

Rare 150S FHC joins the Wright family

XK 150S FHC Restoration

Closing a chapter to start the next by Tom Wright

While watching the 2015 Monaco Grand Prix on TV, I had a revelation: I would sell our 1958 Jaguar XK 150S 3.4 LHD Open Two Seater chassis no. T831825DN. It was not something that I had been contemplating. I did not have another car in mind to buy. It was just the right time to sell.

The restoration of our XK 150S OTS was documented in the December 2012, January and February 2013 editions of the *XK Gazette*. We have enjoyed the car just as we had envisioned when we began its restoration. It has attained perfect scores and best of shows at Jaguar Clubs of North America (JCNA) Concours. It was honored with the Featured Marque Award (Best Jaguar) at the 2014 Hilton Head Island Concours d'Elegance for "A car that exemplifies the diverse motorsports interests of JCNA members". It was JCNA North American Slalom Champion for the last three years in the 1949-61 XK Class, participated dependably in touring events, and successfully competed in JCNA Rallies.

The values of XK 150S OTS were already rising when we bought our car in 2011 following the sale of our 1949 XK 120 Alloy chassis no. 670005. Values have continued to rise and our XK 150S OTS, with its award record demonstrating its high quality, should be desirable to someone wishing to own a show car, a performance car, and a dependable touring car all in one.

It had been my wife Liza's idea to sell our Alloy after having achieved a similar level of success and enjoyment. We agreed that a sale of our 150S OTS would be the right thing to do now, as it had then been with our Alloy. Having owned various Jaguars over 50 years, my wife has declared me to be a serial collector. As many have said before me, "I wish that I still had them all." We explored our options as to "What next?"

The FHC will ultimately replace this stunning, concours-winning 150S OTS (photo: Hilton Head Concours d'Elegance)

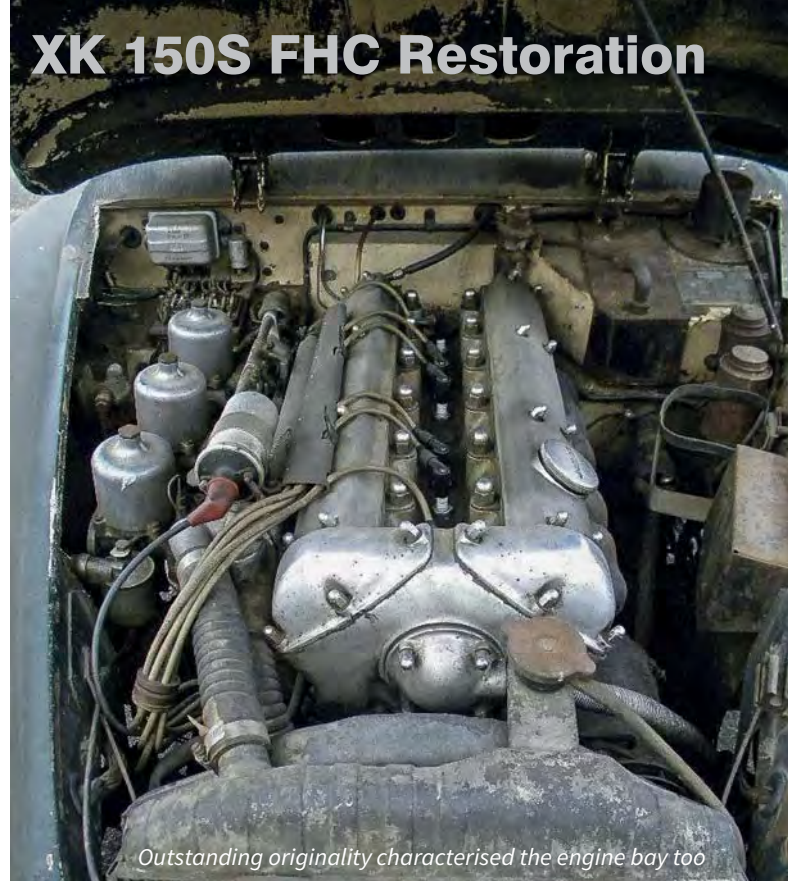


Then the internet intruded. I saw a dealer's online ad for a 1959 XK 150S 3.4 LHD Fixed Head Coupe chassis no. T836012DN. I was away from home at the time and could only see tiny images of the car on my smartphone. I learned more about T836012DN from www.xkdata.com, which showed photos and descriptions from 2006 to compare with those of the current seller's online ad which stated that the body was "Fantastic" with "absolutely no rust" and "a 10/10". The xkdata photos showed minor collision damage to a front fender with text that acknowledged rust inside a headlamp pod and in the battery boxes. A matching numbers car, its California 'pink slip' title indicates that it had been at least 25 years since it had last been registered for the road.

The 150S OTS had
in its turn replaced
Tom's concours-
winning Alloy 120
(photo: Mary Ann
Kretz)



XK 150S FHC Restoration



Outstanding originality characterised the engine bay too

Photos online
showed damage
to the left front
bumper and wing



From the rear the car looked exceptionally
original, albeit with very tired paint



Additional research showed that Jaguar produced a total of 4447 XK 150 FHC with only 350 being 'S' models. Of those, 149 XK 150S FHC Left Hand Drive cars were constructed with 67 3.4S and 20 3.8S LHD FHC exported to the USA. In reverse of its usual practice, Jaguar produced 201 RHD FHC (3.4S and 3.8S) primarily for the home market, significantly more than the 87 LHD FHC exported to the USA. By way of comparison, 890 XK 150S 3.4 OTS and 38 XK 150S 3.8 OTS were produced and of those, 733 were exported to the USA.

This FHC, with only 67 LHD 3.4S exported to USA, is rare, had matching numbers, and showed great potential for a full restoration. The cost of restoring any XK 150 is high, but not much greater for an 'S' than a standard car. In spite of having to go through another restoration, this was an opportunity to acquire a car which with a comprehensive restoration would meet our future Jaguar needs.

I bought the FHC sight unseen. It was a leap of faith.

