

XK CLUB

XK Gazette

AUGUST 2024 • ISSUE 323



THE MONTHLY MAGAZINE OF THE XK CLUB

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Welcome



One of the wonderful things about this club is the incredible loyalty of some members. It is just amazing. For example, Peter Spackman, who has owned his XKs for many, many years and was our fantastic UK Southern Area Representative for at least two decades, has enrolled his children in the club because they will inherit his cars. Nik Rochez of Twyford Moors signed up his grandson, who must be our youngest member.

After owning it for 20-plus years, Peter Vale has now, sadly, sold his Nigel Dawes XK 120 Fixed Head Coupé but he intends to remain a member. If we could encourage other members to copy these gentlemen, it could make a real difference to the future of the club. Would you consider it, please?

We must think of the future and, as I have written before, it is healthy and necessary to bring some younger blood into the club. Having said that, we do not want to be like the BBC and, in aiming to appeal to younger people, we simply alienate the majority of our more mature members. That would be suicide.

We need our members to be XK and club ambassadors. We all need to spread the word about how amazingly good XKs are and, as we know only too well, they are fantastic cars. Apart from their practical attributes – performance, style, reliability – there is a romance about XKs. Reminiscent of the fabulous fifties, of Le Mans wins, of Stirling Moss and Mike Hawthorn, of famous Hollywood owners, there is a magic few, if any, other cars enjoy.

I feel we are so fortunate to own our XKs, each model with its own qualities and following. I have owned ours over 50 years and it was a long, patient wait to get them restored and on the road – with one still to go – but, my goodness, it was worth it.

Philip Porter

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Discounted tickets for Brands Britannia

XK CLUB
CLUB NEWS
by Sarah King



Another classic track event has been added to the calendar – Brands Britannia, taking place on 26 August at Brands Hatch in Kent. Discounted tickets are available to XK Club members. See event mailer for details, or contact the club office to find out how to apply.

We are really enjoying the event reports and articles (as well as some stunning photos) coming in from our overseas Representatives, so thank you all for sending these in – and please do keep them coming! It's lovely to get a feel for how our worldwide XK Club community take pleasure in their cars. It's also a fantastic opportunity to share this photo (left) from the Jersey Rallye des Manoirs, which took place back in April. Thank you to Mark Blanchard for the image.

Our new logo has prompted a foray into some new merchandise: you will find a limited number of tote bags available in the club shop. Let us know if there's an item you'd like to see in stock.

XKs cross the block

H&H's auction at the Imperial War Museum Duxford on 19 June included a brace of XKs. First up was an XK 150 3.4 Drophead Coupé that sold for £57,500. Chassis number 827204 was a right-hand-drive example that was sold new to Ireland with the three-speed Borg Warner automatic transmission, and had been owned by the vendor for 23 years.

The second XK was a 1952 120 Fixed-Head Coupé that had been prepared for fast-road use (below). Chassis number 680432 had been converted from left- to right-hand drive and had a 4.2-litre engine fitted, which drove through a later all-synchromesh four-speed gearbox. Other modifications included rack-and-pinion steering from an XK 150, plus disc brakes all round and Koni dampers. It came with an estimate of £60-70,000 but unfortunately failed to sell on the day.



SUPPLIER SPOTLIGHT

David Manners Group

Established in the 1970s, DMG initially sold parts for Jaguar and Daimler cars, and now also caters for MG, Triumph, Austin-Healey, Mazda MX-5 and Morris Minor. Chairman David Manners started the company after trying to source a part for his Daimler Dart; his daughter, Kate, took over as MD in 2011.

DMG has recently launched a Rewards Loyalty Scheme (for UK retail and club customers only), enabling customers to earn points for every purchase. For every £1 spent, two points are earned. Points – which have no expiry date – can be viewed on the DMG Rewards website or app, and can be exchanged for vouchers at favourite stores. To join the scheme, download the David Manners Rewards app, or sign up at david-manners-rewards.web.app.

For more details, see jagspares.co.uk or call 0121 544 4040.

Hall of Fame for NEC show

The Lancaster Insurance Classic Motor Show will mark its 40th anniversary by launching a Hall of Fame to celebrate those who work closely with the show and the wider classic community. Each year from 2024 onwards, event organisers will invite their chosen 'inductees' to join the Hall of Fame and celebrate them as part of this traditional season finale.

The Classic Car Show returns to the Birmingham NEC on 8-10 November, and this year there will be inductees in four categories: Industry Ambassador; Community Ambassador; Classic Car; and Motoring Club. To mark the occasion, the show's theme will also be 'Hall of Fame'.

'We wanted to create something special that not only celebrates all that we've achieved so far

as a show and as a community, but also recognises those who continually fight for the future of our hobby,' said Show Director Lee Masters. 'Each year, the Hall of Fame will aim to recognise those people who go above and beyond, and publicly thank them for all their efforts.'



COVER SHOT

This beautiful photo was taken in North Carolina by Carole Shepardson, and shows the 1952 XK 120 FHC (679685) that's been owned for more than 30 years by Knight and Richard Martorell. It's recently had a mechanical restoration and is driven daily.

UPCOMING EVENT

Scottish Luxury Highlands Tour

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EVENTS CALENDAR

2024

9-11 August	Oldtimer Grand Prix
18 August	Pebble Beach Concours d'Elegance
23-25 August	Silverstone Festival
30 Aug-1 Sep	Concours of Elegance
1-5 September	Scotland Tour
6-8 September	Goodwood Revival
5-6 October	Historic Rally Festival
9-14 October	Modena Cento Ore
19 October	Technical Seminar at CMC
3 November	London to Brighton Run
7-10 November	Rally of the Tests
8-10 November	NEC Classic Motor Show
16 November	VSCC Cotswold Trial
7 December	VSCC Bicester driving tests

2025

27 April-1 May	The Netherlands and Keukenhof
18-22 May	Teesdale Valley and Beamish Tour
11 May	Spring Meeting (South)
4-11 June	Mille Miglia Tour
5-16 June	New Forest Tour
6-10 July	Isle of Man Tour
1-5 September	Snowdonia Tour
23 Sept-3 Oct	Asturias and Castles of Castile Tour

Lighting upgrade for classic Jaguars



Gil Keane at Better Car Lighting has developed an LED dash-lighting system for 1960s Jaguars that includes a dimmer function. Gil explained that the first challenge was to commission the production of the correct pale-blue LEDs that work with Jaguar's two-position brightness switch. It's taken five years of development work, but Better Car Lighting can now offer a kit that includes eight instrument bulbs, plus the bulbs for the warning lights, a resistor lead to allow the upgrading of the ignition warning light without compromising the charging system, and three sideways-shining bulbs to correctly illuminate the legend strip. Colours are Ice Blue, Green or Ivory White, and the kits are available for positive- or negative-earth cars. See www.bettercarlighting.co.uk.

All eyes on Pebble



This year's Pebble Beach Concours d'Elegance takes place on 18 August and will include a wide range of classes, from 125 years of Packard to the BPR and FIA GT racers of the 1990s. There will also be focus on Maserati and the coachwork of Pietro Frua, plus 'wedge-shaped concept cars and prototypes'. Other classes include those dedicated to Pre-War

Rolls-Royces, Ferrari Grand Touring and Duesenberg, while Jaguar interest is likely to come from the European Classic, Post-War Sports-Racing and Post-War Preservation classes. Three days before the main concours, there will also be a Tour d'Elegance, in which concours entrants follow a scenic route down to Big Sur and back to Pebble Beach. See pebblebeachconcours.net.

California dreaming



Bonhams will be selling a 1955 XK 140 MC Drophead Coupé during its annual Monterey Week sale, which returns to the Quail Lodge and Golf Club on 16 August. The auction house had no further information on chassis number S817559DN at the time of writing, but the car was previously offered by

Gooding & Co at its 2022 Amelia Island auction. At that point, it was described as retaining its original engine and had apparently been retained by its first owner from when it was originally delivered until he passed away in 2007. It had subsequently been treated to a 'sympathetic cosmetic restoration' by JD Classics, and was offered for sale again in 2023, this time by Cooper Classics in New York.

NEW MEMBERS

Welcome to the XK Club

- 4546** Christopher Fairthorne Somerset
- 4547** Valentino Aduna California, USA
- 4548** Michael Campbell Monmouthshire
- 4549** Hugh Bence Durham

AUTOMOBILIA AUCTION

Automobilia expert Ian Cooling will be launching his online autumn auction in the first week of September.

His spring sale included categories ranging from books and art, to Jaguar sports-racers, Le Mans and TWR. There were also sections for individual models, including all variants of the XK series. For more information, see jaguarautomobilia.com, and if you've got any relevant Jaguar automobilia that you'd like to enter for the autumn sale, contact Ian by emailing ian.cooling@invictanet.co.uk.



