

AUTOS ABROAD

Righto, it's a Jagler!

THE BRITISH, it seems, must have glanced surreptitiously over the efforts of our Colonial hot rod and speed merchant chaps (not to mention Ford Motor Co.) and, by Jove, decided to dabble a bit in the art of engine swapping.

Vehicle for this development is the Daimler V-8 sedan, or to be more accurate, the Jaguar 3.8 (Mark 2) sedan. Jaguar, which absorbed the old-line Daimler firm in 1960, produced this offspring by mating the best of both firms—its so-called "sports saloon" body and chassis and the recently developed 152.5-cu. in. Daimler engine.

With typical English disregard toward disguising separate car lines within the corporation (as witness the BMC Minis and 1100s), the only external variations on the Jaguar theme are hubcaps and hood ornament, which incorporate the Daimler emblem, and a fluted grille rim in the Daimler tradition. Instruments, controls and trim inside are basically Jaguar.

The Daimler engine, best feature of that company's rather unhappy SP-250 sports car, has a cast iron block with aluminum alloy heads. The crankshaft runs in five main bearings and the valves are operated in the hemispherical combustion chambers by a single central camshaft via short push-



FROM ITALY, where the fastback coupe is a highly refined work of art rather than a mid-year model, comes this example by the coachbuilding house of Bertone based on the Simca 1000.

rods. Bore and stroke are 3.0 in. and 2.75 in. and, with a compression ratio of 8.2:1, the unit develops 140 bhp at 5800 rpm.

This powerplant is stuffed into the rather lengthy underhood compartment designed for the 6-cyl. dohc Jaguar engine, which, in the version that now powers those sedans imported into this country, develops 220 bhp at 5500 rpm from 230.6 cu. in.

Earlier versions of this car, which are no longer imported but still are produced for British consumption, are fitted with either a 210-cu. in. engine that develops 210 bhp at 5500 rpm, or a 151-cu. in. engine developing 120 bhp at 5750 rpm. The engine swap obviously improves the performance potential of the smallest Jaguar-powered sedan, particularly since there has been no significant weight change.

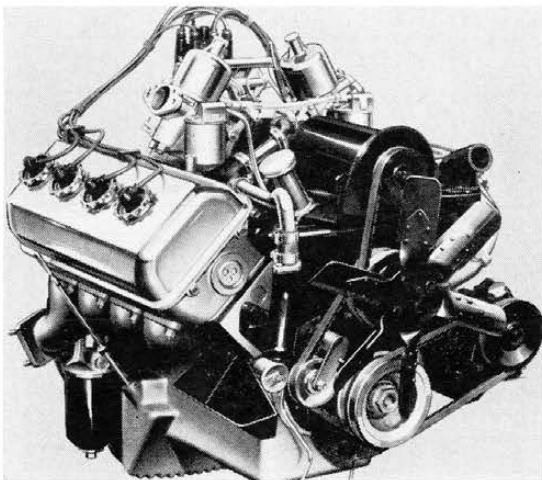
Although the V-8 is somewhat light-

er than the Jaguar engine, the weight saving is offset by installation of a Borg-Warner type 35 automatic transmission incorporating a torque converter. Final drive ratio is 4.27:1. Jaguar brakes (Dunlop discs on all wheels), suspension and steering (power assist is optional) are retained.

Tourer from Turin

Like the Karmann Ghia coupes for Volkswagen, Simca now has Italian bodywork on its 1000, making the car look like something that it isn't (in this case, a Ferrari). The Bertone-bodied Simca, with its true fastback design, is more wind-cheating than the boxier stock body and performance is somewhat better. In this sleeker form, a Nardi steering wheel and large-dial Jaeger instruments are fitted, but underneath it's still Simca with rear-mounted 45-bhp engine. ■

ENGINE FROM Daimler sports car powers hybrid.



LOOKS LIKE A Jaguar until fluted grille rim is spotted.