The vendor's website
showed the interior to
be beyond 'tired'



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An Arizona plate was testament to the car's dry State life



Rear seat area complete but needing total renovation

Spare wheel still in place in the boot



XK 150S FHC Restoration

Removing the spare revealed a very sound boot floor



Three months later we trailered our OTS over 1300 miles to attend the biennial JCNA Challenge Championship held in 2015 at the historic Road America Race Course near Elkhart Lake, Wisconsin. Our OTS was awarded 1st place in Concours Driven Division Class 1 for Classic Jaguars. For 2014 our OTS had been the JCNA North America Champion in that Concours Class.

After its purchase, our newly-acquired FHC had been shipped directly to JK Restorations in Oswego, Illinois, where Jim and Gary Kakuska had restored our Alloy XK 120 and our XK 150S OTS to perfection. They will also restore our FHC to the same standard.

On the return trip from the Championship, we stopped in Oswego.

The porcelain (vitreous enamel) coating had started to flake off the exhaust manifolds on the OTS as would be expected after its 2600 miles of tours, rallies, and slaloms. While Gary installed another set of manifolds with newly-applied porcelain, we took the opportunity to look over the FHC for the first time. It was straight and original and a perfect match with the online photos that I had relied upon to make the purchase.

Our development of a game plan for restoration of the XK 150S FHC and our decision to consign the XK 150S OTS to Gooding & Co for their auction at Amelia Island, Florida in March 2016 will be the focus of the next segment.

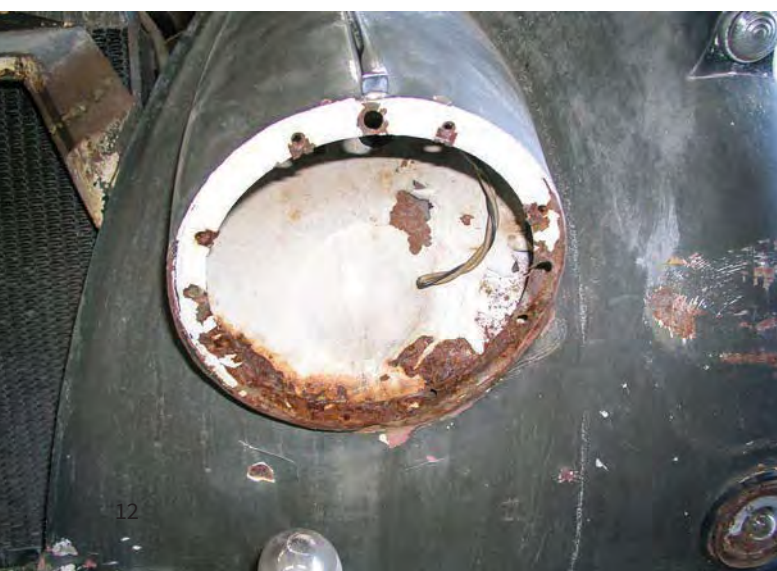


Bought unseen, the 150S's condition was no disappointment when Tom saw it for the first time



XK 150S FHC Restoration

Part 2: Great News! by Tom Wright



An XK 140 that had been in line ahead of us for restoration took a detour to the frame shop, opening up a three-week window for JK Restorations to start work on our XK150S FHC. And they moved fast. The photos accompanying the email notification of the early start showed the tear-down phase well under way. The interior, bonnet, bootlid, doors, window glass, engine and gearbox had all been removed.

Prior to its visit to the blaster, Jim will have completed much of the metal work on the body. Quite a bit of paint, including the factory-applied primer for the original lacquer, yielded to multiple coats of paint remover. The body and its shut lines were very good to start. Early on, I had anticipated that the restoration would not need to include removing the body from the frame unless tear-down disclosed significant structural issues. None has been found. It is not expected that the blaster will uncover any hidden areas of damage or rust.

Jim's restoration process is to remove, repair, and refit each and every component of the body. This is an iterative process that can require multiple removals and fitments until all body panels are straight and shut lines absolutely correct. This car, being very straight with good gaps at the start, enabled Jim to expedite this process.

The spare tire well was taken out, allowing for the removal of the gas tank. As could be seen in the photos, the well had no rust, only accumulated dirt and crud. The rust in the battery boxes was limited to their floors. The floors will be replaced with new steel in a size to allow sufficient room for a single 12 volt battery on the passenger side that will replace the original two six volt batteries. Vacated rodent nests were found in the lower cowl area. The blaster's work will eliminate any residual rodent smell. Minor rust areas resulting from the nests are easily repairable.

Rust shown in online photos of the driver's side headlamp pod is minimal. The online photos did not show rust on the passenger side headlamp pod. However, removal of the headlamp assembly

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revealed significant rust on the lower area of the pod and on the fender underneath it. Jim has repaired the damage using the lower portion of a pod from his used parts collection.

The doors and their hinges were removed. The hinges were fitted with new bushings and re-installed. Door hinges are a weak point on all XKs and must be corrected before the doors are re-fitted, so that other repairs to the body can proceed. The doors were taken out to the alley and sand blasted inside and out. Found to be in good condition, they were re-fitted on the rejuvenated hinges. This is one of the most important steps. If the door gaps are correct, then the front and rear sections are properly located.

The bonnet's rear gap had been too tight, so some metal at the rear of the bonnet was trimmed. Some excess lead was removed, but no new lead work on the bonnet was needed. The frame of the grille fits the bonnet very well. Some of the vanes in the grille are bent. Whether the bent vanes can be straightened or will need to be replaced is a decision to be made later. The Coupe's roof area was finished out. Slight imperfections, that may have been there since construction and so minor that they cannot be seen but only felt with fingers, were corrected.

The engine has been delivered to the machine shop for disassembly, cleaning, and analysis. The gearbox will be taken to the rebuilder on the next trip. The car is off to the blaster with doors, rear fenders, bootlid and bonnet removed.

We are moving ahead with the sale of our XK 150S OTS. Gooding & Company had sold our XK120 Alloy chassis 670005 at their 2011 Amelia Island Auction. It achieved a price second only to XK 120 Alloy chassis 670001 which is the first left-hand drive Alloy that had come second in the historic Silverstone Production Car Race in August 1949. While on a driving tour of California's Pacific Coast in 2013, we learned that our former Alloy was for sale again at Gooding's Pebble Beach Auction. We and our tour mates cheered as it achieved a new record price, now higher than had been obtained by 670001.

