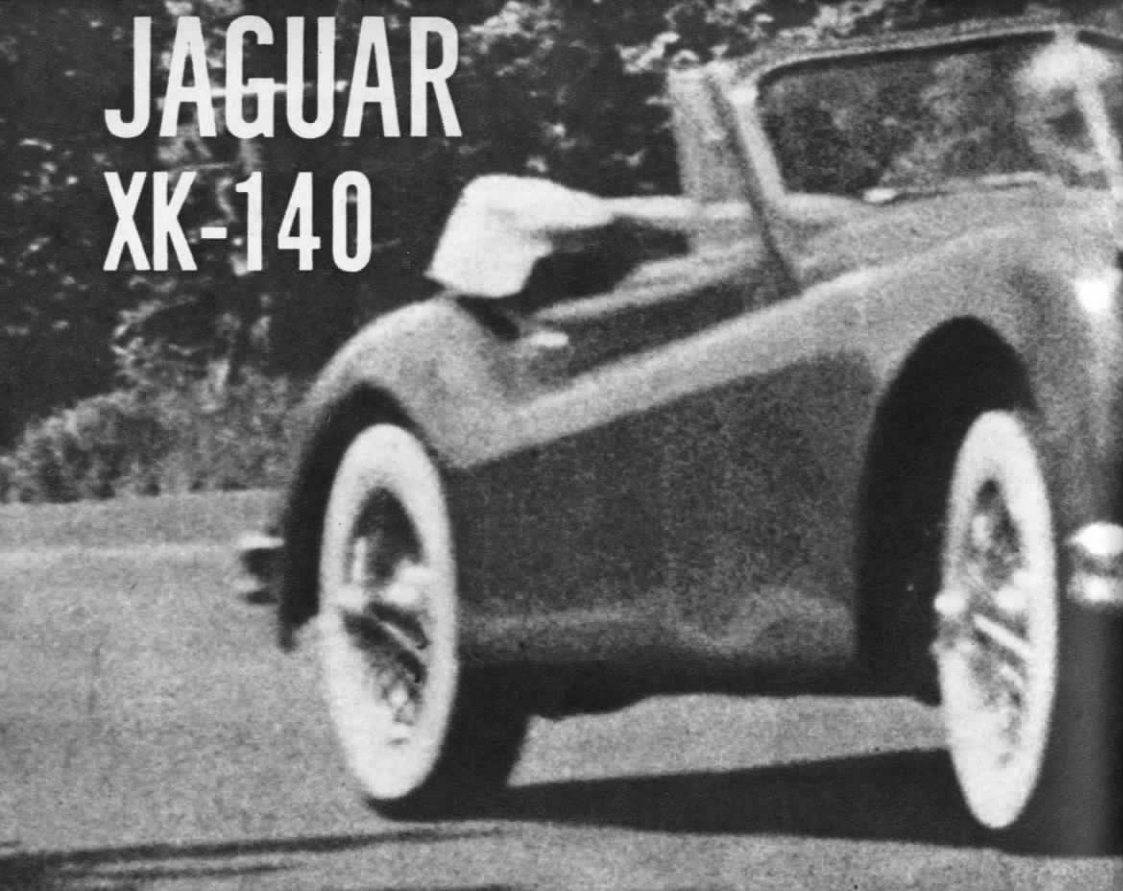


JAGUAR XK-140



Jaguar steering, always good, has been improved. Cornering at high speeds is steady, little roll.

Jaguar has been undisputed favorite among sports cars for 6 years.

THE XK-120 JAGUAR has become a symbol of what a sports car should look like and how one should perform. This excellent car, that is equally at home on the highway or the road racing course, has been greatly improved by increasing compression and the addition of a new body model, the four-seater convertible.

Price-wise the Jaguar is a fine buy. For the 190-horsepower roadster you pay a basic delivered price (F.O.B. Port-of-Entry) of less than \$3500. Dual exhausts, twin fog lights, windshield washers, and wire wheels cost \$145 extra. Or for an additional \$295 over the basic price you get these aforementioned accessories plus the "C" (competition type) cylinder head—features hemi-

spherical combustion chambers and special enlarged exhaust valves which together do wonders for performance.

The car tested by the writer for this feature was the XK-140 "MC" convertible exactly like the one photographed herewith. It delivers at \$3795 F.O.B. Port, and any owner is not likely to be challenged by anything on the road short of a Ferrari at three times the price. The car is good; it's worth its price. It's a pleasure to drive anywhere, and here's just how it stacks up in this writer's estimation.

