

**SALES DOCUMENT FOR**  
**JAGUAR XK 140 DROP HEAD COUPE (1955)**  
**CHASSIS NUMBER A 817330 DN (LHD)**



**A 817330 DN**  
**At Rosilli , Swansea, Wales**

**A 817330 DN is a Jaguar XK140 with matching numbers as  
photo verified in this document and confirmed in the  
Production Record Trace Certificate number 61850  
issued by The Jaguar Heritage Trust:**

**Chassis number: A 817330 DN**  
**Engine number: G 3021-8**  
**Body number: P3401**  
**Gearbox Number: JLE 28405**

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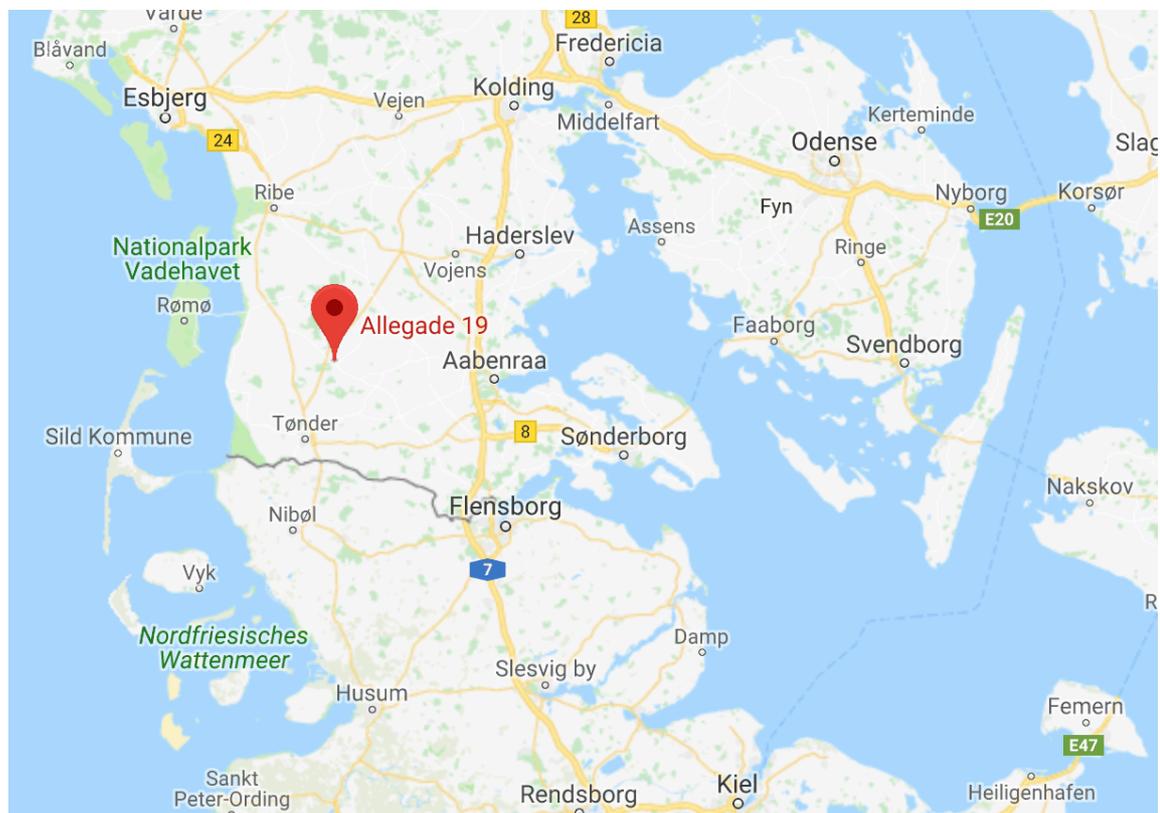
## Sellers contact information

Anton Schulz  
Allégade 19  
6240 Løgumkloster  
Denmark

Mobile: +45 29 99 37 89

Mail: [schulz@asconbs.com](mailto:schulz@asconbs.com)

Skypename: asconbs



## Documetation for matching numbers:

ID	Heritage Certificate	Photo documentation
Chassis number	A 817330 DN	
Engine number	G 3021-8	
Gearbox number		
Body number	P 3401	

## Seller acquisition and restoration description

Seller acquired the car from Illinois, USA through the dealer company “Steves British Connection” in 1996.