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Letters

email: letters@xkclub.co.uk

A racing XK to honour Protheroe



Dear Philip,
I was delighted to see on the Up Front page of the April issue of your excellent *Gazette* a stirring picture of my car taken at Oulton Park a couple of years ago, driven by my son Christopher in his trademark Old School (Wellington) helmet. It certainly looked good, apparently leading not only two Mk2s but also an E-type (which might have been a lap ahead!).

My car has now been upgraded to Dick Protheroe's final spec (GT format, 3.8, discs, triple Webers, rack and pinion) and has been granted FIA papers after we established that Protheroe had raced in international races in that spec in 1959-60 before he so tragically transferred to Ferrari.

We have been racing the car in the GT&SC Cup series organised by Flavien and Vanessa Marçais and will be at Silverstone twice, Snetterton and Castle Combe.

Unfortunately there is no Goodwood Revival race for us this season but they have given us a favourable indication for next year.

Sadly, Christopher is not well enough to race it this year but it is being piloted by my friends, veteran Rod Newall, newcomer Oliver Marçais and redoubtable Nick Finburgh, who prepares the car and whose great father Aubrey made the very smart GT hardtop.

I now live in Italy (near Mugello, and we recently had the car at Enna in Sicily) and as I approach my 90th year I no longer drive, but the buzz still gets me at meetings! I hope that our paths will meet again at one of the meetings (most likely the Silverstone Classic) and you will have a look at the car.

I am most impressed by the healthy atmosphere you are maintaining around the XK world and your lovely programme of tours, etc.

David Scholey

WARNING: CHECK THE SMALLPRINT!

Dear James,
A couple of Sundays ago, a lovely day in Warwick, I got the 140 out for a little country drive. I hadn't used it for some weeks but it started first time and ran beautifully. Setting off from home, I chose a route mostly avoiding the usual Sunday traffic, picking country lanes between Stratford-upon-Avon and south Warwickshire. Returning along the A429 from Barford, I approached Junction 15 over the M40. As I got closer to what can be a very busy roundabout with four sets of traffic lights to negotiate, I noticed the start of a misfire. Luckily I made it to the other side, but the misfire rapidly worsened. After half a mile or so, as I contemplated the hill up into central Warwick where I live, I finally I lost all power, just managing to turn off the main road into a residential avenue.

And here is the point of this story. My car had broken down less than a mile from my home. Unfortunately, you can't choose where to break down, and a niggling worry arose in my mind about the small print in my insurance policy (with a broker regularly

advertising in your pages). Sure enough, when I called, they told me I was 0.6 miles from my home, and this was classified as a Home Breakdown. Recovery was not covered by the insurance, and furthermore the car itself was not covered because it was not locked up in my garage.

It would not be possible to recover the car to my home that night because of difficult access, and on a Sunday evening all suitable garages were closed. So I had an anxious night worrying if my easily stolen old car (agreed value for insurance: £120,000) would still be there in the morning. Fortunately it was, and I had to pay £200 for recovery on the Monday morning.

So, a warning to all those whose recovery insurance does not cover a breakdown 'at home', and whose theft or other loss insurance does not cover a car not locked up in their garage when 'at home'.

Robert Caldicott

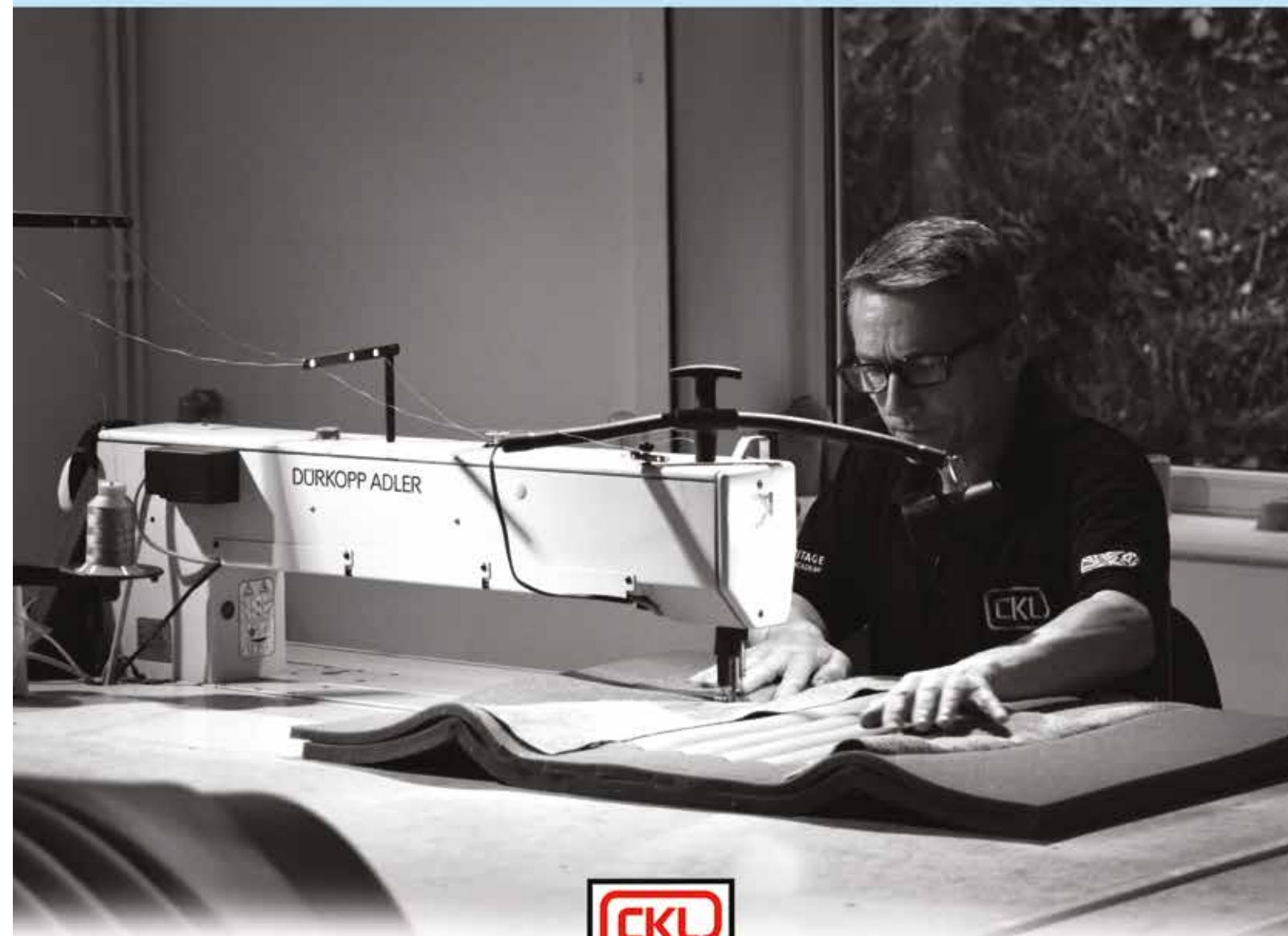
XK SNAPSHOT

Hi James,
Here's a picture, taken by Jack Peppiatt, of Gilly and I crossing a ford on Exmoor in May. Glorious scenery and weather!

Ian Robinson



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Salvadori's racer

This XK 120 was campaigned in period by a promising youngster who became a Le Mans winner.

James Page tells its story

Photographs courtesy of Mitchell Curated



Tall, stylish and debonair, Roy Salvadori looked every inch the 1950s racing driver. His most famous victory came at the 1959 Le Mans 24 Hours, driving a works Aston Martin alongside Carroll Shelby, and while he had a long association with that marque, he was nothing if not versatile. He was often to be found competing – and winning – in multiple events at the same meeting, moving seamlessly between single-seaters, sports cars and saloons, and at the very top level he drove Formula 1 cars for Cooper, Aston Martin, Vanwall, BRM and Connaught.

He was also regularly to be found behind the wheel of Jaguars. He drove C-types for Ecurie Ecosse, as well as E-types for Briggs Cunningham and John Coombs, but early in his career he successfully raced the XK 120 that you see here – chassis number 660363. In fact, it would play an important role in his return to the sport after a near-fatal accident.

Born in Essex to Italian parents, Salvadori was in his early 20s when he bought an MG R-type single-seater and entered it for the first British race meeting to be held following the war, at Grandsen Lodge in 1946. On paper, it was a successful debut. He finished second, but was always quick to point out that there were only two finishers...

