8"*

Overall width: *5' 4 1/2"*

Overall height: *4' 7"*

Front track: *4' 3"*

Rear track: *4' 3 3/8"*

Shipping weight: *1308 kg*

Curb weight: *2880 lbs*

Crankcase: *26 1/2 pints*

Cooling system: *30 pints*

Fuel tank: *16 3/4 gallons*

Transmission:

PERFORMANCE

quarter-mile – _____ seconds@_____ mph
60-foot _____ reaction time _____ top speed: 129
(please provide a copy of your timeslip or a magazine road test reference)

0-30mph _____ seconds

0-60mph: *11 seconds*

0-100mph: *29.5 seconds*

mileage: *16-17 mpg*

When did you obtain the car? *I purchased the car along with an accompanying incomplete parts car in 1979.*

How and where did you find it? *I answered an ad in Hemmings. The car was in Camillus NY. We lived in Rochester, and were going to Utica for the Easter weekend. We stopped by Camillus to see the car.*

What was the condition of the car when you found it? *The car had been a victim of an incomplete, botched, amateur restoration. The body seemed solid with the usual obvious rust spots, but it barely pulled itself. I drove it around the parking area and didn't attempt to take it on the road as it was unregistered. It came with a parts car, so even though the parts car was incomplete and cut into about three pieces, I had lots of duplicate parts. I thought it would be a good project car.*

Why did you buy this particular example of this vehicle? *When I bought the XK140 in 1979 I already had an XK120 Open Two-Seater (OTS) that I cosmetically restored—the engine was not done. I had a dream of over time collecting the three models XK120, 140 and 150 with the three different body styles, OTS, Fixed Head and Drop Head. I was apprehensive about the automatic, but went for it anyway. Now, I'm very happy with it. It is more rare than the stick versions. Only 397 were fitted to the FHC. It's a Borg Warner and so far has been very reliable.*

Tell us why this make/model of car is special to you? *When I was 14 I had an after school job sacking groceries in a large superwarket. I made 64 cents an hour. When I turned 15 I could work more hours and nights and so I went to 90 cents an hour. Like so many kids during that time period I was focused on getting my own car as soon as I could after age 16 and that meant I had to earn the money to buy one. When it was time to go car shopping, I drove a used XK140 that was on a car lot. I still remember to this day the great feeling I had with it. It was a white OTS. I think they were asking \$1600 for it so that was way out of my price range and the end of that. I didn't have the money. I ended up getting a '55 Ford Victoria and later in college a '53 MGTD, but I still lusted after the Jaguar XKs.*

What do you like most about this car? *I love its design—its shape, with the long front fenders. It's very sensual. I also appreciate its power and design of the twin-overhead cam engine. It's a marriage of beauty and performance.*

What was your original intention with the car when you bought it? *I was going to restore it, which I did. It only took me 36 years.*

When did you restore it? *I started on it almost immediately. I recognized that a body off the frame restoration was what was necessary, so I took it apart. I called it "my Jag in a box." I had the frame sand blasted and painted. I kept my eye open for parts that I needed and sold duplicate parts that I thought I wouldn't need down the road. Other projects got in the way. My 120 needed attention, I found two 1966 Jaguar 3.4s sedans that I thought might make a nice car, I ended up using them both as donor cars for a third 3.4s that I restored. Our daily drivers were Mercedes diesels and I worked on them myself. Over the years we had a Benz 220, 240 and 250. The neighbors called the first one—the 220—Old Smokey. We also built a house which took a lot of time. About six years ago I decided that the 140 needed to be completed and it should be done professionally. I always did most of my own work, but I'm not a professional. I didn't have the skill necessary to take the car to a very high level. My cars always looked, "mint at 30 feet, " but this car deserved better. So away we went.*

Which parts were missing? *By having a parts car I had pretty much everything I needed. I had two interiors, three automatic transmissions and many duplicate gauges and chassis parts. In fact I still have many parts left over.*