It was imported to Denmark and all fees and taxes (EU) were paid to the Danish tax authorities at that time. It was registered on Danish historical number plates with the registration number Æ 10 140 in 2001 and has been registered and driven approx. 2.000 km yearly in average since.

1. The car was in a poor state at the acquisition time, and was restored by the seller as follows:
2. The car had a total off chassis restoration
3. The entire front end of the body shell was restored by the seller.
4. The rear end of the car was total renewed by the famous Jaguar restoration company run by Mr. Guy Broad (UK)
5. All, floors, rear transmission tunnel, sills and shut face pillars were renewed by owner.
6. All parts for the restoration was sourced through Guy Broad (UK)
7. The chassis frame was restored by seller.
8. New rear springs was fitted.
9. New stainless steel fuel tank was fitted
10. New stainless steel exhaust systems were fitted
11. New 64 spoke wire wheels were fitted (original wirewheel are kept and will follow the car)
12. Engine and carburettors had a complete overhaul by the specialized, well known and well reputed engine company, Vintage Sports Engines (VSE) run by Tim Kemp (Wales)
13. Woodworks was renewed by the most skilled veneer company “Classic Veneers” run by Mr. Nick Reeves in Shirley (UK)
14. A new wiring loom was installed at the restoration in 2000
15. Original XK140 bumpers were never fitted as seller prefer the XK140 without bumpers. Original bumpers are kept, however overriders for the rear bumpers are missing. (New ones are available in the market)

16. As much as possible (seat and door upholstery) of the interior was kept, but carpets and other interior panels was remade by the seller.

## Documentation of restoration

In the following pages you will find photo documentation of the restoration details mentioned in above chapter



Visit at Weobley Castle - West Castle Farm, Llanrhidian, Swansea SA3 1HB, GB

1



Rough project prior to restoration.

2



Rear end goes off chassis.

3



Front end restoration. Bulkhead renewal in progress.

4



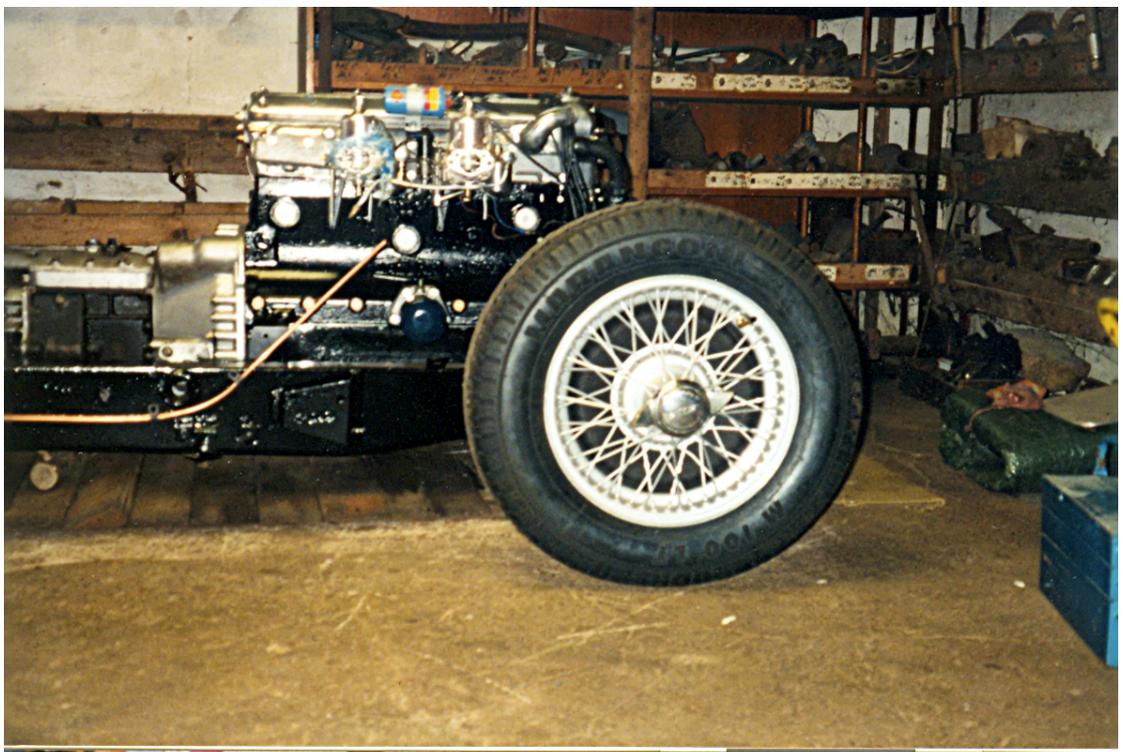
New rear end collect at Guy Broad – Jeremy Broad to the right.

