

Feature XK 140 & XK150

XK 120 Roadster, introduced in 1948.



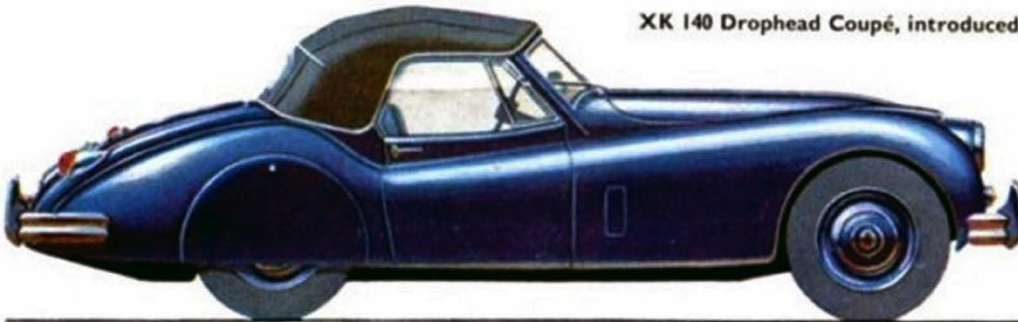
XK 120 Drophead Coupé, introduced in 1953.



XK 140 Fixed-head Coupé, introduced in 1954.



XK 140 Drophead Coupé, introduced in 1954.



XK 140 tail-badge reading:
Winner Le Mans 1951-3.

XK 150 Fixed-head Coupé, introduced in 1957.



XK 150 'S' Roadster, introduced in 1958.



XK 150 tail-badge reading:
Winner Le Mans 1951-3,
1955, 1956, 1957.



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Feature XK 140

The XK140 was manufactured between 1954 and 1957 as the successor to the XK120. The XK140 included more interior space, improved brakes, rack and pinion steering, increased suspension travel, and telescopic shock absorbers instead of the older lever arm design. In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission.

Design

Like the XK120, the XK140 was primarily designed by Sir William Lyons with the aid of Fred Gardner (Body Development Shop Manager) and William Heynes (Chief Engineer from 1935 to 1989).

The XK140 was introduced in late 1954 and sold as a 1955 model. Exterior changes that distinguished it from the XK120 included more substantial front and rear bumpers with overriders, and flashing turn signals above the front bumper.

The grille remained the same size but became a one-piece cast unit with fewer, and broader, vertical bars. The Jaguar badge was incorporated into the grille surround. A chrome trim strip ran along the centre of the bonnet and boot lid. An emblem on the boot lid contained the words "Winner Le Mans 1951-3".



The ex-Peter Goodale 1956 Grey XK140 FHC (#804631). The XK140 can be easily identified from its predecessor (XK120) by the larger Mark VII-style bumpers. The model also had a larger rear window (FHC) and longer doors which further enhanced its practicality.

Interior

The interior was made more comfortable for taller drivers by moving the engine, firewall and dash forward to give 3 inches (76 mm) more legroom. The XK140 had a walnut veneer fascia and a generally

more luxurious interior reflecting Mark VII themes.

Two 6-volt batteries, one in each front wing were fitted to the Fixed Head Coupe, but Dropheads and the Open Two Seater had a single 12-volt battery installed in the front wing on the passenger side.

The spare wheel was housed beneath the boot floor.

Engine

The XK140 was powered by the William Heynes designed 3.4 litre Jaguar XK double overhead camshaft inline-6 engine, with the Special Equipment modifications from the XK120, which raised the specified power by 10 bhp to 190 bhp (142 kW) gross at 5500 rpm, as standard.

The optional C-Type cylinder head carried over from the XK120 catalogue, and produced 210 bhp (157 kW) gross at 5750 rpm. When fitted with the C-Type head, 2-inch sand-cast H8 carburettors, heavier torsion bars and twin exhaust pipes, the car was designated XK140 SE in the UK and XK140 MC in North America.

Wheels and Tyres

As with the XK120, wire wheels and dual exhausts were optional. Cars with the



Peter Goodale, 1956 Old English White XK140 (DHC) (80.7110) The car was fully restored 1999-2001 and fitted with front disc brakes, 4.2L engine and 5-speed gearbox. More recently fitted with period wire wheels painted body colour.

Feature XK140



Paul & Judy Taylor, 1955 XK140 DHC. The car was purchased in the early 1970's by NSW Club member Peter Main who raced the car quite competitively. The car was fully restored in the late 90's and sold to Paul in 2002. Full story pages 18-19.

standard disc wheels had spats (fender skirts) over the rear wheel opening. Factory spec 6.00 × 16 inch crossply tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or 16 × 5K (special equipment) wire wheels.

