

1955 CARS

Jaguar XK120 Becomes XK140



Roomier, More Powerful, Better Steering, Firmer Suspension

BOLDER grille bars and sturdier bumpers distinguish the XK140 from the 120, this model being the hard-top coupé which has the roof extended rearwards to permit occasional extra seating, and wider doors.

IN a range of cars as successful as the Jaguar XK models, one does not expect to find fundamental changes and the cars which will be seen at Earls Court next week accordingly reflect the continued public approval of these types. Nevertheless, many detail changes will improve performance and handling, and at the same time adapt the bodywork to meet a wider range of need without in any way departing from the basic objectives of the XK range. In order to differentiate these new models and indicate the improved performance, they will in future be known as XK140 models.

In addition, the "D"-type competition model now goes into limited series production.

As with the new M-type Mark VII model described in *The Motor* last week, high-lift camshaft engines have been standardized. The new camshafts give a $\frac{1}{8}$ -in. lift (in place of $\frac{1}{16}$ in.) and allow the engine to breathe more effectively at high speeds. In addition a Lucas oil ignition coil is now fitted. In its new form, the engine produces 190 b.h.p. at 5,500 r.p.m. compared with the previous 160 b.h.p. at 5,200 r.p.m.

To allow full use to be made of the improved performance, a close-ratio gearbox is now fitted, with a fractionally higher top gear and an appreciably higher bottom, the respective new ratios being 3.54 and 10.55 to 1 (in place of the former 3.64 and 12.29 to 1). As with the Mark VII, Laycock-de Normanville overdrive is available as an extra and a lower axle ratio is used in this case.

The new rack-and-pinion steering is of conventional design but with one important addition. As is well known, this system offers excellent responsiveness, the one drawback sometimes experienced being that, as it is completely reversible, road shocks may be transmitted to the steering wheel.

In the case of the XK140, the rack tube is mounted on brackets on the main chassis frame but, instead of a rigid mounting, a shallow bonded-rubber pad is interposed to provide sufficient shock absorption to take any kick out of the wheel without, however, allowing sufficient movement to make the steering spongy. On the pinion side, moreover, a bridge piece surrounds the base plate of the insulating pad, thus setting a safe limit to reaction movement.

As with the Mark VII, firmer front suspension has been adopted and the rate with $\frac{1}{16}$ in. larger diameter torsion bars goes up from 128 lb./in. to 154 lb./in.

Externally, the new cars have several distinguishing features. The front grille is of the same shape and size as before but now has bolder vertical bars, with a new Jaguar medallion, incorporating the 140 type number in the upper portion of the grille. Flasher-type direction indicators are fitted low down in the forward portions of the front wings. At the rear, the indicators are incorporated in the stop/tail lamps, which also include reflectors.

In place of the rather slender pair of separate front bumpers, a much more substantial full-width bumper (exactly as on the Mark VII), is now fitted, together with substantial over-riders.

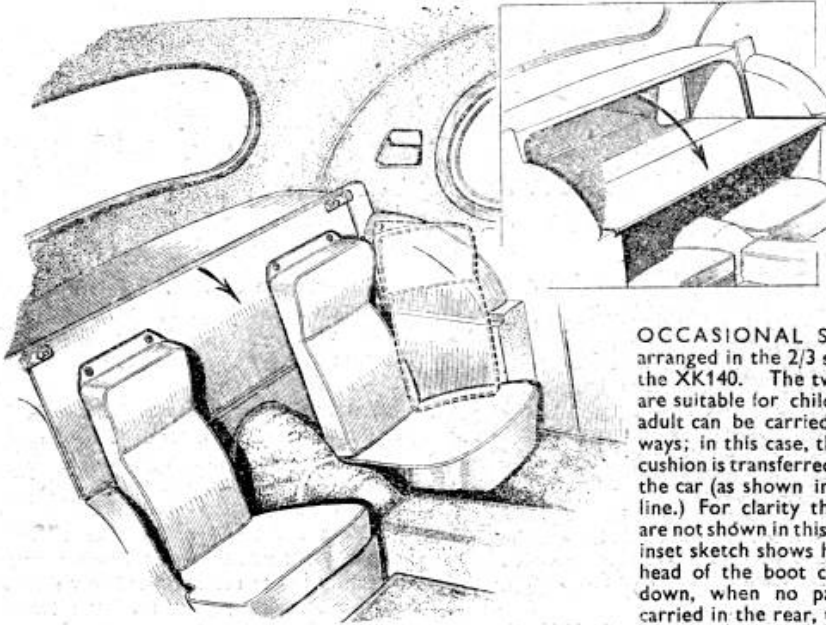
At the rear, quarter bumpers are used; they are of substantial section, are fitted with over-riders and have a pronounced wrap-round.