We were very pleased with the effort that Gooding put into

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promotion of our previous car. The manner in which they conduct their auctions seems suitable for high quality cars such as our vintage Jaguars. Amelia Island is in the northwest corner of Florida less than three hours north of our central Florida home. Consigning our XK 150S OTS to their March 2016 auction was an easy decision.

More on the FHC restoration upon its return from the blaster and on the OTS auction consignment process will follow in the next segment.

Photos:

Tear down photos taken at Kakuska workshop - October 24, 2015

Body work in progress photos - November 2, 2015





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Part 3: Bad News! The block is cracked... by Tom Wright

The machine shop disassembled the engine and degreased the block, head, and major moving parts. Once cleaned, the horizontal cracks in the upper area of the block were clearly visible in the photos sent to me. My first thought after looking at the photos and before I had read the accompanying messages was: "3.8-litre..."

The machine shop's email reported that, "The block must have frozen at some time. Need to send out for welding," – meaning that the block was repairable. The accompanying message from Jim Kakuska was, "I just got these photos from the machine shop and was wondering if you wanted to repair this block or possibly jump up to a 3.8?" Great minds think alike. When I spoke to Jim the next day, he said that he had a replacement 3.8 block in his stock of parts.

The machine shop had reported that the head, crankshaft and rods were all in good condition. To save our original 3.4-litre block it would need to be shipped to a shop in Iowa that specializes in the repair of cast iron. Their process would be to heat up the block and then weld in the cracks. The block would then be re-machined.

All of my Jaguars to date have been numbers-matching, except for an E-type my son had created by combining the remains of a totaled 2+2 with a roadster tub. Because of its rarity, matching numbers are important to our XK 150S FHC. On the other hand, an XK 150S with a 3.8-litre engine in "S" configuration, the same engine as used in early E-types, would be the ultimate XK for drivability, the primary intended use of this car.

We plan to cut back a bit on our aggressive participation in Jaguar Clubs of North America (JCNA) competitive events, while increasing the use of our car for touring and pleasure driving. A consideration remains, would a replacement block affect the car's eligibility for JCNA events? The short answer is that it would not. For Concours, both the engine block and head must have been factory available for the model. The original straight-port head and the 3.8 block are both listed in the XK 150 Official Jaguar Parts Book. Matching





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numbers between the block and the head is not a requirement. For Rally, the only requirement is that a car has a Jaguar engine. For Slalom, any part listed in an Official Jaguar Parts Book for any car in the applicable Class (in our case XK 120, 140, and 150) may be used.

The 3.8-litre displacement engine block was an option on both XK 150 Special Equipment and "S" models. The 3.8 Special Equipment engine yielded 220 horsepower while the 3.8 "S" engine was rated at 265 horsepower. Jaguar exported 30 XK 150S cars with the 3.8 engine to the USA, while retaining 196 in the home country.

A maxim that I learned in the infantry and have tried to follow ever since is: "Do not fall back, fall forward." A more clichéd version is: "Every problem presents an opportunity."

The rebuild of the replacement 3.8 block is under way, re-using the major internals from the original block. The original 3.4 block will be retained for some future owner so they have the option of repairing it. This approach maintains the value of a matching-numbers car, while providing the immediate advantages of the more powerful and tractable 3.8-litre engine. My wife did not like the idea of retaining the original block into perpetuity, but my son immediately recognized its virtue.

The car has been picked up from the blaster and looks very good. The first pictures show the body preliminarily painted in primer to protect it from rust. Next is the critically important and time-consuming preparation of the car for the paint shop. The chrome shop picked up their parts, so that work is under way. The machine shop reported that it will probably be finished with the engine in a week.

The legal component of the consignment of our XK 150S OTS to Gooding & Co has been completed. Having been a lawyer for governmental units and a community development company, I am comfortable with contractual fine print and I had already reviewed and signed Gooding's standard form consignment agreement for the sale of our XK 120 Alloy. To a layman, the agreement may seem imposing at first viewing. It should not be a surprise that Gooding's



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agreement protects it from every conceivable misadventure that may occur before, during, or after the auction, ranging from accident damage while the car is in their possession to a high bidder's failure to make payment. Insurance coverage, set at the high end of Gooding's pre-sale estimate, will provide monetary compensation for most maladies. Unfortunately the only solution for a high bidder's failure to pay is litigation, always an expensive and iffy proposition.

A consignor should understand that lawyer-imposed client protection provisions in a standard form business contract are usually non-negotiable. Instead, focus on the pre-sale estimate and reserve. The estimate is determined by the auction house and the reserve by the consignor. If the reserve and estimate are not agreed upon by both parties then the agreement will not be consummated. In our case, the pre-sale estimate proposed by Gooding was acceptable and the consignment agreement was executed. The car's original title must be turned over to the auction house for it to confirm ownership well in advance of the auction and to enable the expeditious transfer of title upon sale. Advertising, promotion, and conduct of the auction itself are all at the discretion of the auction house. Gooding had done an excellent job in these areas with our XK 120 Alloy. We are confident they will do so with our XK 150S OTS.



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Body work
completed, ready
for paint at JK
Restorations

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Part 4: OFF TO THE PAINT SHOP

by Tom Wright

The car is off to the paint shop. The body work was finished more quickly than Jim had thought it would be: the advantage of starting with a very straight car is apparent. The final sanding with relatively coarse 120 grit aids primer/undercoat adhesion. We decided to have the car painted in Imperial Maroon. My wife desires a grey interior, which will have a classy look paired with a dark red exterior: both colors were original options on the XK 150 FHC.

The engine is back from the machine shop, wrapped for storage. Auto Machine Inc located in St Charles, Illinois, just west of Chicago, completed the engine rebuild following the same basic specifications as our XK 150S OTS. Reliability was the primary focus of the rebuild.

When changing from 3.4-liter blocks to 3.8-liter blocks, Jaguar fitted liners in the cylinders to protect the water jackets. Liners of our 3.8-liter replacement block were removed and new ones installed. Major internals from our original 3.4-liter block – crankshaft, rods and oil pump – were reconditioned and reused, as was the oil pan and pickup which are unique to ‘S’ models. To ensure thorough cleaning of the oil pan, its inside baffles were removed and then spot-welded back in place when cleaning was completed.