Body Styles

The Roadster (designated OTS – Open Two Seater – in America) had a light canvas top that folded out of sight behind the seats. The interior was trimmed in leather and leatherette, including the dash.

Like the XK120 Roadster, the XK140 version had removable canvas and plastic side curtains on light alloy barchetta-doors, and a tonneau cover.

The door tops and scuttle panel were cut back by two inches (50mm) compared to the XK120, to allow a more modern positioning of the steering wheel. The angle of the front face of the doors (A-Post) was changed from 45 degrees to 90 degrees, to make access easier. The windscreen remained removable.

The Drophead Coupé (DHC) had a bulkier lined canvas top that lowered onto the body behind the seats, a fixed windscreen integral with the body, wind-up side windows, and a small rear seat. It also had a walnut-veneered dashboard and door cappings.

The Fixed Head Coupé (FHC) shared the DHC's interior trim and rear seat.

Production cars had the roof lengthened, windscreen placed further forward, shorter front wings, and longer doors, all resulting in easier entry and more interior space and legroom.

Performance

A stock XK-140 SE could achieve a top speed of 120–125 mph (193–201 km/h). Road & Track's XK-140 MC test in June 1955 recorded a best two-way average of 120.3 mph (193.6 km/h). Best one-way run was 121.1 mph (194.9 km/h). Sports Cars Illustrated's test of the same model in Aug 1957 had a fastest two-way average of 121 mph (195 km/h). Their best one-way run was 124 mph (200 km/h). Karl Ludvigsen's test published

in Sports Car World (July 1957) had the same results as the SCI test.

Acceleration times from 0–60 mph (97 km/h) were 8.4 seconds, 9.1 seconds and 9.1 seconds respectively. Only the R&T test tried 0–100 mph (161 km/h) which took 26.5 seconds. Standing 1/4 mile (~400 m) times were 16.6 seconds (82 mph (132 km/h) approx) and 16.9 seconds (86 mph (138 km/h)).

Production

According to the Jaguar Heritage Trust a total of 8,937 XK140's were built. However, the vast majority of XK140's built were LHD (7,545).

Of the 1,392 RHD cars produced: -

- ◇ 839 were Fixed Head Coupes
- ◇ 480 Drophead Head Coupes
- ◇ 73 Roadsters. This compares with 1,170 RHD XK120 roadsters manufactured.

