

JAGUAR XK140 ROYALE

Vous connaissez tous la Bugatti Royale mais saviez-vous qu'il y a eu une XK140 Royale ?



Certes, pas une voiture d'usine mais une automobile bien dans son époque, dans les Etats Unis des années cinquante où les chromes exubérants, les formes pulpeuses et les couleurs vives prédominaient.

La voiture qui nous intéresse aujourd'hui est pourtant une XK140 de 1955 née sur le sol britannique au charme so british mais à la ligne déjà désuète pour un Américain habitué à voir chaque année les gammes des constructeurs nationaux se renouveler.

Il fut acheté par Rod Carveth qui participa à 6 courses durant l'année avant d'être vendu à un certain Andy Anderson.

Lorsqu'il acheta la voiture il eut très rapidement envie de la modifier pour en faire une show car mais aussi une voiture puissante afin d'obtenir le meilleur des deux mondes.



Le moteur fut reconstruit par John Thompson de Paxton Products, qui se servit de la Jaguar pour tester l'installation d'un compresseur de la marque Paxton Products... bien sûr !

Cette société existe toujours. Son créateur, Robert Paxton McCulloch a commencé à produire des compresseurs en 1937 pour les moteurs Ford V8 Flat head. Environ 5 000 unités ont été fabriquées avant que la Seconde Guerre mondiale n'interrompe la production.



Après la guerre, McCulloch a développé un compresseur plus sophistiqué et a commencé à le vendre en 1953. Il était monté en usine sur plusieurs véhicules de l'époque, notamment les Kaiser Manhattan, les Packard Panther et autres Studebaker Golden Hawk.

Une culasse de type C, deux carburateurs SU de deux pouces et des arbres à cames Isky ont également été installés, ce qui a permis d'atteindre 312 chevaux sur le banc d'essai du moteur, pour une vitesse de 98,68 mph et 14,9 secondes au quart de mile. Ce qui semble un peu optimiste !

La carrosserie a été réalisée par Joe Wilhelm de San Jose en Californie. Un carrossier bien connu des Américains fans des customs des années cinquante.



Comme vous pouvez le voir sur les photos, les modifications sont très nombreuses avec notamment un pare-brise monobloc, un toit remodelé et allongé, un toit ouvrant en verre, des panneaux de carrosserie lissés, un capot et des ailes allongés avec des "catwalks", une calandre ovale, des phares Marchal Le Mans et des feux de route intégrés dans les ailes avant, des pare-chocs remplacés par des barres de protection, des ailes coupées et en forme de larme avec des inserts en chrome poli, un coffre lissé, des seams d'ailes remplis, une façade arrière allongée, des tambours de frein chromés, et une peinture métallisée violette avec 12 couches de vernis. Rien que cela !!!

L'intérieur de la voiture, baptisée pour l'occasion Royale, n'a pas bénéficié de modifications importantes mis à part un tableau de bord en bois et cuir avec l'ajout de compteurs sur un support en aluminium et un système audio de haute qualité pour l'époque.



Ce véhicule a été présenté et récompensé dans plusieurs concours d'élégance à la fin des années 1950, notamment au concours d'Elegance de Pebble Beach, à deux reprises, en 1957 et 1958. Un prix de classe a suivi lors du premier Hillsborough Concours d'Élégance en 1957.

En 1958, la Jaguar était la voiture de couverture du programme Hillsborough 1958. Présentée dans les magazines les plus importants de l'époque, elle a également été récompensée par les juges de l'Autorama de San Jose.

Enfin, elle fut nommée parmi les dix meilleures voitures personnalisées aux États-Unis en 1958.