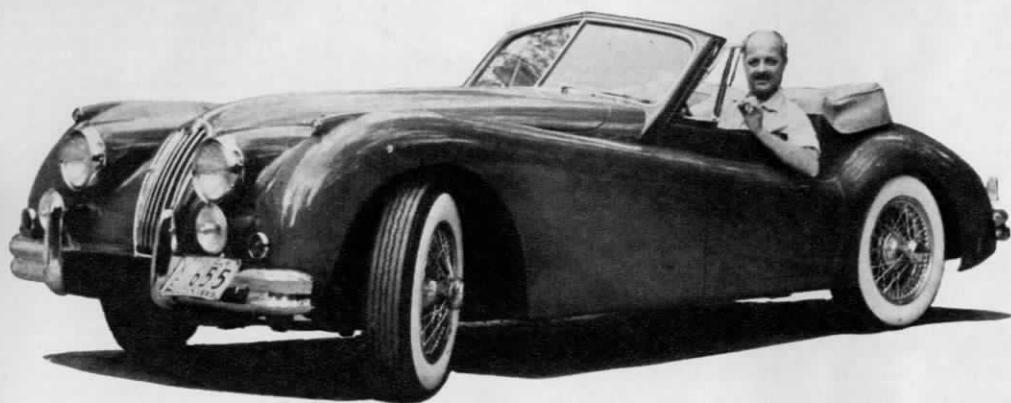
If you've ever driven an XK-120 at high speeds, around 100 m.p.h. for example, you know how steady and sure the car feels. At the same time, you were probably aware of

a peculiar tendency of the XK-120 to vibrate very slightly around the nose and to give the driver a slight feeling of lightness up front. This tendency never bothered the XK-120, nor does it affect the car's excellent handling or roadability. One has to become quite familiar with this superb car before this feeling became evident. However, Jaguar fans will be happy to know that this sensation has been eliminated in the new XK-140 and that any feeling of a lack of security is completely gone. The stiffer rear springs, long used on the "M" (modified) type XK-120 models are now standard on the XK-140. New rack and pinion steering provides roadability and precise handling that makes the car about as close to perfect as any car is likely to be.

When I started out for my first mile in the new 140, I was immediately aware of the increase in power and torque. New high

lift camshafts, the new 8 to 1 compression, and better breathing of the engine digs this exhilarating car from a dead stop to a true 60 m.p.h. in the brief span of 8.6 seconds. This is the 210 horse "MC" version, not the standard 190 horse model with no initials following the XK-120 designation. There's been a lot of talk about the Thunderbirds taking the XK-120 and standard 140 jobs during Speed Week at Daytona. I don't believe that many XK-140 MC jobs will be beaten, and from where I sit, the extra \$295 for the additional equipment to achieve this performance is well worth every cent.

I found that holding the throttle at 2000-2200 before letting out the clutch pedal provides the best getaway; then up through the gears while letting the tachometer needle climb to its peak at about 5700 r.p.m. with the throttle on the floor does the trick. For everyday driving the use of 1st gear can be



Author seated in the new XK-140, 4-seater coupe. This is a 210 H.P. MC model.

dispensed with unless the start is being made on a hill. Docile in traffic and with excellent visibility, the Jag is just as much fun to drive around town as it is on the highway. It will loaf along in 4th gear at 30 m.p.h. and pick right up. In slow and crowded traffic, 3rd gear is best, for then you can drift along at 20 m.p.h. and increase or decrease speed to meet the situation without need for shifting. Improvement was also noted during several long spells of slow traffic on a hot day—a condition that has caused the XK-120 to overheat.

Unfortunately, I did not have the time to thoroughly check the XK-140 "MC" 2-seater roadster. That car, the one that will appeal to the majority of fans, is nearly 300 pounds lighter than the convertible tested, so performance will be increased throughout the entire speed range. As an educated guess as to drag time to 60 m.p.h., I feel safe in putting forth 8.2 seconds as being feasible with the engine perfectly tuned and with no passenger occupying the extra seat.

Details, instrumentation, and craftsmanship have always been strong Jaguar selling points. The new model upholds this tradition, and in some details, I believe the 140 surpasses its predecessor. With one of the most accurate speedometers of any make, the Jaguar owner will always know, within a hair, his true speed. Even around the 120-125 m.p.h. mark, the needle is not likely to be more than 2 m.p.h. off. Tricky little items like a push button that immediately

tells the oil level in the crankcase, a light that warns of a critically low fuel tank, and a switch that uncorks an automatically filled emergency fuel supply, never fail to please a discriminating buyer. Unfortunately these items are not found on our domestic sports cars. The upholstery is still the fine top grain leather. On the roadster the dash panel is also covered in leather, while the hardtop coupe and the 4-seater convertible instrument panels are finished in hand-rubbed walnut with the same attractive trim around the windows.