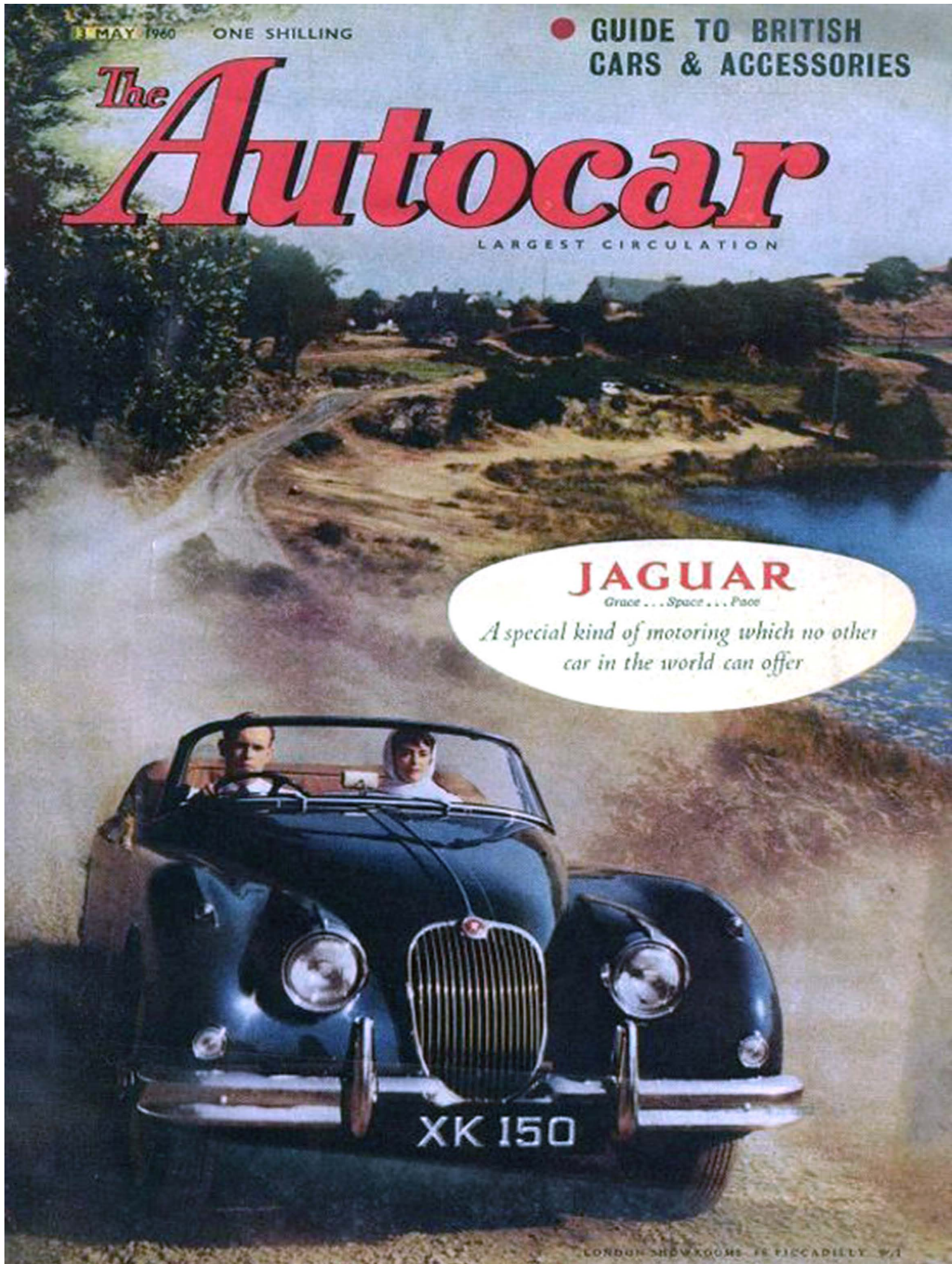
Coachbuilt Versions

The Jaguar XK140 Zagato Coupé was built for Guido Modiano whose XK140 was damaged in an accident. Zagato displayed the car at the 1957 Paris Motor Show, hoping to sell more.

The Jaguar XK140 Coupé by Ghia was designed by Giovanni Michelotti in 1955. Four cars were reportedly built. ■



Rod & Peggy Davis, XK140 roadster with a C-Type head. This car had a complete nut and bolt restoration which took nine-years to complete. It is only 1 of 73 RHD roadsters built.



Feature XK150 (Celebrating 65 years)

The XK150 was produced between 1957 and 1961 as the successor to the XK140. For the first time, wind-up windows were fitted to the roadster and 4-wheel disc brakes were an option on all models.

Design

The final XK from this period was also in the three body types. Essentially of the same format as its predecessors, the big change was in the exterior and interior styling.

Most visibly, a one-piece windscreen replaced the split screen, and the wingline carried higher with more streamlining at the doors. The curvature of the line from front to rear fender was much straightened, resulting in a heavier look, and the roadster model was fitted for the first time with push button external door handles as well as the wind-up windows.

For better drivability, disc brakes were fitted, with servo assist, and soon after introduction, new and more powerful engine options were made available.

At launch time only the FHC and DHC were available, and the introduction of the roadster model was delayed until 1958, when it, and the S models were introduced.



Onslow & Wendy Billinghamurst, 1958 3.8 Litre XK150 (FHC). The XK150 can be easily identified from its predecessor (XK140) by the one-piece wraparound windscreen, less pronounced wing line and a fuller rendition of the grille combining to give the new model a more modern appearance without losing the feline grace common to all Sir Williams' Jaguars.

The roadster was given some interesting body panel changes from its siblings in that the scuttle was moved back 4 inches, resulting in a longer hood and fenders than its brethren. This was apparently done because the roadster model was only a two seater, and this used up some of the extra space inside, and yet still left luggage room behind the seats.

Suspension and chassis were very similar to the XK140, with manual-only rack and pinion steering.

Interior

Internally the car benefited from revised seating and a new dashboard layout.

Minimal rear seats were fitted in the fixedhead coupés. The open two-seater was fitted with taller high-silled doors, but retained the very simple folding roof of its predecessors.

The XK150's dashboard came trimmed in leather, with walnut optional on all models. On the early drophead coupés, the aluminium centre dash panel, which was discontinued after June 1958, had an X pattern engraving similar to the early 3.8 E-Type. Thinner doors gave more interior space. A little red light reminded the driver that the front parking lights, located atop the wings (fenders), were on.

Engine Options

Initially powered by the existing 3.4 litre XK engine, later a new 3.8 litre version became available and 'S' models of both engines utilising triple carburettors.

As before with the XK range, standard (steel wheel) and special equipment models were available, but a bewildering range of models was to evolve.