Several changes are to be found in

JAGUAR XK140 DATA

Engine Dimensions		Chassis Details	
Cylinders	6	Brakes	Lockheed hydraulic (2LS on front)
Bore	83 mm.	Brake drum diameter	12 in.
Stroke	106 mm.	Friction lining area	208 sq. in.
Cubic capacity	3442 c.c.	Suspension: Front	Independent (torsion bar)
Piston area	50.4 sq. in.	Rear	Semi-elliptic
Valves	o.h.v. (twin camshafts)	Shock absorbers	Girling telescopic hydraulic
Compression ratio	8 to 1	Wheel type	Pressed-steel bolt-on
Engine Performance		Tyre size	6.00-16 (Dunlop Road Speed)
Max. power	190 b.h.p. at 5,500 r.p.m.	Steering gear	Rack and pinion
Max. b.m.e.p.	151 lb. sq. in. at 2,500 r.p.m.	Steering wheel	18 in.
B.h.p. per sq. in. piston area	3.77	Dimensions	
Peak piston speed, ft. per min.	3,840	Wheelbase	8 ft. 6 in.
Engine Details		Track: Front	4 ft. 3 in.
Carburettors	Two S.U. horizontal (with automatic chokes)	Track: Rear	4 ft. 2 in.
Ignition	Coil	Overall length	14 ft. 5 in.
Plugs: make and type	Champion NAB	Overall width	5 ft. 2 in.
Fuel pump	Two S.U. electric	Overall height	4 ft. 4½ in. (hood up)*
Fuel capacity	15 gallons	Ground clearance	7½ in.
Oil filter (make, bypass or full flow)	Tecalemit full-flow	Turning circle	31 ft.
Oil capacity	22½ pints	Dry weight	24 cwt.*
Cooling system	Pump, fan and thermostat	*Performance Data (2-seater)	
Water capacity	22 pints	Piston area, sq. in. per ton	42.0
Electrical system	Lucas 12-volt	Brake lining area, sq. in. per ton	174
Battery capacity	64 amp.-hr.	Top gear m.p.h. per 1,000 r.p.m.	22.7 (with o'drive: direct 19.6, o'drive 25.2)
Transmission		Top gear m.p.h. at 2,500 ft./min. piston speed	81.7 (with o'drive: direct 70.7, o'drive 90.7)
Clutch	10 in. Borg and Beck Standard With o'drive (o'drive 3.19)	Litres per ton-mile, dry	3820 (with o'drive: direct 4410, o'drive 3430)
Gear ratios: Top	3.54		
3rd	4.28		
2nd	6.2		
1st	10.55		
Rev.	10.55		
Prop. shaft	Hardy Spicer		
Final drive	Hypoid bevel		

*NOTE—Data marked with an asterisk refers to the 2-seater. The fixed head 2-3 seater coupe has an overall height of 4 ft. 5½ in. and a dry weight of 25½ cwt. The drop-head coupe has an overall height (hood erected) of 4 ft. 4½ in. and a dry weight of 26½ cwt. Special equipment models have an output of 210 b.h.p. and wire wheels.



OCCASIONAL SEATING as arranged in the 2/3 seater edition the XK140. The two small seats are suitable for children but one adult can be carried sitting sideways; in this case, the spare back cushion is transferred to the side of the car (as shown in dotted outline.) For clarity the front seats are not shown in this drawing. The inset sketch shows how the bulkhead of the boot can be hinged down, when no passengers are carried in the rear, to extend the boot floor.

