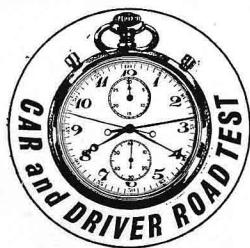




AL FRANCKEVICH



## JAGUAR XK-E 4.2

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yet no other make has ever  
fired the enthusiast's imagination  
to quite the same extent

A cursory glance at the automobile market in this country offers proof aplenty that there are lots of citizens who like lots of performance, and prefer it in two-seater packages. The startling acceleration and high-speed cruising capabilities of American sedans have forced higher standards of acceptable performance upon the manufacturers of sports and GT cars, and there is a substantial group of potential buyers who feel insecure about the limited "go" of the small-displacement imports.

There aren't very many two-seater sports or GT cars around that will meet that set of requirements, but the few makes that *do* fill the bill are, understandably, pretty impressive machines.

Ferrari has some superb cars in this class, as do Maserati and Aston Martin. Unfortunately—for most of us—their prices are very steep. There's the Cobra at something over \$6000, but the Cobra's spartan accommodations and race car ride will only appeal to the most red-blooded of enthusiasts. That probably leaves about three possibilities—three makes that have the necessary performance and creature comfort at something like a moderate price. They are the Corvette



## JAGUAR XK-E 4.2 CONTINUED

(C/D January), the Sunbeam Tiger (C/D November), and our test car, the newest Jaguar XK-E roadster.

No Jaguar was ever perfect, and yet no other make has ever fired the enthusiast's imagination to the same degree, or over such a sustained period of years. The XK-120 overheated regularly but it electrified the keentypes of the late Forties and earliest Fifties. The XK-120M was too fast for its brakes, but nobody cared—it was beautiful and it made the most purely-sexual noise ever emitted by an automobile. The XK-140 and XK-150 were fat, overdecorated versions of the lithe, taut XK-120, but they were Jaguars, by God, and that was enough for the men that bought them.

Then came the XK-E. It had been predicted by the "experts" ever since the waning days of the XK-120 series. Everybody *knew* that Jaguar was going to produce a street machine based on the fabulous D-Type racing car. And finally, after more than one false start, it came. Who cared if it still had the old Moss transmission? Who cared if there wasn't any room inside and the seats weren't comfortable? Who cared if it didn't have proper fresh air ventilation? Nobody, that's who.

*It was a new Jaguar!*

The automobile magazines mewed lamely about the flaws mentioned above, but even those criticisms were washed away in the euphoric flood of exultant prose that accompanied the announcement of the new XK-E.

A man six-foot-six could wedge himself into the driver's seat, acknowledge the fact that he could not possibly drive the car, and still want one worse than he'd ever wanted anything in his life. An old hand, an ex-Jaguar owner, could say that he'd had bad luck with his previous Jaguar and that he'd never own another one, only to rush pell-mell to the Jaguar showroom the first time an XK-E droned past.