Ossie & Rayeena Petrucco, 1958 3.4 litre XK150 Drop Head Coupe.

Feature XK150 (Celebrating 65 years)



Keith & Mary Ashby, 1957 Black 3.8 litre XK150 FHC. The car was sold new to an owner in New York, USA. The 3.4 litre car was imported into Australia where it underwent a partial restoration and fitted with a 3.8 litre triple carb engine. Purchased by the Ashby's in 2008 and just recently sold at auction for \$85,000.

First, in 1958 the S model was announced, equipped to special equipment specification, and with a more powerful engine, though still of 3.4 litre capacity.

Late in 1959 further options became available with the introduction of the 3.8 litre engine, and the XK150 was available not only in 3.4 liter versions, but two versions (normal and "S") of the 3.8. All three body versions were available with all the engine options.

Brakes Wheels and Tyres

Four-wheel Dunlop 12 inch (305 mm) disc brakes appeared for the first time as an option.

Factory specification 6.00 × 16 inch Dunlop Road Speed tyres or optional 185VR16 Pirelli Cinturato CA67 radials could be fitted on either 16 × 5K½ solid wheels or optional 16 × 5K wire wheels.

External colours

The car was available at various times in Red, Pearl Grey, White, Indigo Blue, Claret, Cotswold Blue, Black, Mist Grey, Sherwood Green, Carmen Red, British Racing Green, Cornish Grey, and Imperial Maroon.

Performance

A 250 bhp 3.4 litre XK150S fixed-head coupé with limited slip differential was tested by The Motor in 1959. It had a top speed of 132 mph (212 km/h) and could accelerate from 0–60 mph (97 km/h) in

7.8 seconds. Fuel consumption of 22.0 miles per imperial gallon (12.8 L/100 km) was recorded.

The test car cost £2110 including taxes of £623. It was at the time the fastest closed car the magazine had ever subjected to a full road test.

Collectibility

At the time the XK150 did not grab the world's attention in the way that its predecessors had. However, it is now recognized as the superb car it is, with more refinement than any previous XK. The rarest cars are the XK150 3.8S

roadster of which a total of only 36 (LHD and RHD) were produced. As reported in last month's Classic Marque, one of these 36 cars in very poor and damaged condition requiring a 'nut & bolt' restoration, sold for a record £90,000 (Au \$170,000).

Coachbuilt Versions

Jaguar XK150 By Bertone

A total of three (3) bare chassis were sent to Bertone in Turin to be bodied as prototype fixed-head coupés. They were reportedly meant to be the replacement for the XK150 and wore an "XKE" badge on their rear flanks.

Production

Production all but stopped after 1960, but a few cars appear to have been manufactured in 1961. A total of 9,395 vehicles including 2,263 roadsters, 4,450 fixed head coupés and 2,682 drophead coupés.

Again, like the XK140, the vast majority (7,565) were LHD. Of the 1,830 RHD cars built, only 76 RHD Roadsters were manufactured.

Depending on the source, production figures vary. No details are available on the split of numbers between RHD and LHD, but some sources do break out the numbers between home and export production. ■



Maria & John Cribb, 1958 XK150 3.4 litre Fixed Head Coupe. The car was sold new to an owner in South Africa who moved to Sydney with the car in the late 70's. It was eventually purchased by the Cribb's, and apart from an engine rebuild, the XK150 remains a completely original car.

Celebrities and Their XK's



Harrison Ford is often seen taking his 1955 Jaguar XK 140 for a spin near his home in Brentwood, California



There was no explanation with this photograph as to why Harrison Ford's wife, Calista Flockhart was photographed with a Jaguar XK150 DHC. Perhaps it is because of her husband's love for his XK140.

Celebrities and Their XK's



During the 1950s, Roger Moore (1927-2017) could be found wafting around the California mountains in his 1957 Jaguar XK150 Drophead.



Clint Eastwood with his 1960 XK150 3.8 litre Roadster. He was so in love with the car that he drove a 1957 black XK150 DHC in the first film he directed, 'Play Misty For Me' (1971).