He continued to race while building up his London garage business, moving from the MG to a Riley Special and an ex-Nuvolari Alfa Romeo P3. In 1948, young 'Salvo' was on the grid for the first British Grand Prix to be held at Silverstone, driving an elderly Maserati, and for 1951 he acquired a Frazer Nash Le Mans Replica. Back at Silverstone that year, he was leading when he had a huge shunt at Stowe, fractured his skull and was given the Last Rites in hospital.

Incredibly, he recovered – albeit now deaf in his right ear – and it was in the aftermath of that accident that he acquired the XK 120. Built on 28 November 1950 and dispatched on 6 December to distributor Walter Sturgess, HBC 226 was painted Bronze and



After being repainted red at some point relatively early in its life, then spending many years awaiting restoration, HBC 226 was finally rebuilt and returned to competition in 2011



had a Biscuit and Tan interior. Salvadori's first outing in it came only three months after the Silverstone crash, when he entered it for two races at Boreham on 11 August and finished third both times.

In May 1952, 'Salvo' travelled west to Castle Combe in Wiltshire, finishing second in the National Unlimited race and third in a Formula Libre encounter. After another second-place finish at Silverstone, he tackled three races at Boreham on 21 June and yet again finished second in all of them. The following month, he drove a Ferrari in the British Grand Prix, before returning to the XK for the 10th Members' Meeting at Goodwood. He won the Handicap race and rounded out the day by finishing fourth in the Over 3-litre Sports Car event.

Salvadori then sold HBC 226 to Peter Blond, taking in part-exchange an SS100 that Blond had bought with money that his father had given him in return for Peter agreeing not to smoke or drink before his 21st birthday. The excited youngster apparently took his XK to Silverstone and set off, without permission, on some quick laps before track manager Jimmy Brown put an end to his fun.

Blond returned to the track in an official capacity on 30 August 1952 for the 750 Motor Club's Six-Hour Relay, joining a team of XK 120s for his racing debut. The following month, he was back at Silverstone for a meeting organised by the Peterborough Motor Club and finished second.

Story has it that Blond once took HBC 226 to Le Mans to watch the 24 Hours and – in a repeat of



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The 120 was returned to its original colour scheme as part of the restoration, and its first post-rebuild outing was at Donington Park. It also took part in the 2011 Le Mans Legends race

his Silverstone escapade – thought he'd sample the circuit after the roads had been closed. When he was confronted by a line of *gendarmes*, he claimed to be a reserve driver for one of the teams and talked his way out of it – and even went on to race at La Sarthe in an official capacity, making his debut there in 1958.

By that point, Blond had moved onwards and upwards, first with an ex-Ecurie Ecosse C-type and then, through 1956 and '57, a D-type. He retired from motor racing at the end of 1959 due to increasing business commitments – his family was in the textile industry – and later became a respected and popular



specialist with the Sotheby's auction house.

As for HBC 226, it being offered for sale in 1955 by Performance Cars of Middlesex. In 1968, it changed hands again, sold by Colin Lee of Lakeview Motors in Berkshire to Alan Hollyfield as 'salvage'. A contributor to xkdata.com recalled that he'd gone to see the car with a friend that year, and said that it was 'red, rather rusty, but absolutely complete'.

By 1978, the XK was owned by London-based Terry Osborne, who kept it until it was acquired in 2009 by JD Classics. After being fully restored and prepared for competition use, and returned to its original colour scheme, HBC 226 competed at the 2012 Le Mans Classic, as well as at Donington Park and Brands Hatch. The following year, it joined the Jaguar entry for the Mille Miglia, where it was driven by David Gandy and Jasmin Le Bon; it would return to the Italian road-racing retrospective in 2013 and 2023.

The XK even won its class at the Hurlingham Club Concours in 2013, but its natural home is a race track rather than a show field. How fitting it would be for its next owner to take it back to Goodwood, a track on which Roy Salvadori always excelled, and bring its story full circle.

Thanks to Ben Mitchell at Mitchell Curated, who is offering HBC 226 for sale. For more information, see www.mitchellcurated.com or call 07535 148470.



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Knowledge, Intelligence, Experience

A tribute to the XK 140

As the 'middle child' turns 70, we delve into the archives to find this piece from **Urs Schmid**, originally published to celebrate its half-century



After William Lyons had once and for all secured himself a place on the Olympus of the *createurs d'automobiles* with the brilliant XK 120, he returned to the reality of the 1950s automobile market with the next model, the XK 140. As an experienced businessman, he realised that it was time to make some concessions to contemporary fashion trends and the practicalities of everyday traffic.

Because the very existence of the European sports car manufacturers in the 1950s greatly depended on the acceptance of their products in North America, Lyons had to take into account the expectations and demands of the buying public in that part of the world when designing his sports car models. After unsatisfactory experiments with a totally new design of the contemporary pontoon style, Jaguar's creator realised that he should simply keep to his own style and not attempt any new designs.

In 1954, with this in mind, Lyons took up the challenge of improving the XK series by keeping, where at all possible, to that specific design, but attempting a subtle evolution by increasing the interior space and introducing a series of new technical developments. At the same time, the look of the cars had to be adjusted to take into account the 'if it's metal, chrome it' look, so beloved by the Americans of that era. The seemingly impossible task of dressing the harmonised, sleek lines of the XK in the shiny chrome and glamour attributes of a street cruiser was solved by Lyons in an aesthetically pleasing way, incorporating some real practical advantages, such as robust bumper bars and overriders attached to the chassis, rather than the bodywork.

The new seven-bar radiator grille made from chromed die-cast zinc alloy – now with integrated enamel badge – looked somewhat heavier compared to its much more gracious, multi-part equivalent of the previous model, but it served to underline the independent character of the new model.

In general, the XK 140, at least externally, appears to be a more typical child of the 1950s than its timeless predecessor. This may be the cause of the special appeal this model has for certain enthusiasts. It represents a unique mixture of the best European sports car tradition and stylistic elements documenting a period of American dominance of politics and culture. One characteristic of this era was the visual communication of fashion and lifestyle. People were not ashamed to advertise their personal success by displaying exclusive status symbols for which they were assured of receiving admiration – and not envy – from their contemporaries.

The most successful status symbols tend to be those products which can be associated with a certain marque by their very shape or form. It would have been a grave mistake for Lyons to have replaced the instantly recognisable shape of his cars with something completely new and unknown. Instinctively, he confined himself to differentiating the XK 140 from its predecessors through the use of decorative elements and an additional range of fashionable colours, thus



giving the car the distinction of 'newness'.

However, the XK 140 differed from the XK 120 not only with its updated exterior, but also because of several important construction and technical changes. By moving the engine and firewall forward by 3in (about 8cm), Lyons fulfilled many a driver's wish for more room in the cockpit. The ensuing weight shift – the load on the front wheels was now 50.3 per cent for the OTS, instead of 48 per cent – resulted in improved straight-line driving and neutral cornering, with a slight tendency to understeer at the exit of a bend.

The increased directional stability and reduced sensitivity to cross-winds greatly enhanced driving comfort and tireless steering at high speeds, while the improved tracking in bends appealed to the average driver who may have been unable to cope with the XK 120's characteristic oversteer.

Moving the engine forward also required the radiator to be relocated. For reasons of space, the latter was no longer installed vertically, as it had been in the XK 120, but at an angle, which brought the added advantage of improved engine cooling. It transpired, however, that the Burman recirculating-ball steering was in the way of the radiator, the base of which was moved forward – firstly in the area of the central track rod, and secondly in the region of the steering box/drop-arm and idle lever assembly.

This led to a technically important change for the XK 140: the adoption of the Alford and Alder rack-and-pinion steering already in use on the C-type. The new steering system comprised fewer parts, which

Left: the bumpers and cast grille were the most obvious visual changes from 120 to 140. Above: the addition of two tiny back seats to the FHC made it more practical for the family man

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resulted in considerable advantages concerning production costs, weight reduction, durability, lower maintenance and reduction in lost motion, there being fewer joints. On the other hand, it caused a reduced lock angle, which resulted in an increased turning circle, from 31ft to 33ft.

The steering rack assembly was mounted to the chassis side members, directly behind the front crossmember, by two Metalastic rubber bonded sandwich plates in order to avoid kick-back from the road. The steering column was divided into two sections by universal joints, making it possible to position it a little higher and the steering wheel at a more vertical angle to the driver, thus resulting in an improved driving position.

One valuable option, offered virtually from the start of production of the XK 140, was the Laycock de Normanville overdrive, which had been an optional extra for the MkVII since January 1954. The overdrive gear was located in a separate, cast aluminium housing flanged onto the back of the manually operated gearbox. The overdrive permitted a 15 per cent 'higher' ratio than the direct gear, so was practically a fifth gear. A limiting switch in the gearbox cover restricted the release of the overdrive to fourth gear only, by means of an illuminated glass switch on the dashboard next to the steering wheel.