New Arias pistons, forged rather than cast, were installed, together with Total Seal rings. The stock crankshaft relies on a reverse spiral machined into the rear of the shaft to aid oil sealing, which often results in an infamous Jaguar characteristic: oil leaks. Auto Machine installed a conversion kit, which requires machine work on the crankshaft, to hold a modern rear seal in place. The XK 150 stock neoprene front seal (much improved over the rope seal used in earlier XK engines) is adequate and a new one was installed. Oil leaks through the seals may not be totally eliminated, but they will be minimized. The harmonic balancer was rebuilt. New valve guides, valves, springs, and camshafts were installed in the head

Starting with
a remarkably
sound
bodyshell
paid off, with
body work
completed
ahead of
schedule



(VS 1787-9) as were tappet hold-down kits on both sides. The head was installed using a Cometic multi-layer steel head gasket.

The heads of both XK 150S and Series I E-types were painted in a color that Jaguar termed “Old Gold”. A problem that has plagued many restorers is that there are two distinctly different Old Gold colors, depending on the model in question. XK 150S heads were painted an orange color described as ‘pumpkin’. E-type heads subsequent to Engine No R2512 were painted in a light gold color. Photos from the machine shop of our XK 150S head show it to be painted in the correct pumpkin version of Old Gold.

While the car is in the paint shop, a number of smaller tasks are under way. For example, the instruments have been sent out to be rebuilt. The faces of the speedometer and tachometer had

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Engine build-up commences at Auto Machine Inc



Crank reprofiled and new rear seal housing added to avoid those annoying oil drips



Crank installed with new seal housing behind the flywheel end



Front end of crank, showing distributor/oil pump drive gear



Bearing caps, oil pump and pipework in place

faded more than those of the smaller instruments and will be silk screened so that all of the faces will be consistent in color. The original Lucas dynamo will be rebuilt. I considered an alternator disguised as a dynamo but when properly rebuilt, the Lucas dynamo will be more reliable, if less powerful, than an alternator. A previous owner had installed a gear reduction starter. Instead I will use a rebuilt Lucas starter, again for reliability reasons.

In the late 1990s I had bought a large quantity of Jaguar parts from the estate of an elderly mechanic who had over the years bought surplus part inventories from Jaguar Dealers and repair shops. My intent had been to sell those parts, but instead I have stored them in my garage. Among them I had found a steering arm that I had used in the suspension rebuild of my previous Alloy XK 120. Those stored parts include NOS (new old stock still in Cosmoline) gearbox components that are correct for our gearbox (JLS43231JS). For the rebuild, I am sending Jim NOS parts to replace some of the worn components (even those still in usable condition) in our original gearbox. Putting stored parts to use on my own cars is much better than selling those parts.

Meanwhile, Los Angeles-based photographer Brian Henniker arrived at our house on schedule at 9am to photograph our XK 150S OTS for Gooding & Company's Auction Catalog and advertisements. He found a nearby area with an uncluttered background for the photo shoot. He was very thorough and hard working. He took about 1200 photos of our



Timing gear and covers built up, ready for the head

XK 150S FHC Restoration

car from every conceivable angle, including overhead shots taken while standing on the very top of a six foot stepladder. All ladder companies warn against this, but he was agile, confident, and about fifty pounds lighter than I.

Cleaning and detailing our car for the photo shoot gave me a good head start on preparing the car for the Amelia Island Auction

on March 11, 2016. Although Gooding's professional detailers will go over the car immediately prior to sale, I have learned from competing in JCNA Concours that you must strive for perfection before you leave home for any event. There really cannot be too many episodes of cleaning or go-overs when you strive for perfection.



Block from the rear, note high compression 'S' pistons



New Cometic multi-layer head gasket



Head and cams installed, from the front...



...and from the rear: note correct 'pumpkin' colour



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XK 150S FHC Restoration

Part 4: WAITING GAME

by Tom Wright

Our XK 150S FHC has been moved into the primer room at Custom Cars Unlimited in La Grange, Illinois, near Chicago. With other cars in line ahead of us, it will be a while before paint work can proceed. With a body-off restoration, the car body is put on a dummy chassis for its trip to the paint shop, leaving the original chassis in the shop to be worked on. However with our body-on restoration, the body and chassis stay together, so no chassis work can be done.

But, during the waiting period the restoration process goes on. Various components removed from the car during tear down have been sent out for repair/rebuild and some are back and ready for installation. The distributor, horns, and wiper motor are out to specialists in addition to the instruments, dynamo, and starter mentioned in the last part. The new cloth-covered wiring harness from Rhode Island Wiring has arrived at the shop. Installing it in the car will be one of the last tasks to be completed.

The gearbox rebuild continues. The NOS parts shipped to Jim will be used. The original constant pinion shaft assembly C10200 was found to be worn verging on unusable. Jim was able to provide an excellent input shaft (which could be NOS) to the rebuilder. We are hopeful that it is the right part and that when cleaned up it will



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XK 150S FHC Restoration

be found usable and if so, almost all major gearbox components will be as-new.

The radiator has been re-cored in a modern V style that looks just like the original. After checking, the heater core only needed to be cleaned. Both will need to be painted before installation (photo 1: 'display stand' is the engine, wrapped for protection after return from the machine shop). There is no plan to install a supplementary electric fan, because even in our hot Florida summers I have not had a problem with overheating with our XK 150S OTS. The XK 150 cooling system is a vast improvement over that of my previous Alloy XK 120. This can be attributed to the larger grill opening of the XK 150, a broader radiator, and an extensive radiator cowling system which on the Alloy was non-existent. Also, XK 150s were equipped with a fan with 12 steel blades instead of the Alloy's beautiful but inefficient five-bladed cast alloy fan.

Two five-gallon buckets of parts are ready for plating. One bucket is for parts to be plated in black zinc (originally black oxide) such as bolts, pedals, linkage, and springs. The other bucket is for parts to be plated in silver zinc (also called clear zinc) such as headlamp buckets. Cadmium plating is restricted and no longer used because it is considered to be environmentally unfriendly.

Small parts needing nickel plating such as throttle linkage and SU carburetor damper assemblies are at the chrome shop, but will not receive the final chrome finish that provides brightness and protects the nickel finish. Without a chrome finish, nickel plating wears quickly, especially if polished rather than cleaned. For example, the damper assemblies that screw in and out of the top of the SU suction chambers were originally plated but the plating quickly wore off and many owners and restorers believe that the upper portion of the damper assemblies should be polished brass.