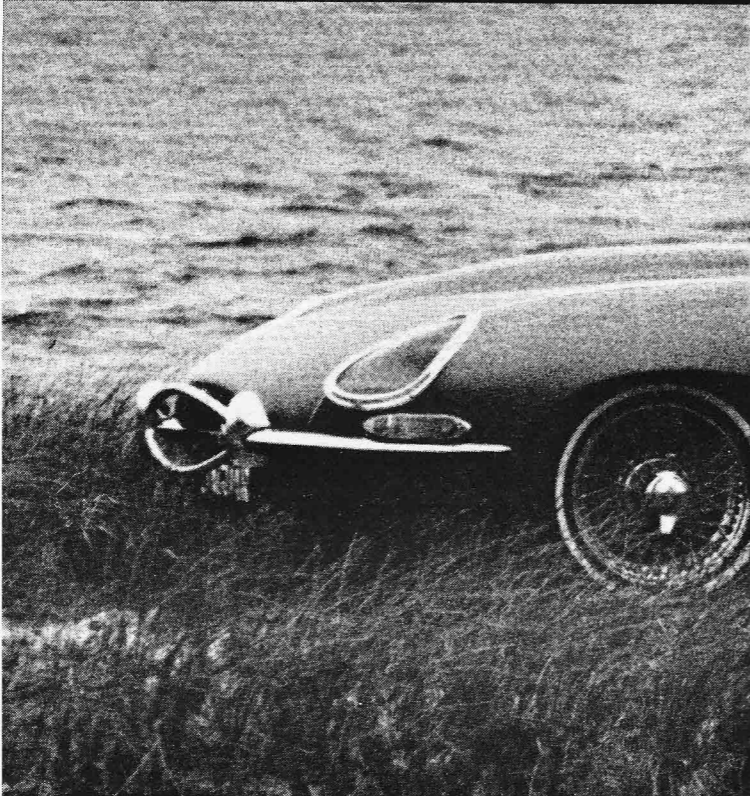
There's something so sensual, so elemental in the appeal of that car that few men can resist its siren song. It's like that woman you used to love, the one you'd never waste another minute on. You can avoid her for months, but one night she calls and you'd crawl naked across three-hundred yards of flaming gasoline and broken bottles to get to her. Obviously, a car that can excite such primitive urges is bigger than a non-synchro first gear or bad oil-consumption.

So let's suppose that you want a quiet, powerful two-seater that will hold its own in any company and look absolutely stunning from any angle . . . *Voilà!* You discover that the Jaguar XK-E you loved so well has taken a whole new lease on life. It has a revised 4.2-liter version of the tried-and-true dohc six-cylinder engine, a completely new all-synchro transmission, a new clutch, a new exhaust, and more comfortable seats. While you're digesting all that you'd better stop by the bank, because you may be about to buy another Jaguar.

The new XK-E is a pleasant blending of go and show, capable of 15-second quarter-miles and a maximum speed of 150 mph. It will cruise all day with the speedometer needle stuck well into the three-figure bracket. It is not really suitable for road racing, nor does it claim to be, but it *looks* racy as all-get-out even when sitting in a dentist's parking lot. Its performance is not the explosive, spine-jarring kind one experiences in an American super-stock. It has that English quality of tasteful understatement—it's obviously capable of going terrible fast, but it would rather not tell everybody.

What about the old complaints? Jaguar has been accused of ignoring its owners' anguished pleas in the past, but this time they listened intently and fixed virtually everything.

New oil-control rings (standard on all Jaguars since





# JAGUAR XK-E CONTINUED

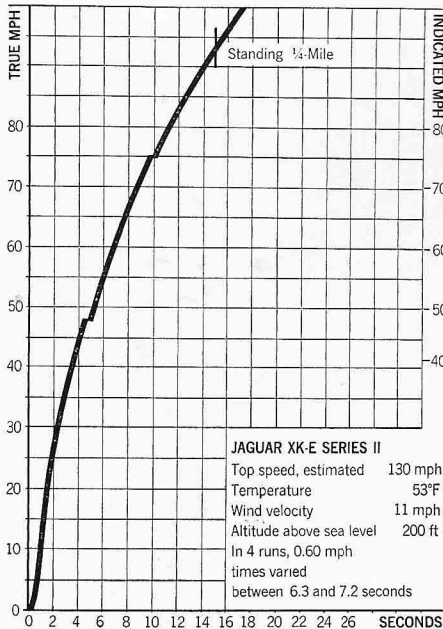
## JAGUAR XK-E SERIES II

Importer: Jaguar Cars, Inc.  
32 East 57th St.  
New York, N.Y.