A Family Car

The rear seat in the convertible is, frankly, on the small side. Whereas one full-sized adult can be quite comfortable on a trip, two would feel a bit cramped for legroom. But this is a true sports car so concessions must be made somewhere, and the rear seat is always the place where sacrifice takes place. (The same situation is noted with the Aston Martin.) However, it would be very difficult to find a better buy for the fellow who has a wife and a couple of kids. In this respect, the Jag convertible becomes an extremely practical car for the small family. Around town, hauling the youngsters to school, going to the convertible is, in every way, as practical as many large cars with little more carrying capacity. The rear luggage boot will accommodate as much baggage as a small family needs on a cross country vacation. Interior comfort is as good as in a sedan. The driver and front seat

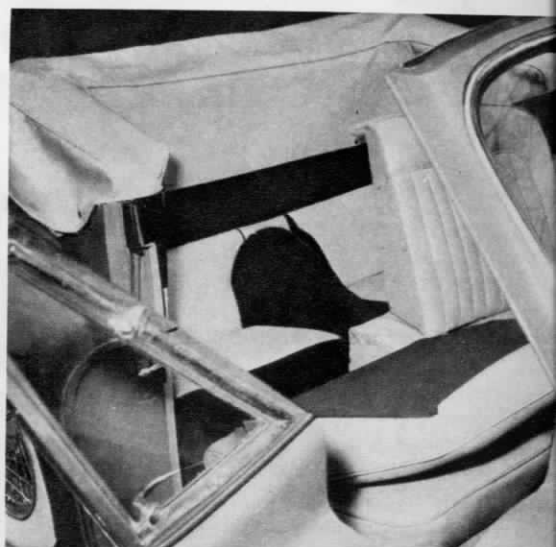
passenger have scads of room, and the fully-lined canvas top has the appearance of the headliner in a hard-top car. In only one place did the interior stylists go wrong, and that is in the size of the glovecase—it's just that, large enough for a pair of gloves and little more.

In sports-type driving, the convertible reacts just like the roadster in spite of the near 300 pounds weight handicap. Understeer is present, but not so much that one has to manhandle the wheel to keep the car in a tight turn. Roll over on a hard corner is slight, decreased somewhat over the previous model. Dips and sharp rises can be taken at a good clip without either a violent bottoming action or a takeoff into the wild blue. Braking action is good, and there is extremely little nose diving. In all fairness here comes the major beef against Jaguar—this car needs and *deserves* either increased, effective brake lining area or disk type brakes. These brakes, while they'll stop the car on a dime, will fade more than they should on a high performance car with a lot of hard braking. Fortunately, due to good body designing and wire wheels (which every Jaguar dealer should specify), the brakes cool rapidly and are ready for hard usage in very short order.

Purists will possibly be offended by the bit of chrome trim that runs down the center of the hood and the rear deck. Rumor has it that this decoration is a concession to American taste. This I strongly doubt, Jaguar being both a conservative and an independently-minded organization. Rather, I think the chrome must have been added to provide immediate visual evidence that a new model has arrived because the styling, otherwise, is identical to the previous XK-120 models. The more massive bumpers do have an American flavor, but these have been added in the interest of practicality. Our domestic traffic requires bumpers, so these make sense. So does everything else, with the exception of the brakes, on these top performing cars. Dollar for dollar there are few cars made anywhere that can hold a candle to the marvel of Coventry. Whether your favorite is the roadster, the 2-3 seater hardtop coupe, or the 4-place convertible, you'll go a long way to get another combination of performance and quality to equal this car on today's varied market.



Cockpit of XK-140 is like the XK-120. Brake differs.



Front seat folds forward. The top is raised by hand.

Car comes complete with tool kit. Spare's under floor.





SPECIFICATIONS (in inches unless otherwise stated)

ENGINE AND DRIVE COMPONENTS

| | | |
|----------------------------------|---|----------------|
| Brake horsepower (maximum) | 210 @ 5750 RPM | (190 @ 5500 *) |
| Piston speed @ maximum RPM | 3996.3 feet per minute | |
| Tachometer | Yes | |
| Torque | 213 lbs. ft. @ 4000 RPM | |
| Carburetor | Dual S.U. horizontal | |
| Choke | Automatic | |
| Fuel pump | Electric | |
| Fuel tank capacity | Approximately 16½ U.S. gal. | |
| Exhaust system | Dual (Single *) | |
| Drive shaft type | Hardy-Spicer open | |
| Rear axle type | Hypoid bevel | |
| Transmission type | 4 speed synchromesh. OD optional | |
| Overall gear ratios | 1st: 11.95 2nd: 7.01 Rev: 11.95 | |
| | 3rd: 4.84 4th: 3.54 | |
| | Overdrive: 3.19 1st: 15.34 2nd: 8.11 | |
| | Rev: 15.34 3rd: 5.59 4th: 4.09 | |
| Electrical system | 12 Volt | |
| Cooling system capacity | N/A | |