There is a dispute among authorities as to whether they were originally plated in cadmium or in nickel. That debate is academic now that cadmium plating has fallen out of favor.

When sand-blasted, the water outlet pipe (C13939) that hovers over the intake manifolds was found to be extensively corroded internally, particularly in the area of the thermostat, rendering the piece unusable (photo 2). In warm weather areas such as California where our car originated, some owners did not feel the need to add antifreeze, unaware of its anti-corrosion properties. Luckily, Jim has one of these rare pieces, unique to the XK 150S, in his stash.



Almost three years ago, I learned of a USA-based craftsman specializing in restoring/creating classic steering wheels. I asked him if he could create a replica of the Bluemel woodrim steering wheel found on the list published by Jaguar in 1958 for Jaguar XK 150s to be found in Philip Porter's *Original Jaguar XK*. He accepted the assignment (and my deposit). That list is not accepted as proof of authenticity for Concours by Jaguar Clubs of North America, only the Official Parts Book will suffice. My plan had been to use the wheel on my XK 150S OTS; however the wheel was never completed in spite of my prodding. I believe this was a situation

where a perfectionist took on a task and then could not find a way to achieve it to his own high standard. A few days ago he offered me a 1950s-era original 16in 8-bolt Derrington woodrim wheel that he had sympathetically restored (photos 3-5). I quickly accepted. I will use the Derrington wheel on our FHC instead of its original destination on the OTS, which will be auctioned with its replica standard 17in Bluemel wheel in place.

Advertising for Gooding's Amelia Island Auction on March 11 is under way. Our XK 150S OTS, an XK 120 OTS and an E-type are the only Jaguars on their consignment list. Gooding's photographer,



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Brian Henniker, did a great job. His photos (6-9 shown here copyright and courtesy of Gooding & Co) and the car's description can be seen on their website: www.goodingco.com. A banner ad featuring a photo of our car appeared on a sports car website. American comedian Jerry Seinfeld has consigned 18 cars from his vast Porsche collection. Quite a coup for Gooding, and it is drawing a lot of attention to their auction. But will our XK 150S OTS

benefit from an auction dominated by so many high-end Porsches together with the ubiquitous Ferraris and many other multi-million dollar cars? I am a positive thinker. A single marque collector of Porsche or of Ferrari would not be interested in a Jaguar. But many collectors own more than one marque and often they want the best available in each category. We will report in the April issue with the auction results.





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Part 6: WAITING GAME CONTINUES

by Tom Wright



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The paint shop reports that our XK 150S FHC is primed and Jim says it is looking good. It will be painted in Imperial Maroon and should be back in the Kakuska workshop in about three weeks. The chrome shop is scheduled to complete work in May, which matches up well with the painting to be completed in April. The doors, bootlid and bonnet are separated from the car for painting. Before the car is taken to the upholstery shop, the doors will be re-hung.

We have decided to go with tan leather for the interior instead of grey. Tan was an option for 150 FHC. We think that the tan interior will better complement the Imperial Maroon exterior. Jim is looking for upholstery samples to send us for a final decision before ordering. The headliner goes on before the glass, which will be installed after the upholstery shop is finished with their work. The original glass is in very good condition. The rear window and side glass will be reused and a new windshield imported from England will be installed.

The Derrington steering wheel has not yet arrived. After a 2½-year wait, I am not overly worried about a few extra weeks: the steering wheel can be installed at the last minute. The wheel's hub is designed to fit an XK, but there may be more fiddling required than for a standard wheel. As it turns out, the refinished Derrington in our FHC is a better use for the wheel than the OTS: it inspired our decision to make the interior color change to tan.

It was not a good day for Jaguars at the Amelia Island Gooding Auction. An XK 120 OTS and a Series I E-type OTS were sold with no reserve at prices well below their estimates. Our XK 150S OTS did not meet the reserve we had set and was not sold. As a result, Gooding has a 30 day exclusive right to sell the car at or above its reserve.

Our OTS came up on stage shortly after the sale of a Ferrari for over \$15 million. That auction took a long time to reach the final bid, moving up in \$25,000 increments. When the bidding was completed, much of the audience dispersed. One observer said, "The oxygen went out of the room." In contrast, the bidding on our car went up very quickly, although in smaller \$10,000 increments. But the bidding stalled short of the reserve we had placed: we had no intention of dropping or lowering our reserve, so we will accept this result for now and move on until we find the right buyer for our car. *Auction photos courtesy of Robert Delmar.*





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Part 7: Amazing Progress by Tom Wright

On May 8, our XK 150S FHC was in primer at the paint shop. The paint shop was running behind. There would be no new photos, so there would be no new articles on the restoration.

My wife Liza and I proceeded on our long-planned tour/cruise of Spain and Portugal. We arrived in Barcelona ahead of the cruise, which allowed me to attend the F1 Qualifying on the Saturday before the race. The cruise embarked the next day, so I missed the race itself where Hamilton and Rosberg took themselves out in the first turn.

Two weeks later, upon our return, photos (1-5) from the paint shop showing the car painted in its stunning Imperial Maroon awaited us. While in the paint shop, work on the car itself could not proceed. Once the car was back in their workshop, the Kakuskas made amazing progress, as can be seen in the photos. The wiring harness is now in (6), the doors are hung (7), the rear wings reinstalled, and the instrument panel is in place with its rebuilt gauges wired (8). The engine, with its intake manifold and carburetors, was reunited with its rebuilt gearbox/overdrive and mounted in the car (9). The bootlid will be installed after the fuel tank, which has been ordered, is fitted (10).

Various underbonnet components – voltage regulator, fuse box, heater unit, brake servo, and carburetor linkage – are installed. Many other components are being readied for installation. The drive shaft is out to be balanced with its new universal joints. The rebuild of the rear end/limited-slip differential is under way, with a spider gear and one of the axles needing to be replaced. Brake



calipers are being rebuilt. The suspension pieces will be painted and reinstalled with new bushings. The rack and pinion assembly will be rebuilt. The wood floor boards need to be crafted.