Price as tested: \$5525

### ACCELERATION

Zero to	Seconds
30 mph	2.1
40 mph	3.2
50 mph	5.0
60 mph	6.5
70 mph	8.5
80 mph	11.1
90 mph	14.0
100 mph	17.4
Standing 1/4-mile	98 mph in 15.0



### ENGINE

Water-cooled 6-cyl.-in-line, cast iron block, 7 main bearings  
 Bore x stroke.....3.625 x 4.17 in, 92 x 106 mm  
 Displacement.....258.4 cu in, 4235 cc  
 Compression ratio.....9.0 to one  
 Carburetion.....3 SU Type HD-8  
 Valve gear.....Twin chain-driven overhead camshafts  
 Power (SAE).....265 bhp @ 5400 rpm  
 Torque.....283 lbs-ft @ 4000 rpm  
 Specific power output.....1.03 bhp per cu in, 67.7 bhp per liter  
 Usable range of engine speeds 500—6000 rpm  
 Electrical system.....12-volt, 16 amp-hr battery  
 Fuel recommended.....Premium  
 Mileage.....16—22 mpg  
 Range on 15.7-gallon tank.....270—370 miles

### DRIVE TRAIN

Clutch.....10-inch single dry plate  
 Transmission.....4-speed all-synchromesh  

Gear	Ratio	Over-all rpm	Max mph
Rev	3.08	10.88	7.0
1st	2.68	9.48	8.1
2nd	1.74	6.15	12.4
3rd	1.27	4.50	17.0
4th	1.00	3.54	21.5

 Final drive ratio.....3.54 to one  
 Unit construction, all-steel body.

### CHASSIS

Wheelbase.....96 in  
 Track.....F 50 R 50 in  
 Length.....175.5 in  
 Width.....65.5 in  
 Height.....48 in  
 Ground clearance.....5.5 in  
 Dry weight.....2465 lbs  
 Curb weight.....2515 lbs  
 Test weight.....2800 lbs  
 Weight distribution front/rear.....49/51 %  
 Pounds per bhp (test weight).....10.6  
 Suspension F Ind., unequal length wishbones and torsion bars  
 R Ind., twin transverse links and radius arms, dual coil springs and stabilizer bar  
 Brakes.....Dunlop 11 in. discs front, 10 in. discs rear, 461 sq in swept area  
 Steering.....rack and pinion  
 Turns, lock to lock.....2.5  
 Turning circle.....37 ft  
 Tires.....6.40—15  
 Revs per mile.....788

### CHECK LIST

#### ENGINE

Starting.....Good  
 Response.....Excellent  
 Noise.....Good  
 Vibration.....Excellent

#### DRIVE TRAIN

Clutch action.....Very Good  
 Transmission linkage.....Very Good  
 Synchromesh action.....Very Good  
 Power-to-ground transmission.....Excellent

#### BRAKES

Response.....Excellent  
 Pedal pressure.....Good  
 Fade resistance.....Excellent  
 Smoothness.....Excellent  
 Directional stability.....Excellent

#### STEERING

Response.....Excellent  
 Accuracy.....Excellent  
 Feedback.....Good  
 Road feel.....Excellent

#### SUSPENSION

Harshness control.....Very Good  
 Roll stiffness.....Very Good  
 Tracking.....Excellent  
 Pitch control.....Excellent  
 Shock damping.....Very Good

#### CONTROLS

Location.....Very Good  
 Relationship.....Good  
 Small controls.....Poor

#### INTERIOR

Visibility.....Fair  
 Instrumentation.....Excellent  
 Lighting.....Very Good  
 Entry/exit.....Fair  
 Front seating comfort.....Good  
 Front seating room.....Poor  
 Rear seating comfort.....—  
 Rear seating room.....—  
 Storage space.....Good  
 Wind noise.....Good  
 Road noise.....Very Good

#### WEATHER PROTECTION

Heater.....Fair  
 Defroster.....Good  
 Ventilation.....Fair  
 Weather sealing.....Fair  
 Windshield wiper action.....Excellent

#### QUALITY CONTROL

Materials, exterior.....Good  
 Materials, interior.....Excellent  
 Exterior finish.....Excellent  
 Interior finish.....Excellent  
 Hardware and trim.....Excellent

#### GENERAL

Service accessibility.....Excellent  
 Luggage space.....Good  
 Bumper protection.....Poor  
 Exterior lighting.....Excellent  
 Resistance to crosswinds.....Very Good



late '63) cured the oil consumption problem, and a completely new four-speed transmission was designed for the 4.2-liter engine. It has faultless, crashproof synchronizers (balk-ring type) on all four speeds, and the constant-mesh gears run in needle roller bearings. An oil pump in the transmission housing provides positive lubrication. The short lever can be banged into first at 40 mph without a qualm, although it's sometimes a little sticky when selecting the same gear at rest. This transmission is easily the Number One improvement on the new Jag.