Which parts were the hardest to locate? *The automatic transmission selector switch is mounted on the steering column. Every one I have seen has a dimple just above the "D". It's so common one supplier told me that was the way they were made. Well, not so. When taken apart one finds that there is a bulb inside a metal tube that illuminates the various selector positions (PNDLR). The "D" is in the center position and of course is the gear that is in most use when the motor is running. It turns out that the bulb gets very hot and melts the plastic cover. Craig VanDeWalle, the person who did all the body work, paint, wood, interior and essentially put it all together to make a car, actually made a new plastic selector cover by reforming my damaged one and making a mold to cast a new part!*

Which parts were the easiest? *I think the easiest to find was the interior, but at the same time a mistake here by choosing the wrong supplier could have resulted in an amateur look. I found Bas, Ltd in Washington state and they have absolute first-class materials and workmanship. They know Jaguars.*

What was the most difficult part of the restoration? *I guess the most difficult part of the restoration was keeping the vision in perspective. These endeavors are not cheap and it's important to persevere. I remember when the rolling chassis was done. We already had a lot of money into the car. The reality was that we didn't really have anything yet. If I would have sold it at that point, we would have gotten only a fraction of what we had invested. We needed to keep going. That hurts when you are paying some substantial bills. Restoration of anything takes time and the artisans have to be paid for their work.*

If you had to restore this car or buy this car all over again, what would you do different? *We all know that it is more cost effective to buy a completed car rather than restoring one to the same level. This is especially true for cars that aren't in the million dollar category. But that isn't why I embarked on the thirty-six year journey. I did it because I*

love Jags. I like to tinker, solve problems and the idea of preserving something beautiful and special is appealing to me. Our 140 started out as "a driver", then we upped it to "show driver." Now it's a show car that we drive. Our daughter and her husband will have something to take care of when NY state takes my license away from me.

Any recommendations for others contemplating a purchase and/or restoration of this type of car? Have in mind the level you want to take the car to. Remember that it will always cost more than what you expected. Find a person you can trust and relate to to do the work. Be involved along the way. Help scout out parts and services. Check in with them as often as you can. Know that there will be decision points when your restorer or mechanic will say, "we can do it this way and it will be a short-term fix or we can do it the "right way." Be ready to take the "right way" path.

What is the annual mileage? The car was "finished" in June. So far, in four months, we have about 1500 miles on it.

How often do you use it? We try to get it out once a week. We found a little restaurant in the Finger Lakes that has a great Sunday breakfast. We often get up early when there is no traffic and the temperature is cool. It's a beautiful relaxing drive. This is a perfect way to use our car. It's not about transportation between two points. It's about the journey.

Which car clubs are you a member of? Jaguar Association of Central New York

What awards has the car won? We finished the car in June 2015. We entered our first show with no expectations. We hadn't entered a car show since the '70s (in the driven category with our XK120). To our surprise the car was best in show. It has been shown four times and come home a winner each time. As our son-in-law says "it makes people smile."

List any magazines and dates in which your car appeared

- 1. 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>*
- 2. Hemmings Motor News /October, 2015 /CyberCruising http://www.hemmings.com/hmn/stories/2015/10/01/hmn_feature8.html*
- 3. Hemmings November 2015, Perfection under the Pines http://www.hemmings.com/hsx/stories/2015/11/01/hmn_feature12.html*

What additional improvements are planned? Early on this summer the speedometer decided not to work so that will have to be attended to this winter. Luckily we have a spare and we can make a good one from what we have. The exhaust manifold should be porcelaiized.. The non-standard coating on our engine is a result of a mis-communication. Luckily I have a spare set that I'll have refurbished this winter.

What other collector cars do you own? Currently we have no other collector cars, but we do have a couple in the wings. My daily driver is a 2004 Jaguar XJR. I love this car, and my wife has a 2004 BMW 325ci (convertible). We bought both of these cars new and hope to drive them forever.

Any additional thoughts on owning your car? *We consider it an honor to bring back to life a car of this historic value. (It didn't always feel this way during the journey, but it does now.) We consider ourselves stewards for the next generation of this historic work of art.*

Hemmings Motor News

222 Main Street, Bennington, Vermont 05201; 802-447-9648

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