From January 1956, the FHC and DHC models (but not the OTS) were also available with an optional Borg Warner three-speed automatic gearbox, identical to the one offered since March 1953 for the MkVII. The selector was placed above the steering column, protruding over the steering wheel to the left (RHD cars) or to the right (LHD cars). The fact that, during the approximately 12 months when the automatic gearbox was offered as an option for the XK 140, a total of 754 vehicles (369 FHC and 385 DHC) were ordered with automatic gearboxes shows there was certainly a demand for it.

The official presentation of the XK 140 took place at London's Earls Court Motor Show in October 1954. The first vehicle produced, a left-hand-drive OTS (810001) left the factory on 14 October. All three body variations were on offer from the beginning.

The OTS remained a pure two-seater and was externally very similar to the last version of its predecessor (integrated sidelight housings, lateral air vents in both flanks of the front wings). The fact that the bodywork had been raised by 1in (25.4mm) through the use of spacer buffers on the resting points of the chassis was hardly noticeable, but made getting in and out of the car more comfortable. It also had certain thermal advantages, as it had done for the XK 120 FHC and DHC, due to improved air diffusion over the engine.

Contrary to the OTS and DHC, the XK 140 FHC differed in shape considerably from its XK 120 counterpart. This was a direct result of the extension to a 2+2. Lengthening the back of the cockpit by 6½in (16.5cm) and moving the windscreen and firewall – which was built around the rear end of the



engine, requiring a bulkhead section entirely different to the OTS and DHC – forward by 4in (10cm) resulted in a significant gain of interior space. By keeping the same wheelbase, the former storage and battery box could be replaced by two small occasional seats.

The door opening was visibly widened and the door frame – and thus also the roof line – made 2½in (6.5cm) higher. This enlargement of the cockpit made the car look somewhat top-heavy compared to its predecessor, but the longer one looks at the XK 140 FHC, the more one realises that the car has a very attractive shape of its own.

While the XK 120 DHC followed the general lines of the FHC (except the canopy assembly and side windows), the bodywork of the XK 140 DHC was entirely different, now sharing many construction details and body panels with its OTS sibling. Only a few body panels can be exchanged between the XK 140 FHC and the DHC, and these do not include the bonnet, front wings or doors. However, the DHC was also now a 2+2 with small occasional seats in the back. It is therefore even more surprising to find that the profile of the XK 140 DHC is almost identical to that of the (two-seater) XK 120 DHC, some body parts – such as door frames, side windows and quarterlights – being identical to its forerunner.

The XK 140 remained on sale until spring 1957, at which time it had to make way for the XK 150. The last XK 140 ever produced (S813282) was an OTS delivered on 21 February 1957. During the approximately two and a half years in which the

Unlike the XK 120, all three variants of 140 – OTS (seen here), DHC and FHC – were available from the very start of production

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XK 140 was produced, a total of 8,951 were built – 3,354 OTS, 2,808 FHC and 2,789 DHC. These remarkable figures confirm that the demand for the XK remained high in the mid-1950s.

The practical improvements seemed to have had a positive influence on sales, particularly of the FHC. Despite its shorter production run (27 months, compared with 43 for the XK 120 FHC), it was built in larger numbers than its predecessor. At the very least, the FHC version of the XK changed from being a much-loved and cared-for plaything of the rich and beautiful to a serious 'businessman's express', which doubled up at the weekends as an adequately spacious means of transport for the family.

The XK now offered genuine qualities for everyday use. The former fun sports car had mutated into a real traveller, the extended interior and modified technical layout ensuring that long distances could be covered in relative comfort and with ease. The overdrive option, in particular, offered exclusive high-speed potential for those days. Even in today's traffic, the XK 140 can easily hold its own.

If you compare the handling characteristics to those of the XK 120, one main difference will stand out. Because the centre of gravity is higher and further forward, as well as the additional distance to the engine, as a driver you don't feel quite as much 'at one' with the car and the road as you do in the XK 120. Neither does the XK 140 beg to be thrown around corners in quite the same sporting manner.

The reduced wheel lock angle and the diminished road surface contact (as a result of the rack-and-pinion steering) rob the XK 140 of some of the agility and light-footedness of the XK 120. The XK 140 also reacts slightly less spontaneously to the throttle, this being increased by the multi-sectioned throttle mechanism (with more linkages) of the FHC version.

That said, the XK 140 distinguishes itself through easier handling, sitting better on the road and requiring considerably less corrective work at the steering wheel. It gives the driver a feeling of being less constricted, and the handling is less demanding than the XK 120. Those who find themselves in the fortunate position of being able to choose between the two need to make up their minds between two different automotive characters. On the one hand, you have the archetype of the emotional driving machine; on the other, there is the result of an extended maturing process that culminated in a means of easy, pleasurable and fast transport.

Undoubtedly it was the XK 120 that set the foundation stone of the legendary Jaguar sports cars. However, an equally important place in the company's history belongs to the XK 140, having been the first genuine 'Gran Turismo' from the marque and thus acting as a pathfinder for the modern Jaguar sports car tradition.

Originally published in issue 83 of the XK Gazette, August 2004. Photographs by Rowan Isaac.

Beautiful FHC was the most changed in visual terms, the longer cabin being evident in the stretched roofline



Great British Day Out

Organised by JaguarForumsUK, this event was a great success, reports **Ewan Pearson**

This one was an early start because we had to get to Pease Pottage services on the M23 for 8:30am, and even on the Sunday, Google said it would take 70 minutes. It rained in several strong bursts so the wipers and their on/off switch got a good workout. That switch is one of Jaguar's few design flaws because it's out of reach of a driver with a seatbelt on. Perhaps the idea was to command the passenger to do the necessities?

On arrival, we found every sort of Jaguar, old and new, and a space next to a fellow XK 150 OTS. It was almost identical – Indigo Blue, grey interior – but they had the top down despite the rain. The owner,

Trevor, and his co-driver of XSU 413, said hello, and we discovered his chassis to be four numbers after mine (T831887DN, 317 UYW). They had both been sent new to America, reimported – in my case, by me in 2015 – and converted to right-hand drive. So they looked a fine pair.

One coffee later, we all gathered and stood about a bit wondering where the organisers had got to. Perhaps broken down on the way? No, I found them over on the other side of the car park, and we took instructions on the route to Denbies Wine Estate. At this point all the F-types with their 450 gee-gees blasted off noisily at high speed. I probably shouldn't have, but I did try to follow them. A high-speed chase

ensued, reminiscent of a good bank robbery (within the legal limit), and soon enough we were entering Denbies. They got us all to drive between some vines into a large grass field, where we parked up club-by-club. A gaggle of XKs turned up and I'm sorry I didn't get a photo of them all, but I got one of the first four of us to arrive.

This gave us a chance to see which club had cajoled the most people and which sort of cars they had chosen for the day, but also to mingle and chat (between deluges of rain) about our cars. It was fascinating! I'm sad enough to have several Jags, so was quizzing the owners of their varieties about the vagaries of ownership. I found a lot of loose-tongued XK8/XKR owners, in particular.

JEC Surrey region won the 'Most Cars There' award, and every car – except ours – looked better than it had left the factory. Later, after more coffee and some breakfast, I learned that we were all automatically entered in competitions: Best Exhaust Note (F-type); Best Classic (an XJ6 got that); and so on. With '10 per cent off' vouchers, we all got out of the rain for a bit and grabbed lunch. A somewhat gentler drive took us home – no rain this time – with just over 100 miles added to the clock for the day. I think this is an annual bash, and I would encourage all nearby owners to get their cars out next time. Surely it can't rain on us (so much) again!



E-type Club member Alex Munro-Kidd also attended, and adds: 'I was the only member there for some time, but then another chap arrived in his Series 1 FHC. It was a great day. A couple of showers came through, although it didn't dampen the spirits too much. There were, I would guess, 150-plus Jaguars from all eras, from XK 120 through to the latest models. Also, the location for the event was fabulous and the event well managed by the organisers.'



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RACING XKs, C-TYPES, D-TYPES, REPLICAS & BEYOND



F1 teams light up Goodwood

This year's Goodwood Festival of Speed took place from 11-14 July and featured a typically packed and varied programme. The Red Bull Formula 1 team celebrated its 20th anniversary with a line-up that included a Goodwood debut for reigning World Champion Max Verstappen, and it was joined by Ferrari, McLaren, Alpine, Williams and Mercedes. Two-wheeled heroes in attendance included John McGuinness, Peter Hickman and Michael Dunlop, while NASCAR legend Richard Petty was there with his son Kyle.