5 & 6



All, floors, rear transmission tunnel, sills and shut face pillars were renewed by owner.

7



Chassi frame was restored by the seller

8, 9 & 10



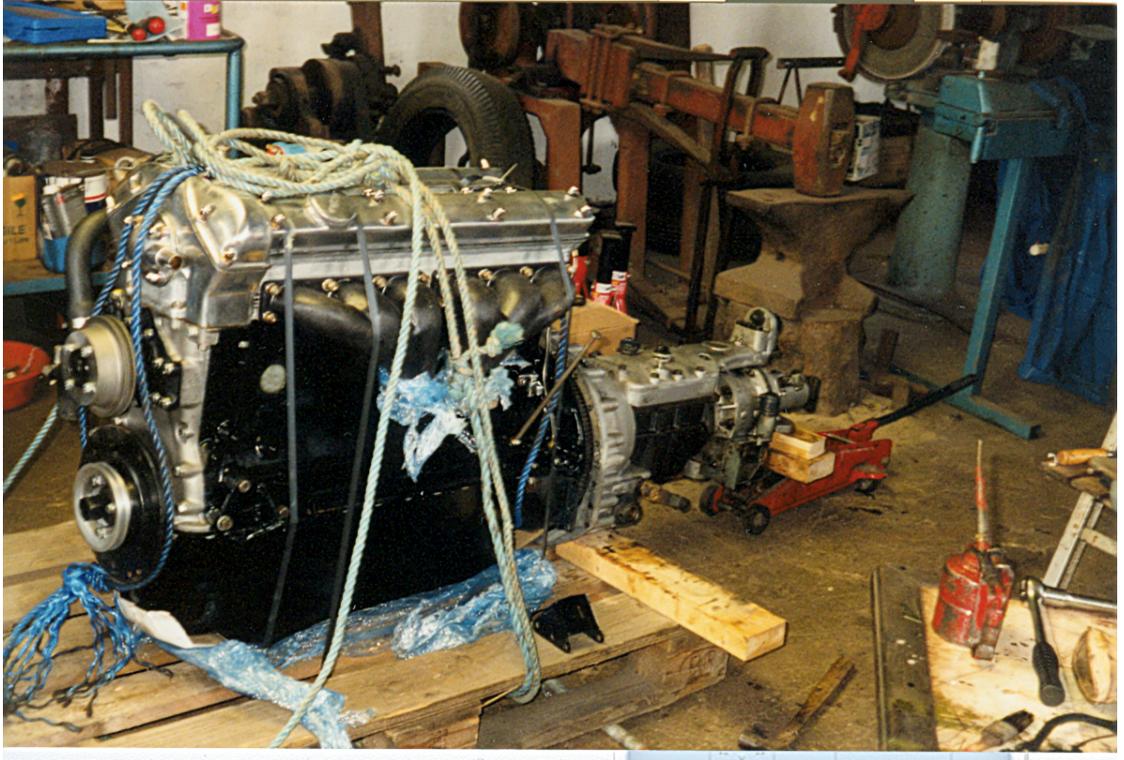
New rear road springs, a new stainless steel fuel tank and new stainless steel dual exhaust systems were fitted in the restoration. The photo shows everything to be in good shape despite the span of 18 years since the restoration took place. Also it shows, that this car is not a never used concours de elegance show car – on the contrary it is an honest well driving car, not shined up for sales purpose.

