

JAGUAR XK120/XK140/XK150 FORUM



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Mille Miglia 2010 by XK120

- Report by
Zach Miles



Zach Miles owns an historic and important XK120 fhc (note the registration number) and entrusted the car to CMC in Bridgnorth for a full restoration and preparation for the great Mille Miglia rally this year. This is his story of the event and next month we follow on with the full details of the car and its restoration.

It's hard to exaggerate the excitement of taking part in the Mille Miglia. Originally a flat out road race, it is now organised as a classic rally. Only those car types which took part in the original race series held between 1927 and 1957 are allowed to compete; priority is given to those cars which actually participated in the original race series, and after that cars which have

an interesting history such as success in other racing events. No technical modifications are allowed unless they were available when the car was originally raced.

The rally starts and finishes in Brescia in northern Italy, the route varying from year to year but basically it runs to Rome and back. The entry is limited to 375 cars and is massively oversubscribed. Jaguar is one of the main sponsors and regularly sends a team

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Zach Miles with his XK120 during the final preparation of the car at CMC in Bridgnorth, Shropshire.

it seemed like there were 5,000 people there to welcome us. The atmosphere was electric. It was the same in Rome the following night, followed by a police escort driving the cars around the city including through St Peter's square in the Vatican. Not your regular tourist trip!

On the whole the event was well organised, with the exception of marshalling the cars at the start of each day's rallying and after time controls, when chaos would ensue with everyone trying to get to the front of the queue. My co-driver Guy Woodcock rose to the occasion, cutting an impressive figure ordering the other cars around to get them in order with great success; by the last day even the locals were getting the hang of it.

Now for some rally facts
 Of the 375 entries, 290 cars finished.
 There were 38 British entries.



The XK120 coupé has very graceful flowing lines. The front wing line sweeps right back through the doors to blend into the rear wing curves. Ventilators are fitted in the body sides

to compete as some of you may have read in this magazine last year.

When competitors first arrive, the cars are put in an exhibition centre for technical scrutiny to make sure they qualify for the event. Walking around the exhibition centre looking at the cars is a petrol-head's dream! Early Alfas, Bugattis, Ferraris, Aston Martins, Jaguars, Mercedes, BMWs, a Le Mans Talbot, Sebring Healeys – the list goes on and on. Many of the cars are in private collections and are rarely seen in public, let alone raced. A lot of the cars are in near concours condition. This year their aggregate value must have been close to £50 million or more.

Jackie Stewart and David Coulthard both took part in the event. As we queued for the scrutineering, Jackie's car was right behind me – we joked that this would probably be the only time I would be in front of him in the race. (Not strictly true – the cars are started in numerical order at a rate of three cars per minute – my car was no. 168 and his (an immaculate black Mercedes Gullwing), No. 267 - but it sounded good).

JAGUAR XK120 COUPE

SEVERAL years ago Jaguar Cars designed a six-cylinder twin overhead camshaft engine with a capacity of 3½ litres. This engine was a winner right from the start. It was first fitted to the XK120 open sports two-seater, which was an instant success. It has a very high performance, a sound chassis layout, and it is also very good value for money. Later, the same engine was fitted to a new six-seater saloon known as the Mark VII, and this has proved one of the few large saloon cars road tested by this journal that has recorded a mean maximum speed of over 100 m.p.h. The Mark VII is also extremely good value for money, and at the last London Show, when it was first exhibited, the question on the lips of very many people was: "How do Jaguar's do it for the price?"

Although these two models will meet the needs of a very large proportion of the high-speed motoring public there are some people who require a vehicle that has saloon car comfort coupled with high speed, but who want a car dimensionally smaller than the Mark VII saloon. Consequently the XK120 two-seater fixed head coupé was produced. This model is in effect an XK chassis and body with a metal top and full doors in place of the hood and side screens. A left-hand drive special equipment version of this model has recently been road tested by *The Autocar*.