As all the loose ends come together, the remaining major job will be the interior. The tan leather sample looks great, but the vinyl sample had more of a reddish tone. We are presently

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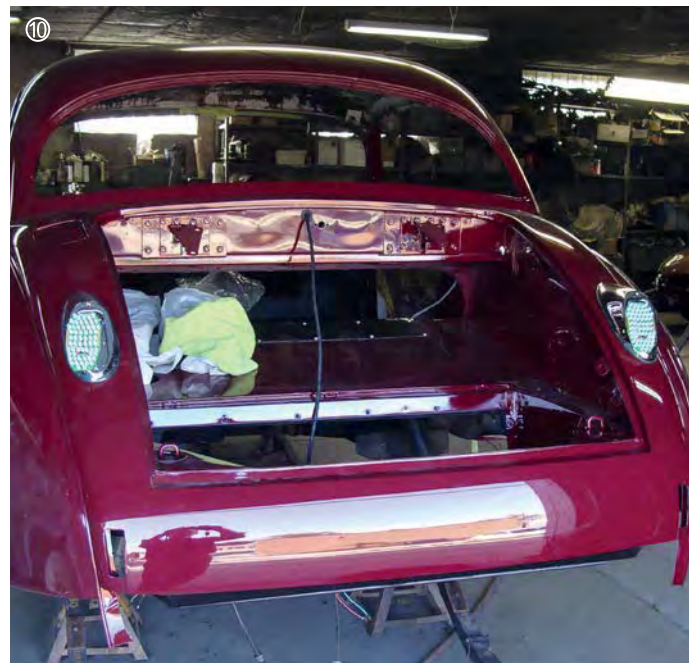
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searching for alternative vinyl samples. The tan interior will be complementary to the Imperial Maroon exterior and to the Derrington woodrim steering wheel that has just arrived. It is beautiful, with a patina that clearly demonstrates its authenticity. Its variegated brown coloring goes well with the tan leather sample and the Imperial Maroon exterior. It looks even better in hand than it did in its photos. The wheel was originally ordered for our previous XK 150S OTS. It turns out to have been a fortunate wait, as its colors will be more homogenous with the color scheme of this FHC.

The car *appears* to be well on its way to completion. Appearances can be deceiving. I expect that the car will be finished by late summer if everything falls together perfectly, but early fall is probably a more realistic target. We are hoping to schedule a Concours to attend during the 1200-mile trip as we bring the completed car back to Florida. We have events in mind, but it is premature to send in entry forms.

With painting finished and the car partially assembled (11-12), this restoration has grown into an exciting anticipation of obtaining an outstanding example of an XK 150S FHC. It is not easy to rise to the level of our previous two restorations, but we feel it is indeed happening.





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Part 8: Getting Closer by Tom Wright

Progress is taking place: the car is close to being operational. Newly-installed items that are visible in the photos include front and rear bumpers (protected by tape), the brake calipers, disks and wheel hubs, the windows in the doors, and the rack and pinion assembly. The cam covers and breather housing are polished and most of the engine compartment items are in place. The original red/orange tail light lenses are installed. They cover the LED light elements that were viewable in Part 7 photo 10. The existence of the LED lights will not be noticed until the lights are turned on or the brakes are applied, at which time they will be far brighter, more visible, and thereby safer, than any bulb could ever be.

Newly-installed items not visible in the photos accompanying this segment include the inner fender shields, the brake vacuum servo and reservac tank, drive shaft, Power-Lok differential and rear end. The gas tank was installed after the photos were taken.

By design, our previous restorations (XK 120 Alloy 670005 and XK 150S OTS T832825DN) were completely authentic and correct, with both cars ranking at the top of Jaguar Clubs of North America (JCNA) Concours standings for North America. With this Fixed Head Coupe, my aim has been from the beginning to exercise the freedom to tailor the car to my needs and desires without compromising its integrity. What triggered this stratagem was the wood-rimmed steering wheel that I previously had on order. The Jaguar Parts Books do not list a wood-rimmed wheel, so it is considered inauthentic under JCNA Concours Rules and subject to a major penalty of six points in either the Champion or Driven Concours Divisions. To avoid that penalty, I would need to remove the Derrington wheel before each Concours to be temporarily replaced by the original Bluemel wheel. The photos show the original Bluemel steering wheel. Near the end of the restoration, my newly-acquired Derrington wood-rimmed wheel



- July 8: Engine detailing under way at the Kakuska workshop
- July 5: Ogden Top & Trim at work on the headlining; also evaluating tan vinyl samples from another car for possible use on the 150

will be installed in its place.

JCNA Concours Rules provide an option that will allow me to compete at a high level and keep my Derrington wheel. The JCNA Concours Special Division Modified Class includes Jaguars with a minimum of 40 penalty points for inauthentic or missing items. Before buying the FHC, I made a list of possible penalty points for

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inauthenticity and learned that I could achieve 40 penalty points with inauthentic items that would be reversible so as to not compromise the integrity of the car.

Examples of inauthentic items, in addition to the Derrington wheel, include:

- The hexagonal caps on the oil damper assembly of the SU carburetors were originally nickel-plated, but the plating often wears off from polishing so that the caps show the underlying brass finish. On an XK 150S there are three caps, for a deduction of three points.
- The modern Lucas Sports coil is not authentic and earns a two point deduction.
- Amber turn signal lenses are correct for European cars, but in JCNA Concours they should incur a two point inauthentic deduction for an XK 150 exported to the USA, all of which had clear lenses.
- A wooden shift knob or an E-type shift knob would be inauthentic and incur a one point deduction.
- An inauthentic or missing jack incurs a six point penalty. I plan to display in the boot an XK 120 Alloy jack with bolt-on lift arm (C2953) that I had previously acquired during ownership of my Alloy XK 120. The functionality would be the same but it would not be correct for an XK 150.
- The exhaust manifolds are finished in a durable, but inauthentic, black coating instead of the standard porcelain (vitreous enamel) finish for an eight point deduction.

These are examples of inauthenticity deductions that I have decided upon which presently total 28 penalty points. I am over half way to the 40 penalty points needed to qualify for the JCNA Modified Class.

The leather and other materials for the interior are not yet in hand, however Ogden Top and Trim was able to move forward with installation of the headliner. Jim had saved the original headliner for use as a guide, but it began to crumble so the new headliner had to be sized and formed by hand. Having the headliner in place is a critical step forward, because it is a prerequisite to installation of the windscreen and rear window. The remaining work necessary to make the car drivable can be completed without the rest of the interior being in place. Ogden Top and Trim will be ready to go ahead



Clockwise from top

- July 8: Bumpers protected with tape to help avoid scratches
- July 8: Headlining installation well advanced
- July 15: Disc brakes and suspension installed
- July 15: Gleaming S-spec engine, but the Lucas Sports coil is a 2-point deduction
- July 15: Exhaust manifolds with durable black finish mean an 8-point deduction in JCNA Concours

with finishing the interior when the materials arrive.