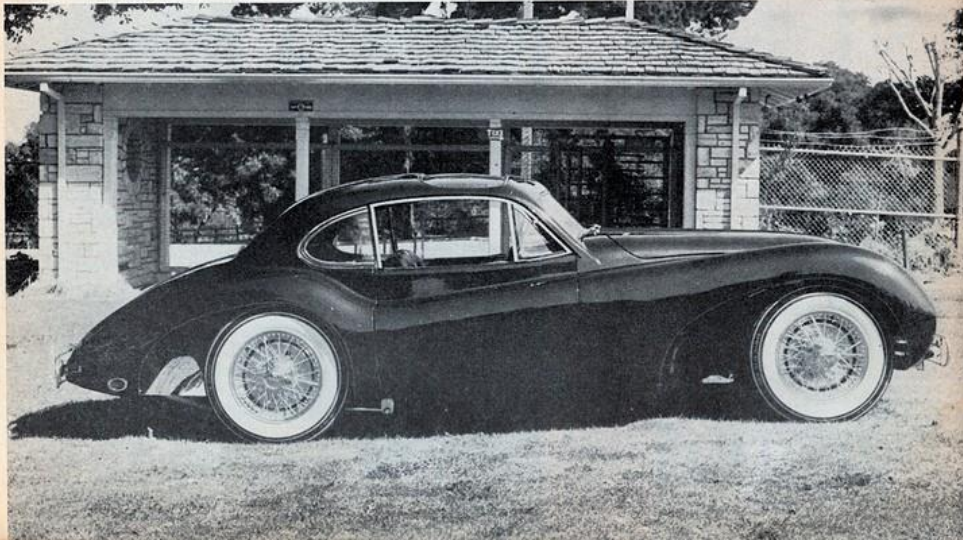
Puis la voiture a été entreposée dans les années 1960 et n'a pas roulé jusqu'en 2004, date à laquelle elle a été découverte.

À l'exception de nouvelles jantes chromées et du rechromage de quelques pièces, la Jaguar Royale Coupé est exactement telle qu'elle a été modifiée par Joe Wilhelm à la fin des années 1950. Avec une peinture remarquable, une excellente conduite et un son fantastique, la Royale Coupé possède une histoire fabuleuse et reste une véritable capsule temporelle.

We don't care what the People Says, Rock 'n' roll is here to stay - Danny & the Juniors – 1958

Arnaud de Clercq

THE 10 BEST



CUSTOM CARS

MAY 1960 25c



What's new in
SCOOPS?
see page 54

CUSTOM SPORTSCARS
JAGUAR, HEALEY, PORSCHE, CORVETTE



SHOWTIME USA: PORTLAND

ANDERSON'S '55 JAGUAR

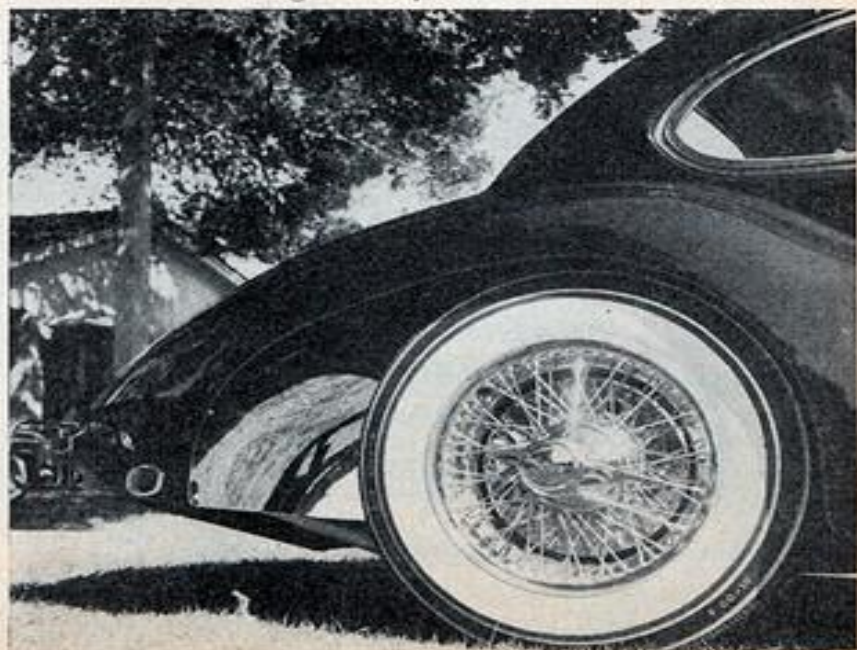
In most sections of the country, foreign cars are considered sufficiently unusual in themselves, so are rarely restyled. Such is not the case in California where many makes of foreign cars do not get a second glance. It possibly was for this reason Charles (Andy) Anderson decided to customize his 1955 Jaguar XK-140 hardtop coupe. The end result has been a top-flight and most unusual restyled car.

The first operations concerned the engine and chassis. The suspension system was reworked for better handling characteristics and to lower the car. Specially designed blocks and Traction Masters were installed at the rear and re-machined torsion bar spline anchor blocks were used in front. The engine was ported, polished, and D-Jaguar pistons fitted to give a 9 to 1 compression ratio. A McCulloch supercharger was then matched to the engine. This proved a time-consuming job; because of lack of space under the hood, it was necessary to locate the blower under the front fender. The next changes came in the cockpit. Extra instru-

ments were added to the burlled walnut dash panel including a performance meter, thermometer, altimeter, and a Swedish average-speed rally instrument. A special engine-turned Duraluminum and laminated wood steering wheel was made to replace the stock wheel. It was at this point that Joe Wilhelm was contacted to do body restyling.