The coupé can perhaps be likened to a well-trained racehorse, inasmuch as it is extremely powerful yet very willing and docile; but, on the other hand, it must be controlled and treated with respect if the best results are to be obtained. The outstanding impression after having driven this car for more than 2,000 miles is of the way it goes, and keeps on going. Even after a high-speed Continental journey, and also a complete road test on a Belgian motor road, the car had no

PRICE (basic), with fixed head coupé body (and special equipment), £1,255.
 Not available in Great Britain.
 Extras: Radio £33.
 Heater, standard equipment.
ENGINE: Capacity: 3,442 c.c. (210 cu in).
 Number of cylinders: 6.
 Bore and stroke: 83 x 106 mm (3.268 x 4.173 in).
 Valve gear: twin overhead camshafts.
 Compression ratio: 8 to 1.
 B.H.P.: 180 at 5,300 r.p.m. (B.H.P. per ton laden 118).
 Torque: 205 lb ft at 4,000 r.p.m.
 M.P.H. per 1,000 r.p.m. on top gear, 21.3.
WEIGHT (with 5 gals fuel), 27 cwt (3,037 lb).
 Weight distribution (per cent): 47.5 F; 52.5 R.
 Laden as tested: 30.6 cwt (3,422 lb).
 Lb per c.c. (laden): 0.95.
BRAKES: Type: F, Two-leading shoe. R, Leading and trailing.
 Method of operation: F, Hydraulic. R, Hydraulic.
 Drum dimensions: F, 12in diameter, 2½in wide. R, 12in diameter, 2½in wide.
 Lining area: F, 103.5 sq in. R, 103.5 sq in. (135 sq in per ton laden.)
TYRES: 6.00–16in.
 Pressures (lb per sq in): 25 F, 25 R (normal); 35 F, 35 R (for fast driving).
TANK CAPACITY: 14 Imperial gallons.
 Oil sump, 25½ pints.
 Cooling system, 25½ pints.
TURNING CIRCLE: 31ft 0in (L and R).
 Steering wheel turns (lock to lock): 2½.
DIMENSIONS: Wheelbase 8ft 6in.
 Track: 4ft 3in (F); 4ft 2in (R).
 Length (overall): 14ft 5in.
 Height: 4ft 5½in.
 Width: 5ft 2in.
 Ground clearance: 7½in.
 Frontal area: 17.13 sq ft (approx.).
ELECTRICAL SYSTEM: 12-volt, 64 ampere-hour battery.
 Head lights: Double dip, 48-48 watt.
SUSPENSION: Front, independent; wish-bones and torsion bars and anti-roll bar. Rear, half-elliptic springs.

PERFORMANCE

JAGUAR XK120 COUPE (Special Equipment Model)

ACCELERATION: from constant speeds.

M.P.H.	3-77	5-16	7-48	12-73
	10-1	10-1	10-1	10-1
10-30	7.9	5.6	4.1	2.9
20-40	7.7	5.4	4.0	—
30-50	7.3	5.3	4.2	—
40-60	7.4	5.6	4.8	—
50-70	7.9	6.0	—	—
60-80	8.1	6.7	—	—
70-90	9.3	8.7	—	—
80-100	10.9	—	—	—

From rest through gears to:

M.P.H.	30	50	60	70	80	90	100
sec	3.3	7.5	9.9	13.7	17.1	22.1	28.2

Standing quarter mile, 17.3 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)	Top	
			(mean)	(best)
3rd	72-90	116-145	121	194.7
2nd	49-60	79-97	46	116-145
1st	26-36	42-58	29	42-58

TRACTIVE RESISTANCE: 23.7 lb per ton at 10 m.p.h.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	300	1 in 7.5
Third	400	1 in 5.5
Second	525	1 in 4.1

BRAKES:

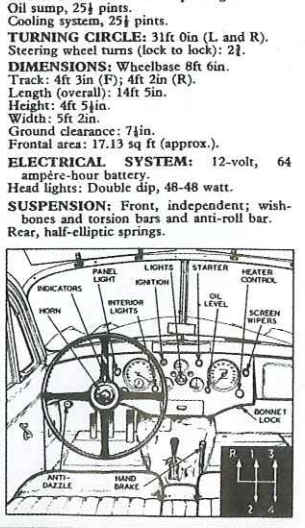
Efficiency	Pedal Pressure (lb)
94 per cent	125
83 per cent	100
64 per cent	70

FUEL CONSUMPTION:
 16.2 m.p.g. overall for 169 miles (17.8 litres per 100 km).
 Approximate normal range 14-18 m.p.g. (20.1-15.7 litres per 100 km).
 Fuel, Belgian premium grade (approximately 80 octane).

WEATHER: Dry surface; wind very slight.
 Air temperature 58 degrees F.
 Acceleration figures are the means of several runs in opposite directions.
 Tractive effort and resistance obtained by Tapley meter.
 Model described in *The Autocar* of March 2, 1951.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100	110	120
True speed	10	21	29	41	50	60	70	80	90	100	111	121



If you hadn't recognised the car by the registration number it was one of the original XK120 fuchs owned by Jaguar Cars and used for press purposes.