Now that the gas tank is in place, the boot area can be completed. The dual fuel pumps and their fuel lines are on order. The radiator has its new core in place, but the header tank is dented, which needs to be corrected. It is possible that the car will be in running condition within a few weeks. I will travel up to Illinois and put some break-in miles on our car, if it is not tied up with installation of the interior materials. Driving our XK 150S FHC enthusiastically over two-lane black-top rural roads through the farm country south of Oswego, Illinois, will make waiting for the interior to be completed more bearable.



① XK 150S FHC Restoration

Part 9: Final Steps

by Tom Wright

Creation and installation of the interior is under way at Ogden Top and Trim in Chicago. The new windscreen and original rear window are in place. The wood floor boards and trap door in the boot have been cut from plywood. John Mayer at Ogden had already installed the headliner and was able to continue his work when the leather, vinyl and other upholstery materials arrived in four boxes from England.

Special attention to detail is evident with a hand-made interior, that cannot be matched with a kit.

The original cardboard backing for the vinyl was used as a model for John to create the new backing from aluminum sheets. Photos 1 & 2 show a new wheelarch cover being crafted in aluminum and installed in the car.

The completed seat backs are shown covered in the new materials (photos 3 & 4). The seat cushions are adjusted to the

height of the driver (photos 5 & 6). I am 6ft 4in and was able to fit into my XK 120 Alloy which also had an interior custom-made by Ogden.

The passenger's side door interior is shown finished and the partially-completed driver's door reveals the Baltic birch door center (photos 7 & 8). Ogden uses Baltic birch that is a 1/8in laminate, very similar to the material originally used by Jaguar (photo 9).

While the car is in the upholstery shop (photos 10-12), Jim Kakuska is on tour in Montana with his XK 140 and his brother Gary is on a family fishing trip in Wisconsin. When they return to their shop in Oswego, Illinois and the interior is finished, the final steps needed to get the car on the road will be completed. This will include installation of the radiator, bonnet, bootlid, Derrington woodrim steering wheel and other items.

The original distributor has been fitted with a Pertronix electronic ignition which replaces the points and condenser. It is not visible and therefore does not incur a deduction for inauthenticity under JCNA Concours Rules. Recommended for use with the Pertronix is an Intermotor Sports Coil. In the last Segment I misidentified the pictured coil as a Lucas unit: Intermotor claims to have been the original manufacturer of the Lucas Sports Coil.

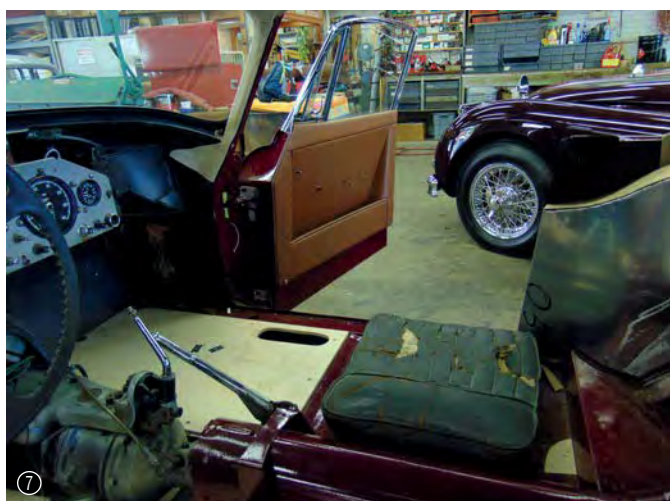
The high tension wire from the distributor cap to the modern coil will be held in place at the coil by a rubber cup instead of the original screw-in high tension terminal nut. The rubber cap is not authentic and therefore subject to a one-point penalty.

I will use a period-correct but inauthentic outside mirror that clamps on the driver's door window frame. It will be subject to a two-point penalty.

Five rubber/metal valve stem caps will be used, that I had previously acquired with the heavy duty tubes supplied with the Dunlop bias ply



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Racing tires fitted to my OTS. JCNA Concours Rules require XK valve caps to be all metal, so they will incur a five-point penalty.

Grill-mounted car club badges are considered to be non-authentic. I will display two beautiful badges on my grill: the Jaguar Owners Association (predecessor to JCNA) and my local club the Jaguar Club of Florida. The badges will result in four penalty points.

I will have two sets of wheels/tires. For Slaloms and Rallies: five MWS silver/grey painted wire wheels (replicas of the most commonly-supplied original equipment) shod with 600WR16 Michelin Pilote X radials. For Concours and general use: five polished alloy Borrani wire wheels (not listed in the Jaguar Parts Book and therefore not authentic), held in place with four Borrani three eared spinners, also not authentic, but fitted with period-correct 185VR16 Pirelli Cinturato radials. These wheels will be subject to a massive 30-point penalty and the spinners result in an additional 8-point penalty. Both sets of radial tires are allowed in JCNA Slaloms and Concours Driven Division.

Items listed above and in the previous Segment total well over

70 penalty points under JCNA Concours Rules, if the car was to be entered in the Champion or Driven Divisions. This is far in excess of the 40 penalty point threshold for entry in the Special Division Modified Class, where no penalties are imposed for inauthenticity. The inauthentic items earning the penalties do not compromise the overall integrity of the car and all can be readily reversed.

The XK 150S OTS has been consigned to Fantasy Junction in the San Francisco Bay area. Self-described as a purveyor of fine collector automobiles and vintage sports cars, their inventory ranges from multi-million dollar Ferraris and Mercedes 300SL to Morgans and Lotus Sevens. My friend Juan Sierra was in the area recently and photographed the XK 150S as it was prepped for the showroom floor (photo 13). He noted that they have a lot of beautiful cars. Their photos and description of the car can be found online at: www.fantasyjunction.com.

We are very close to bringing our XK 150S FHC home. We plan to enter a Concours or two along the way. Hopefully that trip will be the subject of Part 10.