After much planning, sketching, and conferring with Andy, he began the body alterations in his San Jose, California, shop. The top was chopped three inches and a Studebaker Golden Hawk windshield fitted in. This required the installation of new windows, guide rails, frames, and headliner. The rear of the top was extended five inches and a rectangular window added to give a semi-fastback effect. A glass insert conforming to the roof contours was fitted in the top. All external hardware was stripped from the rear decklid and doors; they were modified to electric pushbutton operation. The hood was lengthened with a hand-formed panel extending the existing contours. A new grille, made up of 65 concave bars, were set

Fender well openings, both front and rear, were cut and re-contoured to give a flared effect. Hand-formed and concave-shaped shields were installed; these were chrome-plated, thus are fairly easy to keep clean. The chrome-plated wire wheels, of course, represent another story, but somehow Anderson manages to keep them showroom immaculate.

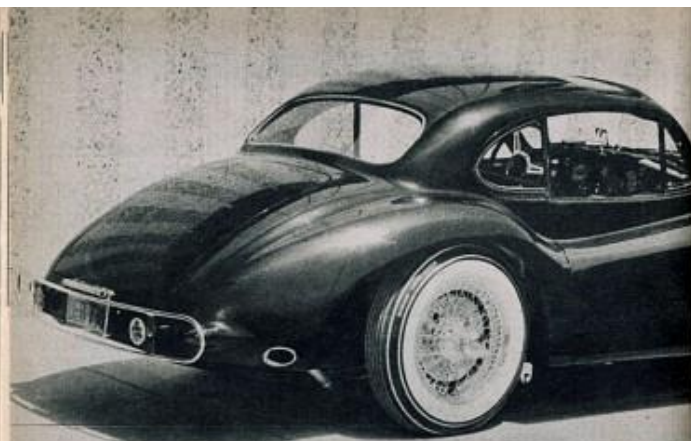




Hood has been lengthened with a hand-formed metal panel merely extending the existing contours. Into the newly shaped grille oval, the owner has installed 65 concave chromed bars, set in a vertical pattern. The shield below the grille has been contoured to the body lines.



The trunk contains two compartments. All tools are fitted in clips, spaced neatly on the backside of the compartment; all have been heavily chrome-plated. Every nook and cranny is kept spotless.



Grille is formed out of quarter-inch square stock and is then installed in horizontal shell cavity. The hood is reshaped and bullnosed.

STYLIZED SPORTSCARS

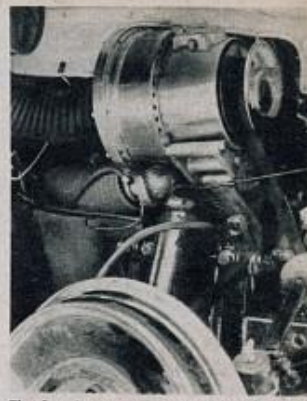


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CUSTOM CARS



Sleek body is protected in the rear by nerf bar bumper. Attractive license bracket and light are mounted behind. Note exhaust tip.



The first Jaguar to be equipped with a McCulloch supercharger, crowded engine room demanded the offset installation in fender.

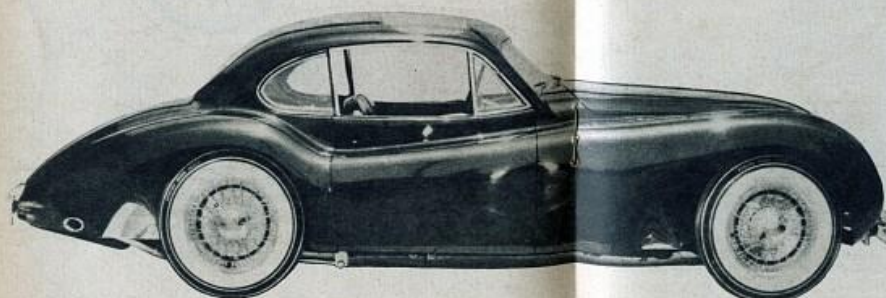
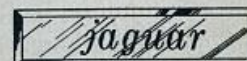


Gleaming like a polished jewel, the OHC 6-cylinder Jag mill dwarfs the completely enclosed pressurized box which directs the air pumped by the supercharger through dual S.U. carburetors, 2-inch size. Ported and relieved, mill also has racing 'D' 9-1 pistons.