11



New 64 spoke wire wheels was fitted in the restoration. The original wheels are kept and will follow the car.

12



16



## Present general condition of the car

The car has been used on a regular basis every summer season since the registration I 2001. It has been driven approximately 2.500 km. yearly in average. In general it will need a light restoration.

**Body:** The body is free of rust.

**Chassis frame:** The frame is free of rust

**Soft top:** The outer soft top was renewed (vinyl and strong type). The inner hood was renewed in soft tan skin. The hood sits well on the car, and both outer and inner hood are in good condition.

**Paintwork:** The original body colour was Pearl Grey. The car was painted black in the restoration. The paintwork is still nice, but with small dents after 17 years of use. The paint is easy to repair as it is pure black pain with no other colour tones. It's easy to polish to high standard, which has been done once every year. The chassis is painted in strong black two-component epoxy paint. It has never been treated with antirust products, as they often appear to be rust pits. In stead of treatment with antirust products, the car has been kept clean underneath.

The car has never been driven during winther.

**Woodworks:** New woodwork was crafted by Classic Veneers (Nick Reeves) and fitted during restoration. It' still in perfect condition.

### **Mechanical:**

**Gearbox:** The original Moss main gearbox shifts smoothly and works perfect.

**Overdrive:** The overdrive **will need a repair, as it is activated without operation of the overdrive switch.** It's probably a matter of cleaning oil channels inside the box or renew a brake band in the overdrive box.

In general the car runs very well and smooth from a mechanical perspective. It was approved in a Danish MOT in 2016.

Due to preferences by seller following parts has never been fitted to the car:

Front and rear bumpers (original bumpers follow with the car)

Bodypanels between bumpers and main body (original panels painted in body colour will follow with the car)

Chrome list around windscreen (New chromelists follow with the car)

### **Electric systems and wiring**

The entire wiring was renewed during the restoration in 1999, **but the wiring has suffered from modifications, and a erroneous carried out repairment some years ago, melted a few single wires going from the combined voltage regulator / charging relay to the dashboard.** These wires were replaced, and all electric installations work as they should. Seller would recommend to fit a new wiring loom, which is a minor cost (450 GBP for the loom) + installation.

### **Seller ownership history**

After the first Danish approval (MOT) and registration of the car in 2001 the cars has been driven approximately 2.500 km. yearly (average).

The car was serviced by the owner during these years. It has been driven only in the summer seasons, and stored in own dry garage every winter.

The car has been featured in a large number of articles in both the XK Gazette (Club Magazine for the International XK-Club) and Jaguaria (the club magazine for Jaguar Club of Denmark). It has been featured in the yearly calendar of XK-Register as an example of authentic Jaguar XKs.

Through the ownership of the seller, the car has made several longer tours to Le Mans and attended a several XK-Club events in the UK.

It was present at the XK60 celebration in Goodwood in 2008 and in the XK65 celebrations in Echternach (Luxembourg) 2013.

It will be attending the XK70 celebrations 9<sup>th</sup> and 10<sup>th</sup> of June 2018 at Shelsley Walsh in the UK.

### **Price options**

Price as seen: **82.00 Euro**

**Option:** New wiring and overdrive repair could be carried out by seller for additional 5.500 Euro. Conditions would be a deposit of 45.000 Euro at the acquisition time, and 42.500 Euro at the delivery of the car.

If you have a dream persecute it today.  
Tomorrow might be too late.



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