The central display in front of Goodwood House celebrated MG's centenary, while the Cartier Style et Luxe concours comprised a diverse entry and was topped by a 1937 Bugatti Type 57S Corsica. Next year's Festival of Speed will take place on 10-13 July, with tickets being released to the public later this year.



XK-SPOTTING ON THE MILLE MIGLIA

Andrea Vesco and Fabio Salvinelli have won the 1000 Miglia road-race retrospective for the fourth time in a row aboard their 1929 Alfa Romeo 6C 1750. For Vesco, it was actually his fifth consecutive victory, having also won in 2020 alongside his father. This year's 1000 Miglia took place between 11-15 June and covered a 2,200km route from Brescia to Rome and back again – following in the wheeltracks of the original Mille Miglia, which ran until 1957. Along the way, the 421 crews stopped off in Turin, Viareggio, Rome and San Lazzaro di Savena. XK Club member John Osborne was on holiday in Italy and saw the event as it passed Lake Garda. He managed to take this photograph (above) at the Manerba checkpoint – thanks, John!

SILVERSTONE HONOURS AYRTON SENNA

This year's Silverstone Festival will take place from 23-25 August, and will include a tribute to three-times Formula 1 World Champion Ayrton Senna. Curated with the backing of the Senna family, a display of cars will span the Brazilian's entire career, from karting to Formula Ford, Formula 3 and Formula 1. Exhibits will include the Ralt RT3 in which he won the 1983 British Formula 3 Championship, plus the Toleman in which he made his Grand Prix debut the following year. They will be joined by cars from Williams, Lotus and a number of race-winning McLarens. In total, more than 20 will be on display in the International Paddock. See silverstone.co.uk.



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Tyred and emotional

Philip Porter looks back on a memorable but controversial Grand Prix de Monaco Historique

Monaco is magical. There is no question about it. However, it is all about atmosphere. The F1 Grand Prix is unique and rightly maintains its pole position as the most charismatic GP of the season. Of course, overtaking is well-nigh impossible, as proven again this year, but it still exudes excitement.

For an even better show, I recommend the Historique Grand Prix, and especially the sports car race. It is the perfect blend of the unique circuit and good motor racing – at least it normally is. This year, it was rather different: still good for the spectators but frustrating for several nationalities.

The programme included races for pre-war GP Bugattis, Maseratis, Alfas and ERAs (wonderful stuff), for pre-1961 front-engined GP cars, and five races for F1 cars from 1961 to '85. The Monaco GP was held for sports cars in 1952, so there is such a race on the Historique menu. For many years, it was for drum-braked cars only, but a new class for disc-braked sports-racers of over 2-litres has been added.

Practice was on Friday, and qualifying took place on Saturday afternoon. There was an excellent entry that included a number of XK-engined racers such as C-types (previous multiple winners of the race), Coopers, HWMs and a lone D-type. However, this was no ordinary D-type, but OKV 1, no less, one of the original 1954 works cars and the one that so nearly won at Le Mans that year, driven by Tony Rolt and Duncan Hamilton. It was an epic duel with Ferrari, who should have been disqualified but Lyons declined to protest, and so González and Trintignant took the Italian car to victory by a mere 105 seconds after 24 hours of fierce combat, mainly in appalling conditions.

In Monaco, the diverse field also included Ferraris, Loti (I studied Latin at school, so none of this newly adopted 'Lotuses' for me!), Astons, Maseratis, Nashes and examples of Kieft, OSCA, Allard, Pegaso, Connaught and Veritas.



Left: Tim Childs' Frazer Nash chases the C-type of Bert Nicolas through the Swimming Pool section. Top: a view of the Principality from the harbour. Above: the Lotus 78 of Lee Mowle





Above: Niklas Halusa (D-type) leads Richard Wilson (Maserati 250S) through the harbourside chicane. Right: Paddins Dowling casts a shadow in the early morning sunshine as he guides ERA R5B 'Remus' through Casino Square



Quoting from an email issued by the Automobile Club de Monaco, 'the top match between Italy and Great Britain was won, by knockout, by the *Belles Anglaises*: the Cooper-Jaguar T38 of Frédéric Wakeman, who passed just below the 2-minute lap mark (1:59.770), will be in pole position on Sunday, as in 2022, with the superb Jaguar Type-D of Austrian Niklas Halusa at his side'.

However, it was not to be, which was very disappointing. I was really looking forward to a great battle between the D-type, Niklas being a superb driver, and the much more nimble and later Cooper-

Jaguar T33 Mark 2. When they came round on the formation lap (whoops, I nearly wrote 'warm-up lap'), the 'D' was near the back. Why?

I had sensed some rumblings in the paddock on the Saturday concerning tyres and overheard talk of disqualification. I have since learnt that on race morning the competitors received an email from race control stating that the qualifying times of all cars running 'L' section tyres instead of 'R' section had been deleted. I believe 16 cars out of a grid of 34 had to start from the back in the order of their qualifying times. Allegedly, Mario Linke, whose professional driver, Claudia Huertgen, had qualified fourth, had lodged a complaint. I am told, 'The commission refused to negotiate or explain'.

Initially, the Ferrari 750 Monza of Huertgen led, closely followed by Wakeman, who then took the lead, a position he held to the finish.

Some teams managed to borrow tyres, others did not. The Halusa family team were one of those who did but Niklas had to start in 22nd position on the grid, instead of second. Although we were robbed of the opportunity of the D-type duelling for victory, we did have the fine spectacle of him driving through the field to third position, a superb achievement. With plenty of overtaking, this was proper motor racing.

I was subsequently informed that Appendix K states that 'L or 'R' section tyres are allowed to be used. It is very strange that the relevant teams were not informed during scrutineering but only on the morning of the race. Apparently, the organisers

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Clockwise, from top: entrants line up in the paddock for the 'Vittorio Marzotto' race for sports cars 1952-57; Fiskien (HWM) was disqualified after a superb drive; Kyvalova (Cooper) also fell foul of officialdom

were very selective in their decisions: for example, the Cooper-Jaguar of Wakeman could run 'L' section rubber but the Cooper-Jaguar of Katarina Kyvalova (both class 3, as was the D-type) could not.

All those who did not mount 'R' section tyres (13 cars) were disqualified and the grid of 34 had only 19 finishers (with two retirements). Gregor Fiskien was one of those disqualified in his HWM-Jaguar.

Having said all that, looking at the official results, I see that the Lotus Mark X of Max Smith-Hilliard apparently won and Wakeman was only fourth.

I am totally confused! I certainly cannot be accused of having too much wine at the excellent club lunch organised superbly, as ever, by our wonderful Jean-Charles Bello, our *Grand Fromage* in the south of France. Held at the atmospheric Quai des Artistes restaurant alongside the paddock, I had to leave halfway through the meal to go and drive

my camera because the sports car race was about to start. Such dedication!

It seems, viewing an ACM video of the event kindly shared with me by US member and great friend Art Foley, that Wakeman spun very late in the race – possibly on the last lap – as the Lotus was attempting to overtake him on the inside at the second Portier.

At the lunch, it was splendid to see Michel Crombe, our French/Swiss Alps Representative, and his wife; Thierry Centner and his wife; loyal E-type Club members Neil and Allison Sims; and, all the way from Worcestershire, Clive Austin and chums.

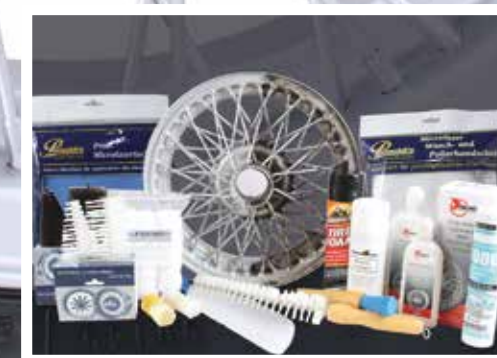
It is a wonderful event but must have been very frustrating for those competitors who did not find favour with the organisers. In spite of that, for many of us it was a fabulous weekend of motorsport. I even managed to squeeze in a visit to the RM Sotheby's auction, where they were selling some pretty serious motor cars, including Jody Scheckter's collection of single-seaters.

On your behalf, I covered a vast amount of steps (30,000 one day) but enjoyed every minute. There is nowhere like Monaco.



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Wheelspin and bounding

Bill Rooklidge and **Jeremy McChesney** detail the problems the D-type faced on certain types of circuit

Philip Porter's article 'The XK earns its spurs', which was reproduced in the May 2024 issue, described an important event and pointed out several interesting details regarding both that and the resulting Experimental Department report. We've recently been delving into the history of the D-types in American Pacific Coast racing for a book project, and two aspects caught our eye.