MAY, 1960

CONTINUED

STYLIZED SPORTSCARS



Just about the wildest Jaguar coupe around is Andy Anderson's '55 model from Menlo Park, Calif. New body contours achieved through 3-inch chopped top, cut-away wheel openings. Chrome inserts glisten otherwise drab wells. Windshield is Stude Golden Hawk. All body work performed by customizer Joe Wilhelm of San Jose, California. Top also has glass insert over driver/passenger seats. Hood is lengthened, headlights are mounted inboard and lower on fenders. All unnecessary trim (and there isn't much) is removed. The color for this Conventry beauty is deep purple, 12 hand-rubbed royal metallic coats' worth.

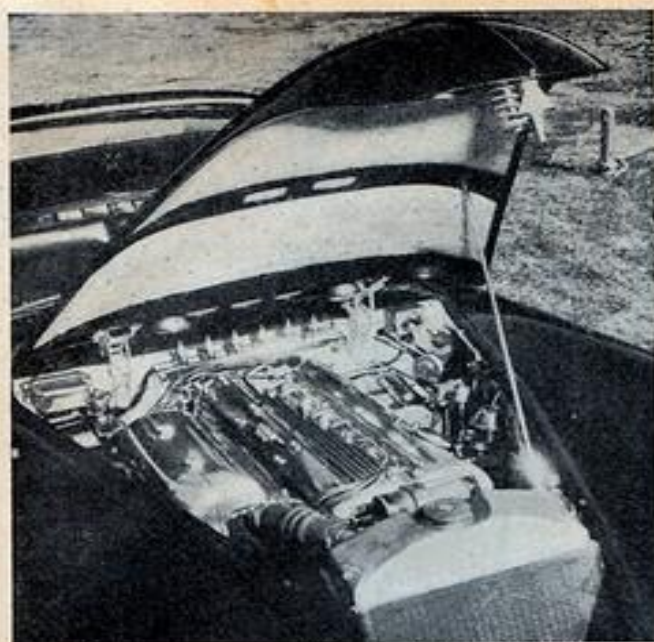
Photos by Frank Forano

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CUSTOM CARS

MAY, 1960

CONTINUED



Engine has been fitted with a McCulloch supercharger, one of first experimental installations made on a Jaguar. A full week of work was required to engineer blower suspension, involving spring-loaded brackets. Variable diameter pulleys, re-cutting and calibrating carburetor needles to achieve proper air fuel ratios was required. The blower had to be located under the front fender because of lack of space under hood.

Emergency flares, first-aid kit, trouble lamp, and chrome-plated tool box have been fitted into upper portion of luggage compartment.



in a vertical pattern. The area below the grille was then contoured to the body lines. Stock bumpers and brackets were discarded and replaced with nerf bars. These bars contain a badge bar and license plate frames. The headlights were removed and the openings filled. French Marchal Optique LeMans lights were then frenched into the front fenders at the centerline of the grille. Stone guards cover the headlights and conform to the fender contours.

The fender well openings, both front and rear, were cut back in an elliptical curve toward the rear and hand-formed and chromed concave shields placed in them to close the opening. Batteries, which were formerly housed under the front fenders, were moved to a stainless steel box in the trunk. The gas tank filler opening was removed from the fender, the opening filled and contoured. The filler was then located inside the trunk with a special overflow vent and an anti-drip enclosure. The rear fenders were filleted into the body in flowing lines and together with the portion of the body below the decklid were molded together in an even-running shell which hides the underbody parts and gas tank. This will later curve under farther and connect with a full belly pan which is now under construction. Interior appointments include genuine top-grain black leather upholstery, white seat belts, white floor mats, a hi-fi radio and retractable sun shades of plastic material installed under the glass roof for use when the sun is overhead. The trunk is a model of neatness. A complete chrome-plated tool set including a jack, emergency equipment, and flares are arranged in clips on the underside of the spare wheel cover. A trouble lamp and first-aid kit are stowed in the upper portion of the trunk. When the car was painted, the aluminum portions were first sealed with zinc chromate; then the entire body was glazed and primed. A 12-coat, translucent, royal metallic deep purple lacquer was applied and hand-rubbed between each coat. Several coats of clear lacquer were then applied to complete the finish and give depth.

The owner has participated in many shows and automotive events including rallies, drag races, hill climbs, reliability runs, tours, and custom shows. The car has been a frequent winner in both contests and shows. To attest to this fact, 60 or more participant and winner plaques are mounted on the package shelf.