

CLASSIC DRIVER

1956 Jaguar XK 140

- Lot sold
USD 126 802 - 156 064
EUR 130 000 - 160 000 (listed)
Year of manufacture 1956
- **Chassis number** S812855
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 27
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** G9045-8S
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Description

1956 Jaguar XK140 SE OTS Roadster
Chassis no. S812855
Engine no. G9045-8S

'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" (76mm) further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the

previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the C-type head-equipped SE version was known there) recorded a 0-100km/h time of 8.4 seconds on the way to a top speed of 195km/h.

Produced in October 1956, this left-hand drive XK140 Open Two-Seater SE Roadster was delivered new to Jaguar Cars, New York, USA. Its original colour scheme was 'Pastel Blue' with red interior trim and a black hood. The XK has been comprehensively restored and sensibly upgraded with a five-speed gearbox for relaxed cruising. We've been advised that the professional restoration was carried out to a very good standard paying attention to originality and detail.

Elegant and pure (with the deletion of the mirrors on the front wings) in an attractive colour combination, this XK140 Roadster with the desirable C-Type head is eligible for many prestigious events.

Described by the vendor as in very good condition and said to perform very well, this matching-numbers 'Special Equipment' XK140 is offered with Netherlands registration papers, invoices for work carried out and Jaguar Heritage Certificate confirming its build details.

Bonhams 1793

Title Mr

First name Bonhams Collectors' Car department

101 New Bond Street

London

W1S 1SR

United Kingdom

Phone +33-142611011

Fax +33-142611015

<https://www.bonhams.com/auctions/25565/>

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