The 4.2-liter engine dovetails nicely with this vastly improved transmission. By virtue of a fatter torque curve it requires considerably less shifting. No attempt was made to get more power—the aim was to improve mid-range torque and fourth gear flexibility. The success of that gambit is best demonstrated by the car's locomotive-like ability to pull smoothly away from anything over 500 rpm in any gear.

The new seats are very comfortable, but they still don't go back far enough for tall Americans, because the rear suspension members block their way. The only real fix for this would be lengthening the wheelbase, and Jaguar was naturally reluctant to do that. However, people of short to medium stature have been known to reach new heights of joy in the XK-E, and have accomplished 500-mile journeys in a single day's driving stint without discomfort. Limited luggage capacity in the XK-E roadster makes this sort of travel problematical, but it's noteworthy that the car makes you want to do it. (Fortunately, the AMCO people sell a luggage rack that will solve this problem.)

Excepting the steering, the controls of the old XK-E used to be the he-man type. Now the vacuum brake servo of earlier models has been replaced by a new Lockheed actuation system, giving lighter pedal pressures and quicker stopping bite. Also, the old clutch has been replaced by a new Laycock diaphragm type with a smooth, progressive action. No special provision has been made to help the driver depress the accelerator pedal, but normal enthusiasm seems more than adequate for that task anyway.

The increase from 3.8 to 4.2 liters resulted from respacing the cylinders within the block, and at the same time the crankshaft was reworked for greater stiffness and the water passages and circulation were improved. It's a thoroughly reliable engine and it enjoys the benefits of all the development work that's gone into the old 3.4 (and its descendants) since 1948.

The electrical system has also received a little subtle attention: it now sports a Lucas alternator that delivers a full charge from 910 rpm up, a pre-engaged starter, and a thermostatically-controlled electric fan.

Paralleling these efforts to match American electrical practice, Jaguar has also made a first step toward some simplification of the maintenance schedule. The lubrication interval for the steering and suspension ball joints has been extended from 2500 to 12,000 miles through the use of protective polyurethane boots, and the life expectancy of the mufflers has been increased about 400% by fabricating them from aluminized sheet steel that offers greatly-increased rust protection.

Driving the 4.2-liter XK-E is little different from driving its 3.8-liter predecessor. The driver sits proudly behind the same comprehensive—and comprehensible—instrument panel and bends the eager beast to his will. If he's tall, he may also have to do a little bending of his less-than-eager legs, but that's a subject for another meeting.

The short shift lever is just about where you'd put it yourself, and the throws are short, quick, and accu-



rate. The steering wheel is placed at a nice angle for those who like to affect the Stirling Moss-Hero Driver style, and the steering is amazingly light for such a big car. It goes where it's pointed without fuss or surprises, and the handling is the kind that forgives the most ham-fisted cretin. The ride is sedan-like, and although the car isn't small the driver soon loses any apprehensions he might have had about that long nose and where it's going.

The XK-E costs more than a Corvette (approximately \$5500 for the roadster and \$5700 for the coupe), but not enough to take it out of the GM product's class. As competitors, the two cars are admirably suited to one another—similar, yet different enough to give the prospective buyer a choice. We're really very impressed by all the improvements that have been made to the XK-E, but we must be completely honest and admit that the things that really get to us are the looks and the noise. It's a Jaguar. It reeks of purest automotive erotica, and that ain't bad, Jim.

C/D