First, Lofty England's recollection of the cause of Prince Bira's tyre blowout – that the 'body on HKV 455 was a bit of a lash-up' and that the 'tyre wall fouled on the wing strut and wore through' – is at odds with the official explanation. At the time, Jaguar pinned the blame squarely on Dunlop. The report in

'Matters of Moment' in the September 1949 issue of *Motor Sport* (pages 345-349) described the incident...

'Drama! "Bira", Johnson pressing him really hard, was taking Woodcote Corner when the nearside rear Dunlop racing tyre burst. The blue Jaguar spun, was narrowly missed by Johnson and Walker, and "Bira's" drive was over – but not quite. He gamely tried to jack the car up... but the jack sank into the earth and a sad man began to walk in. The mystery of why a racing tyre lasted less than 60 miles on a sports car was solved when it was found that Dunlop had fitted a touring tube! This lost Jaguar an almost-certain 1, 2, 3 victory, and the terrific publicity value of the red, white and blue cars going pass [sic] the chequered flag in line-formation.'

A D-type stretching its legs around Goodwood in recent years. In period, their natural hunting ground was a long, fast circuit such as Le Mans or Reims





Of course, the report of an inadvertently inappropriate tyre tube reflected poorly on Dunlop, while reporting a 'lash-up' of a body that fouled the tyre would have reflected poorly on the build quality of Jaguar's new sports car. The disparity between the cause of the blowout and placement of blame is understandable in light of the marketing exigencies of Jaguar's newly introduced sports car. We are including a photo of an original Dunlop racing tyre tube for reference, lest one of your readers blunder into making the same catastrophic mistake whilst racing their XK 120!

Second, the article correctly called Wally Hassan's 7 July 1949 Experimental Department report 'fascinating reading' and notes 'that Hassan was already mentioning a self-locking diff and de Dion rear suspension.' Indeed, Hassan's report identified 'Propellor Shaft Torque' as a problem and explained that: 'On accelerating round a moderate right-hand bend, the O/S rear wheel loses adhesion very easily, and the use of more than half-throttle in second gear

causes very bad wheelspin, thus losing drive for an appreciable time.'

Hassan's report was incredibly prescient, because wheelspin and tire hop from propshaft torque affected not only the XK 120, but also rendered the D-type obsolete by 1957 – at least on the twisty and bumpy circuits prevalent here in the Pacific Coast region of the United States. Indeed, the D-type's handling issues loomed large from the outset.

The first D-type to arrive in the Pacific Coast region was the car of Western United States distributor Charles Hornburg, XKD 522. After transport by sea, it was flown on Flying Tiger to Burbank, California for its debut at the Los Angeles Auto Show, held from 1-11 December. During the event, Hornburg spirited XKD 522 away to Palm Springs for the Palm Springs Road Races on 4-5 December. Hornburg arranged for the car to be driven by Ignacio Lozano, the then-President of the Los Angeles Region of the SCCA, who was fresh off a win at the Over-1,500cc Production race at Pebble Beach.

Neither Lozano's drive, nor that of his replacement Carroll Shelby, however, worked out, as explained by Jim Mourning in the April 1956 issue of *Speed Age*: 'The hinges had started to blow loose on the whole affair during the start of the final qualifying race on Saturday. Shelby – internationally known pilot who had been flown in for the event – plowed through the pack as it bottled up on Turn One. His big Ferrari ran up one car, completely vaulted a second, shot through the infield and skidded to a shuddering halt against the fencing on the far side of the circuit. In the wild melee, three cars were severely but repairably [sic] damaged and Shelby's mount was totaled.'

With Lozano unhappy over the performance of the D-type, after finishing a poor ninth on Saturday, the car was handed over to Shelby for Sunday's clash. But Shelby was destined to pull the car from the race while running seventh, complaining of handling difficulties that were aggravated by the rain-slicked course.

In a 5 December 1955 letter to Jaguar's Lofty England, Hornburg's Service Manager Ken Hickman explained what happened at the Palm Springs course, which he described as 'of the usual airfield type, having somewhat indifferent surface ... 2.4 miles in length with a number of slow turns and one straight approximately 4,000ft long.

'Lozano drove the car in practice and in one short race on Saturday, and was very impressed with the engine, brakes and steering but was having considerable difficulty with wheelspin and roadholding in the corners. On Sunday, since Lozano felt that he might not be doing the car full justice, Carroll Shelby tried a couple of practice laps and then entered the main 1½-hour event. It was agreed that Shelby would bring the car in if he did not feel that he was getting anywhere with it.

'It was evident that he was braking much earlier than the other fast cars such as Ferraris and Maseratis, and that the car was somewhat unsteady and relatively slow through the corners. After about one-half hour, he brought the car in and it was withdrawn from the race.'

Hickman provided Lofty with his own tactful analysis of the handling issue: 'As I am sure you will know, Carroll Shelby is quite an experienced chauffeur of Ferraris and certainly has had a lot of success with these, and consequently I feel that he should be quite capable of handling the "D" successfully, although obviously he could not be expected to make too much showing without having previously driven the car.

'He was also very impressed with the car but commented that he was unable to get good traction in the corners and was consequently having to brake too early on the straights. He felt that the car would be vastly improved by the use of a limited-slip differential and also felt that the Dunlop racing tire fitted did not afford sufficient adhesion.

'It certainly appeared to me that the rear end of the car was bounding very considerably and at times the rear wheels were leaving the ground entirely. This could be clearly seen when accelerating out of one corner which was somewhat bumpy. The Ferrari and Maserati cars did not appear to suffer to anything like the same extent in this corner.'

Those who raced the D-type in the Pacific Coast region during the period were best suited to explain the car's weakness on those tracks. In Art Evans' 2007 *Racing Sports Cars*, ace California D-type pilot Bill Krause politely explained that with 'a live rear axle and the way the torsion bars were set up, getting power to the ground was sometimes a bit of a problem.'

Perhaps next best suited to explain the D-type's weakness are those who drove against it. In Peter Egan's April 1986 article 'Classic Confrontation' in *Road & Track*, Phil Hill explained: 'The D-type ... was neat – at least on a smooth track. They were wonderful at Le Mans, for instance, but at the Nürburgring they got to be sort of comical. I remember in the last series of bends before the main straight there, you would see the D-types getting very undignified. They'd leap around and the wheels would do all sorts of strange things, and we'd just eat them up. They were really made for Le Mans.'

To be sure, the D-type achieved limited success in Pacific Coast racing, particularly in endurance events (which we are detailing in our book), but wheelspin and 'bounding', problems that Wally Hassan identified in his 1949 Experimental Department report, doomed the D-type to an early obsolescence on the twisty and bumpy tracks found in this part of the United States. If only Jaguar had listened and implemented Hassan's proposed solutions, it would have had a car as successful on those tracks as it was at Le Mans.

'He felt that the car would be vastly improved by the use of a limited-slip differential and also felt that the Dunlop racing tire fitted did not afford sufficient adhesion'



Above: an original Dunlop Racing tyre tube. Right: the Dana Spicer Powr-Lok limited-slip differential that was added to D-type XKD 531 in period



Beds, Bucks, Herts: Best of British Airshow, 12 May

The day dawned bright and sunny as I set off in my XK 140 FHC for the short drive to the Old Warden airfield. Owners of classic British cars were invited to display them in an area where the public had the opportunity to get a close look and ask questions of the owners. I was fortunate to be able to display my XK.

Although we did not have a club presence, it was great to see David Kirke with his XK 140 DHC and a very original XK 120 OTS that had been owned for over 40 years. A Mk2 Jaguar, a Daimler 2.5 V8 and an E-type FHC completed interest in our cars. Other classics on display included Aston Martin, Series 1 Land-Rover, Bentley, Austin-Healey, Lagonda and MG. A parade of 36 vehicles set off in the heat of midday along the flight line, which sadly took its toll and several overheated. I am pleased to confirm that I was not one of them.

It is not very often that jet aircraft are included in the flying display at Old Warden. On this occasion, a Hunting Jet Provost demonstrated how aircraft design had progressed since its predecessor – the piston-engined Hunting Percival trainer, one of which is part of the Shuttleworth Collection.

The aircraft with the most interesting history was Bristol Blenheim L6739, the only flying example in the world. It saw war service and was scrapped in 1940, although the nose of the aircraft was saved and was purchased by a Bristol Aeroplane Company employee who used it as part of an electric car! He'd retained most of the original components, and they became a key constituent of the restored aircraft. It returned to the skies in 2014, belongs to the Aircraft Restoration Company and is based at the Imperial War Museum at Duxford. *Don Grant*



JERSEY: INTERNATIONAL MOTORING FESTIVAL 30 MAY-2 JUNE

The Jersey Jaguars took part in the Rubis Jersey International Motoring Festival, which brought back the popular fun-filled family event for another year, with many hundreds of cars on display. From sunset sprints along Victoria Avenue to static displays in the People's Park, there was much to see during the four-day event for the motoring fanatic or the family group with live music, food, drink and market stalls creating a festival atmosphere for Islanders of all ages.