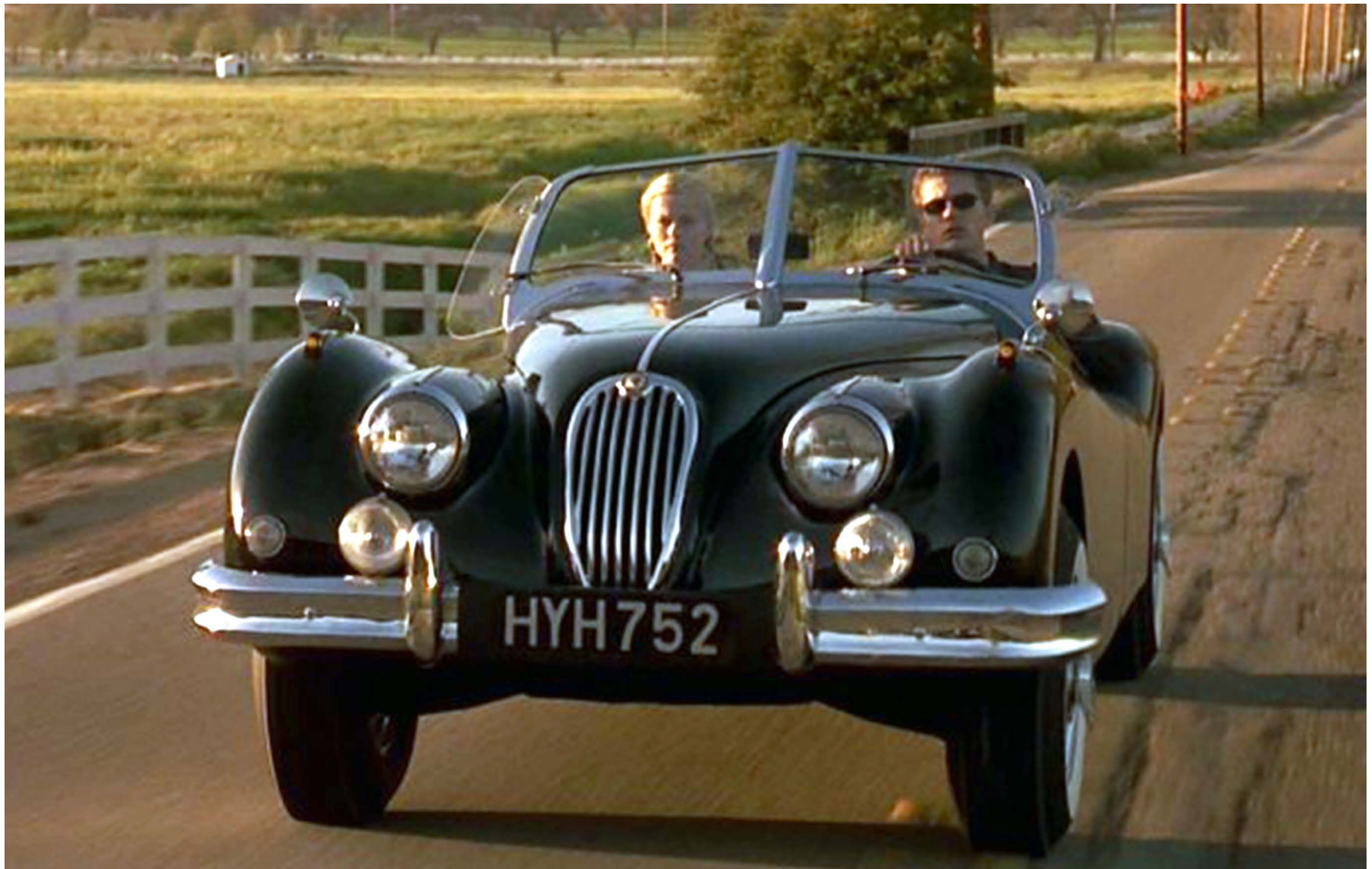
Clint Eastwood with wife Maggie Johnson. Maggie was a former American swimsuit model, actress and Clint's first wife from 1953 to 1984. They had two children; Kyle Eastwood, a musician and an actor, and Alison Eastwood, an actress, model, and fashion designer.



Celebrities XK's and Films



American actor Michael Landon (Bonanza) (1936-1991) reportedly loved his 1955 Jaguar XK140 DHC.



In the film "Cruel Intentions" (1999), a wickedly entertaining tale of seduction and betrayal, a 1956 XK140 roadster plays a large part in the film. It belongs to rich kid Sebastian Valmont (Ryan Phillippe), who makes a bet with his stepsister Kathryn Merteuil (Sarah Michelle Gellar) that he can get Annette Hargrove (Reese Witherspoon) to lose her virginity to him. If he succeeds, Kathryn will sleep with him, if he doesn't, Kathryn gets his "1956 Jaguar Roadster". [Spoiler - Annette gets the Jaguar].

Celebrities and Their XK's



Unknown fashion model leaning on an XK140 FHC. The caption to the photo reads - "I don't think it really matters what hangs in your wardrobe if you've got this in your garage, that's all the outfit you need".