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XK 150S FHC Restoration

Part 10: Details, Details by Tom Wright

Power has been put to our XK 150S FHC with success – the lights work. The interior is finished except for installation of the carpets. The fuel hard lines, the radiator, the Derrington woodrim steering wheel, and the bootlid are now in place.

The new wood floor boards have been painted black. Gary Kakuska fashioned aluminum trim pieces that are nailed in place on the floor board edges next to the gearbox to protect them from its heat. These protective edges can be found on XK 140s and 150s. They were not provided on XK 120s. Apparently lessons were learned, although I had no problem with burnt floor boards on my XK 120 Alloy.

But, the car is not quite ready for us to take it home. When the car arrived in Oswego, Illinois last summer it was accompanied by a number of chrome window trim pieces. Unfortunately, most of them were not pieces that fit an XK 150 FHC. The lower front windscreen and rear window moldings were missing. Originals are difficult to find. Jim Kakuska will experiment with new replica pieces. Perfect fit is critical, because wind buffeting will blow off any window trim that does not fit properly. One benefit of new pieces is that they will not need to be re-chromed.

A few remaining cosmetic and operational pieces are being plated:

Fuel rail and its banjo bolts are being nickel plated.



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Drip rail moldings are being chromed.

Rear side window trim moldings are being chromed.

Jim is searching for a correct original-style thermostat. The bonnet will not be installed until all engine work has been completed.

I am eager to hook up our trailer to our Range Rover, travel to Illinois, test drive the car, load it on the trailer, and bring it home in time to compete in the last Jaguar Clubs of North America Concours of the year to be held mid-November by the Jaguar Club of South West Florida. I have alerted Chief Judge Phil Mannino that I will be entering our XK 150S FHC in the S2/Modified Class. I will provide him an advance list of non-authentic items exceeding the 40 penalty point threshold needed to qualify the car for that Class. Phil, a past Concours Chair for our local club, was instrumental in starting this new club in the area he now calls home. This will be their inaugural Concours.





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XK 150S FHC RESTORATION by Tom Wright

While we were on the New Zealand Discovery Tour organized by Paul and Lyn Trill of Backwater Tours for the *XK Club*, our restorer Jim Kakuska sent us two photos (1-2) of our 1959 XK 150S FHC with the following email: “Gary and I both had our turn at driving the 150 today and I can’t wait for your opinion on the power difference between the 3.4 and 3.8, rock solid drifting into triple digits...after our test drives today, we’ll start getting everything back together tomorrow.”

Progress on the restoration had stalled due to bad Chicago area weather during the late fall and early winter, preventing

the test driving needed for final tuning. In northern Illinois, standard practice is to spread salt on the roads as soon as the snow begins to fall. Driving on salt could bring disastrous consequences to a newly-restored car. The only solution was to wait for mild weather, melting snow, and strong rains to wash the accumulated salt off the roads. Luckily, these favorable weather conditions took place early in 2017, allowing for test drives. Final tuning revealed that although power was very good, richer SU needles (UN) than standard and an ignition timing adjustment were needed, resulting in smooth steady running from idle to maximum rpm.

We arrived in Oswego to pick up our XK 150S FHC in late March. Our first drive through the farmlands south of Oswego went very well. We took photos (3-5) in and around farm buildings and fields. Unlike England, Illinois’ terrain is very flat and seemingly endless in scope. The exterior paint color of Imperial Maroon is striking and is well complemented by the Tan interior and the refinished Derrington woodrim steering wheel. Both exterior and interior are authentic Jaguar colors for this model, while the Derrington is period-correct but not a factory item.

All NOS gears in the rebuilt gearbox provided a flashback to how shifting gears would have felt in 1959. The car itself is very solid, for two primary reasons. It is a Fixed Head Coupe, and the body was not removed from the chassis during restoration. The car was essentially rust-free, so removal was not necessary. All XKs have fundamentally the same chassis, but the Fixed Head’s integrated steel top makes the entire body stiffer. The stiff body retained its original position on the chassis, preserving the original shut lines.



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When we arrived back in Florida (after calling in on son Tom Wright III, photo 6), I installed the Borrani polished aluminum wheel rims with chromed steel spokes and three-eared spinners (photo 7). The effect is stunning. Most XKs were originally fitted with painted wire wheels. When I had first decided to buy this car, my wife Liza insisted that I fit it with chrome wire wheels, which she thought would match up well with the FHC chrome trim. She tells me that at night the spinners have a flickering sparkle when following from behind. The Borrani wire wheels and Derrington steering wheel were key components in my plan to compete in the Jaguar Clubs of North America (JCNA) Concours Special Division S-2 Modified Class.

Our return to Florida was barely in time for our Jaguar Club of Florida Concours, held in early April 2017 (thanks to Robert Delmar, Editor of JagWire for the Jaguar Club of Florida, for photos 8-9). Our FHC was selected Best in Show by a vote of the Judges. This is our third newly-restored Jaguar XK to have achieved Best in Show at its first JCNA Concours: an XK 120 Alloy in 2009, an XK 150S OTS in 2012 and now an XK 150S FHC in 2017.

We plan to enter more JCNA events later this year: the 'Head for the Mountains' Concours hosted by The Carolina Jaguar Club held at Little Switzerland, North Carolina in July, and the JCNA International Jaguar Festival (IJF) hosted by the North Georgia Jaguar Club held at Lake Lanier Islands, Buford, Georgia. We will compete in all three IJF events: Slalom, Rally, and Concours,







XK 150S FHC RESTORATION



along with additional JCNA Slaloms and a 'Monte Carlo Rally' in Florida.

Our XK 150S OTS was sold by Fantasy Junction and the proceeds were put to immediate use, as we were in the process of purchasing a new (used) house. Although it has a three-car garage, there will be no place to park our car transport trailer, so it will have to go. After the 2017 competition season is completed, we will be focused on driving our FHC to events

located in Florida. Florida is a peninsula with a driving distance of 832 miles from its southern tip in Key West to Pensacola at the western end of the panhandle in the north. We are centrally located north of Orlando and west of Daytona Beach.

This will be our last classic Jaguar. It has been a great journey. I bought my first Jaguar, an XK 140MC OTS, when I was 19 and I have enjoyed many Jaguars over the years. We hope to continue our Jaguar XK journey with this car long into the future.