Members of the Jersey sections of the E-type, XK and Jaguar Enthusiasts' Clubs brought out their beautiful cars and, under blue skies, took part in the demo sprints. The iconic 1988 XJR-9 Le Mans winner, brought to the event by the Jaguar Daimler Heritage Trust, was surrounded by a selection of local Jaguars on static display, and greatly admired by many thousands of visitors. *Mark Blanchard*

DORSET: COMPTON ABBAS, 6 JUNE

Well, some didn't quite make it to the start at The Great Field for various 'social' reasons, and others, once they found it, seemed very reluctant to leave! Very glad that the mechanical malaise that caused their E-type to 'fail to proceed' did not afflict the plane in which Jim attended last year. That can be much more serious, I am given to understand!

The rest of us coped manfully with the scenic route, and arrived at Guy Ritchie's Compton Abbas airfield to be greeted by the rest of the group who live in that direction, so didn't do the route. There were a number of slightly frail-looking vintage biplanes taking off and landing as we enjoyed lunch in this stylish and popular venue. Sitting outside in the sun afterwards, watching the airfield activities and catching up with friends old and new was a treat.

Many thanks to those who came, and we hope that this may inspire some of those local members who didn't come this year to maybe venture out for next year. With the sun shining, it's a relaxed and enjoyable day, and an excuse to get the car out for a gentle scenic run. Give it a go. Who knows – you may even enjoy it! *Paul Abadjian*



HAMPSHIRE WARMINSTER MALTINGS, 26 JUNE

Our first major event since my appointment attracted eight XKs and one E-type to Warminster Maltings, Britain's oldest working maltings. It malts the traditional way by hand, for the craft brewing and English whisky markets. On the hottest day of the year so far, drivers were offered a scenic route across Salisbury Plain, almost traffic-free, and delightful driving roads.

Around 12pm, one by one the cars lined up along the southern elevation for the 'team photograph', followed by a complimentary lunch in the garden, shaded by a traditional gazebo. This was a good opportunity to garner ideas and share the challenges for events going forward. Then followed a tour of the malting process, including maltsters at work with their ancient hand tools to create the superior malts that command worldwide demand. *Robin Appel*

Out & about

AREA NEWS & INFORMATION

Coming up...

11 AUGUST ONTARIO JAGUAR OWNERS ASSOCIATION CONCOURS D'ELEGANCE, CANADA

From Brad Marsland: 'This is the 56th running of the OJOA's annual concours event, held at the Hamilton Warplane Museum. We normally get 50-plus Jaguars out. I have two cars there every year.' Do let Brad know if you are going.

24 AUGUST LANGLEY EVENT, CANADA

A bit of a distance, but E-type Club Representative Jim McLagan has passed on details of an event hosted by the Canadian XK Jaguar Register that takes place showing Jaguar and MG cars in Langley, a suburb of Vancouver. The Victoria and Langley event has concours judging for Championship and Division categories, and the results will be submitted to JCNA (Jaguar Clubs of North America). All the results from events in Canada and the United States will be collated and the results issued at the end of the year.

13-15 SEPTEMBER COBBLE BEACH CONCOURS & MOTORING FESTIVAL, CANADA

From Brad Marsland: 'Cobble is the top concours in Canada, with more than 50 judges coming up from the US. It's a multi-marque event but there are always a few Jaguars there. I have shown a car a Cobble every year since its inception – great venue.' Do let Brad know if you are going.

15 SEPTEMBER BRONTE BRITISH CAR DAY, CANADA

Another from Brad: 'This is a 1,000-plus-car, British-only show, which for me unfortunately conflicts with Cobble. Every few years, it doesn't conflict and I'm able to attend.'

15 SEPTEMBER UK EAST ANGLIA

From Mike Read: 'Time marches on and I want to get the autumn drive organised. The date I have chosen is Sunday 15 September and the start/finish point will be The Old Hall, just outside Ely. This is a wonderful venue dating back to the 1500s – it is suggested that Oliver Cromwell's mother was born and lived there for many years. I have negotiated a deal that includes coffee/tea and pastries on arrival at 10:30am.

'We will then leave to go on a drive, and return around 12:30pm for a three-course Sunday lunch, which we will preorder, and room hire, for £50 per person. If you only want two courses, that's fine but the cost is the same. Depending on the number of cars, I hope we will be allowed to park together in the courtyard.

'I need to get an idea of who is interested in coming, so please let me know, with numbers in your party, as soon as possible.'

21 SEPTEMBER UK BEDS, HERTS & BUCKS

From Don Grant: 'I have provisionally booked a visit to the De Havilland Museum. We need to muster a minimum of 10 members for it to go ahead. The price is £20

per person. The plan is to meet in Hatfield at 10:30 for tea/coffee and biscuits before embarking on a two-hour guided tour. Lunch is available on site if required, with departure planned for 3pm.' Please let Don know if you would like to take part.

DATE TBA HAMPSHIRE

The plan for the next event is in September. Lunch at a hidden gem nestled in the Berkshire Downs. Again, with added driving experience. If you would like to attend any of these events, or find out more, please let Nick Haigh know.

UK DEVON & CORNWALL

1 AUGUST Honiton Agricultural Show. The largest one-day agricultural show in the country. Mike Lavers, who owns an XK 150, is organising the car section.

21 SEPTEMBER Sidmouth Classic Car Show. An event on the picturesque cricket green, directly overlooking the sea. Tea in the pavilion? You do need to book early to get a place. Entries are now open, but this will fill up quickly. If you are interested in either of these events, please let Nick Haigh know.

UK CHESHIRE

14 AUGUST Late-afternoon meal at Erbistock on the River Dee via Chirk Castle.
11 SEPTEMBER End-of-season meet and long drive to include the Peaks.
16 DECEMBER Christmas dinner.
If you are interested in taking part in any of these events, please contact Mike Bielinski.

UK EAST MIDLANDS

Still in the planning stages, but activities to look forward to for 2024: Summer Open Day at P&K Thornton Restorations; autumn drive around Derbyshire.

UK ESSEX

DATE TBA The Warren Classic & Supercar Show. I am waiting for them to confirm the date they plan for their show, which is due to be in September this year. They were happy for me to have a club presence at this event.

AREA REPRESENTATIVES

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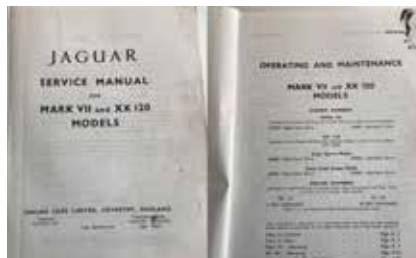
XK 120 DROPHEAD COUPÉ

Rare early car – chassis number 0003. Originally LHD. Delivered to Hornburg in the USA for official release of the DHC model. Converted to RHD, but could revert to LHD because all parts were retained. Car restored 2017, two-pack paint, new mechanicals and trim. Excellent condition. £103,000 (FOB shipped to UK). Contact Rod: rgre9377@bigpond.net.au



XK BUCKET SEATS

A pair of bucket seats in excellent condition, produced by John May. They are deep red in colour and I believe them to be made of Connolly leather. The driver's seat moves back and forth, while the passenger seat tips forward. All the floor fixings are with the seats. They are made available due to the car being an early one, having been returned to its original seats. £1,950 ono. Collection only. Alan Harris, Shrewsbury: 01743 885153.



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XK 150 PARTS FOR SALE

Aluminium radiator, used, £150. Front seats and bases, good condition, now fitted bucket seats, £750. Distributor Lucas DMBZ6A, just rebuilt, £100. Located Truro. Email xk150nick@gmail.com

1959 XK 150 FHC 3.4

Original RHD manual/overdrive. British Racing Green. Chrome wire wheels. Superbly restored and in beautiful condition. Extensive history file. £59,950. Contact William: 07801 229129 (Cambs)

XK 120 SPARE PARTS

Complete steering column, right-hand drive, £1,500. XK 120 engine and gearbox, totally complete, needing overhaul, £4,500. Dave, Northamptonshire: 07773 338221.