Jaguar XK120 becomes XK140 - Contd.

the boot. The spare wheel is now housed below a hinged portion of the flat luggage floor, and more luggage space has been made available, when required, by hinging the bulkhead between the boot and the interior of the body along its bottom edge so that it can be swung forward and down to form a forward extension of the luggage floor.

On the two-seater and drop-head coupé, the floor length from front to rear is normally 41 in., but, with the bulkhead lowered, an extra length of approximately 8½ in. is available and this enables a reasonably-large suitcase (up to 7½ in. in depth) to be pushed forward beyond the normal limits of the boot. In this position, a suitcase occupies the space normally taken by the hood when it is folded. A similar plan is followed on the new fixed-head 2-3-seater coupé, but in this case the fold-down bulkhead is deeper, giving a luggage floor extension of approximately 10 in.

It was mentioned earlier that leg

room has been increased and this has been achieved by moving the power unit forward 3 in. in the frame.

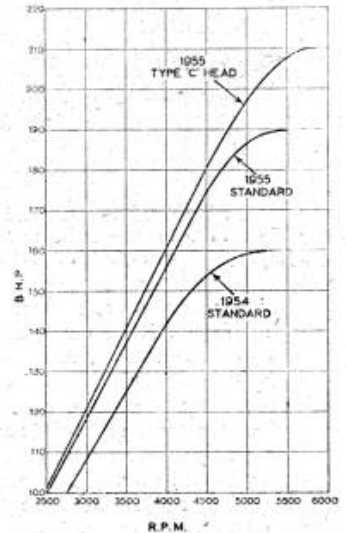
This completes the changes which apply to all models, but further improvements are to be found in the two coupé types. In the case of the drop-head model, small shallow cushions have been fitted in the rear so that young children can be carried. The cushions are of the sponge rubber type and can be removed when not required. Another detail which will be much appreciated, is the incorporation of spring assistance in the head linkage, the counterbalancing effect being sufficient to enable the head to be erected single-handed from the driving seat.

The new 2-3-seater fixed-head coupé is on the same lines as the old except that the roof has been extended backwards by approximately 6½ in. to provide occasional extra accommodation.

This additional seating has been very ingeniously arranged. Backrests take the form of narrow upholstered sponge-rubber cushions, attached by press

buttons, but pleated horizontally in such a way that they will fold forward with the bulkhead. Small seat cushions are used, one on each side of the transmission tunnel. These provisions are suitable for two children, or when one adult is carried, the unwanted back cushion can be buttoned to the side of the car to provide a corner seat.

The extended roof line of the new fixed-head coupé gives considerably greater window area and has also



COMPARATIVE POWERS of the 1954 XK120, 1955 XK140 and the 1955 XK140 special equipment models; the latter, among other special features, have the C-type cylinder head.

enabled wider doors to be fitted. The door width has gone up from 32½ in. to 38 in.

All three types of the XK140 are offered in special equipment form, such cars having a C-type cylinder head, a dual exhaust system, an 8:1 or 9:1 compression ratio at option, wire wheels and fog lamps.

Finally, it has been decided to put the now-famous D-type Jaguar into limited series production in place of the former C-type. The special version of the XK engine used in this case develops 250 b.h.p. and the car is remarkable for its ingenious construction in which no separate chassis is used, the basis being a centre section of monocoque construction with integral extensions at the front to carry the engine and front suspension, and a bolt-on section at the rear which forms the tail assembly. Another very important feature is disc brakes which, after being proved on racing circuits, are now, at last, offered on a production model. This is claimed to be the fastest car in the world to be offered to the public in series production.

1955 JAGUAR PRICES

	Total.	Basic.
XK140 open sports ..	£1,598 8s. 4d.	£1,127 10s.
XK140 fixed-head coupé ..	£1,616 2s. 6d.	£1,140
XK140 drop-head coupé ..	£1,644 9s. 2d.	£1,160
Jaguar D-type ..	£2,685 14s. 2d.	£1,895

APART from bumper and grille changes, the two-seater models are little changed externally; this is one of the special equipment editions, with 210 b.h.p. engine, wire wheels and fog lamps.