SPARES FOR SALE

New aluminium fan cowl, C7651, now no longer available, £75 ono. 7in Lucas-style chrome spotlights, 1950s and 60s period, brand-new, ready to fit, £75 each ono. Pair of 1950s period wind deflectors for 120 or 140 OTS screen, good overall condition, £50 ono. Radiator electric cooling fan, 12-volt SPAL VA10-AP10/C-61S, removed from my car when I fitted bonnet louvres, with new fixing screws, good condition, £50 ono. Halda Rallymaster TWM1 1950s 'rally computer', complete with drive cable and dash mounting, excellent condition, £1,750 or offer. Perma Bag, car storage bag for inside use. Fully insulated with hygrometer and temp gauge, size 2, for XK, E-type or Mk2, brand-new, still in holdall, £450 ono. Sound system, virtually unused, consists of Sony XR-U 401 stereo radio and Sony 10-CD changer CDX605, together with new boxed Kenwood KFC6960 oval shelf speakers and new boxed Pioneer TS-35 square door speakers and cables etc, offers around £250. Contact Roger: 01283 840703 or email rwmills68@gmail.com

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Events

XK EVENTS & TOURS

For full details of all events, please visit the club website: www.xkclub.com
Please also see the area event listings on page 40



1-6 SEPTEMBER 2024
SCOTTISH HIGHLANDS TOUR
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19 OCTOBER 2024
TECHNICAL SEMINAR AT CMC
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8-12 JUNE 2025
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6-10 JULY 2025
ISLE OF MAN
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27 APRIL-1 MAY 2025
THE NETHERLANDS AND KEUKENHOF
Organised by Backwater Tours



11 MAY 2025
SPRING MEETING SOUTH
Organised by the XK Club office



18-22 MAY 2025
TEESDALE VALLEY AND BEAMISH
Organised by Backwater Tours

• REVISED DATE •



4-15 JUNE 2025
FOLLOWING THE MILLE MIGLIA
Organised by Classics on the Road



1-5 SEPTEMBER 2025
SNOWDONIA AND PORTMEIRION
Organised by Backwater Tours



23 SEPTEMBER-3 OCTOBER 2025
ASTURIAS AND CASTLES OF CASTILE
Organised by Classics on the Road

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RESTORATION XK 120 OTS, 672'282, CLARK GABLE



Clark Gable & Suzanne Dadolle, 1953



MDU420 Concorso d'Eléganza Villa d'Este, 2016

Significant Details of MDU420



Original picture



Reconstruction of boot rack which was lost after restoration



Original picture



Badge Bar with correct badges after restoration

Bonnet with Louvres



Original picture with louvered bonnet, also visible bracket for previously fitted bonnet belt



Restoration of bonnet



Bonnet after restoration



Engine bay after restoration with bracket for bonnet belt

Proof and history



Original documents as checks and correspondence of Clark Gable



Clark Gable driving in Cornwall with MDU420. Already with boot rack but without louvres. The bonnet was then held down with leather belt. Gable returned the bonnet to the factory to have louvres retro fitted



Original chassis plate



Letter of Clark Gables secretary to Mr. Irving, 2nd owner of MDU420

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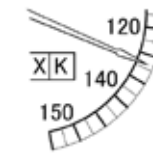
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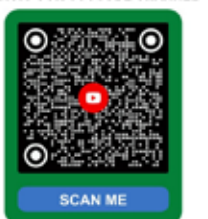
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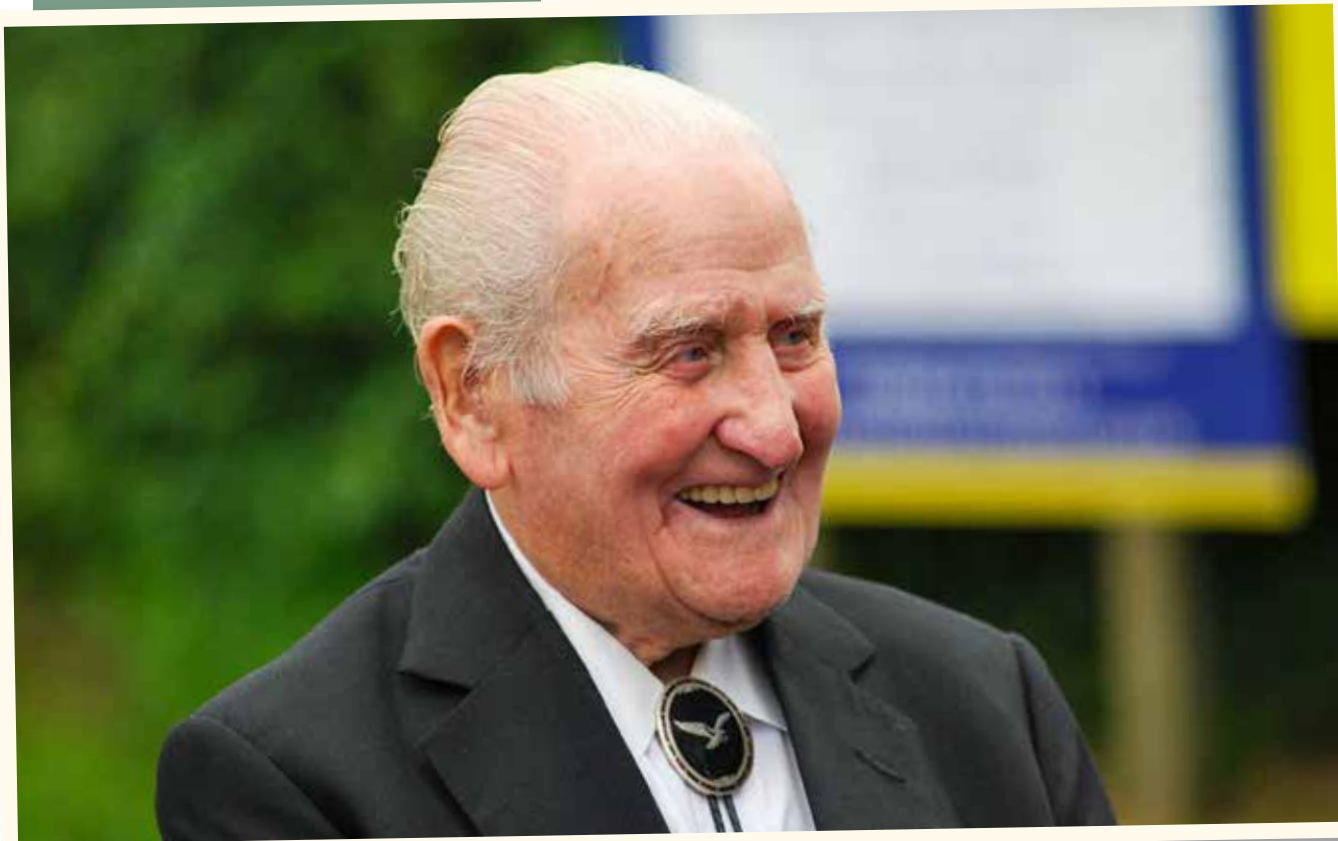
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The last word



Remembering Norman Dewis

James Page looks back on a memorable lunch with a Jaguar legend

Just over five years have passed since the Jaguar world lost Norman Dewis, the legendary test driver who spent more than 30 years with the marque, bringing his exacting standards to everything from the C-type to the XJ40. A few months before he died, *Octane* magazine arranged an article in which Norman was reunited with some former colleagues for lunch in the White Lion, a pub just off Browns Lane, not far from where the factory used to stand. It was my happy task to sit in and listen to their stories.

The day was marshalled by Jaguar stalwart Tony O'Keefe. He invited Peter Taylor, who worked at Jaguar for 29 years before setting up his own test and development company, Ed Abbott, who joined in 1970 and became a respected Jaguar specialist in his own right, and Russ Varney, who started three years after Abbott and, at the time, was Chief Product Engineer on the I-PACE. All three of them had been apprentices under Norman, and as they looked through old

photographs, a flood of memories came out – a number of which were unfit for publication.

There was some good-natured ribbing towards Norman, who they remembered was known as 'Little Bloody Hitler' due to his strict discipline. Taylor recalled beating Norman's MIRA lap record in a McLaren F1, while Abbott wondered aloud how Norman had lasted so long when he spent years inhaling pollutants from asbestos brake dust to nicotine. He also joked that one way of getting into Norman's good books was to buy him 'loads of cigarettes'. All of them, however, happily deferred to him during our time together. There was no doubt that he was still the boss.

When we'd first sat down at the table, Norman said that he'd recently gone into his local Jaguar dealership to ask why they were offering the XE with a certain brand of tyre when it created so much more road noise than the alternative. 'We haven't had any complaints,' came the reply. 'Not everyone's as particular as you, Mr Dewis.' That much was certainly true.

YOU CAN HAVE THE LAST WORD

If you have a Jaguar memory that you'd like to share, please email 350-400 words and, if possible, a high-resolution photograph to james@xclub.com. It can be about anything or anyone to do with the marque – not just XKs!



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