Jaguar Cars Limited sponsored 9 entries. There were 27 Jaguars in total:-

- 5 C-types
- 3 D-types
- 1 Mark VII saloon
- The rest made up of XK120s (mainly OTS) and an XK140.

The highest placed Jaguar was an XK120 OTS driven by an Italian team, finished 61st. The highest placed car sponsored by Jaguar Cars Limited finished 110th (an XK120, driven by Oag James and Tom Ford), followed by Terry and Liz Bramall at 125th (C-type), and then ourselves at 145th (XK120fhc SE). Most of the top 100 places were taken by Italian driving teams, many with older cars and higher coefficients, more of which later.

We finished all the timed sections correctly with no penalties. This is more challenging than it appears at first – although average speeds are relatively low there is a lot of traffic and delays, especially in the towns where the crowds want to see the cars, so getting to destinations on time can be tough. Our strategy was to stick with the Italian driving teams ahead of us and mimic their driving techniques – definitely not something to try in the UK!

Avoiding penalties and scoring well on the regularity sections is essential to winning the competition. Each regularity section in this event typically consists of a fairly easy section of road, between 1 and 4 kms long, with several fixed timing points where a sensor is placed across the road. You have to drive over these sensors at exactly the right time to score maximum points of 420, and your score is reduced on a logarithmic scale for every 100th of a second deviation from your allotted time. For example, a deviation of 15/100ths of a second will reduce your score by 220 points to 200, a 1 second deviation reduces your score to 100 points and a 2 second deviation scores 0 points.

Your point score is multiplied by a vehicle coefficient (assigned by the rally organisers) to determine your final score. The coefficient increases with, among other factors, the age of the car. In our case, our points score

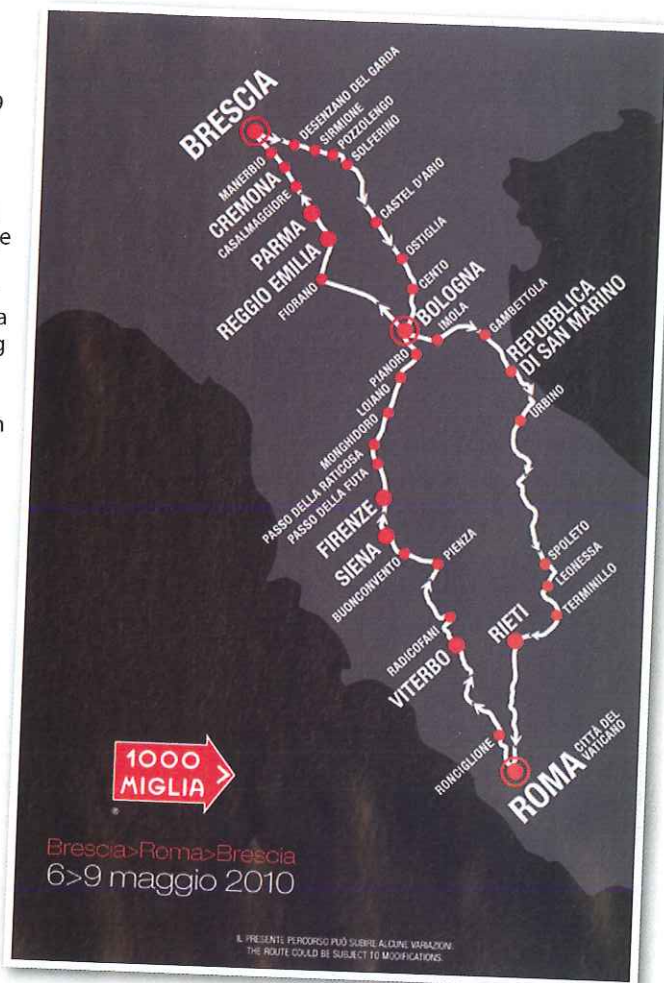
was 4154 multiplied by our coefficient of 1.32 giving a final score of 5484, with an average time deviation of 0.89 seconds. The winning car – a BMW 328 – accumulated 11864 points multiplied by a coefficient of 1.7 giving a final score of 20170, with an average time deviation of 0.04 secs. Obviously, accuracy is the key here but the coefficient plays a big part as well in determining the final placings. As the regularity sections are at low speeds, the older cars perform well and, with a higher coefficient, have a distinct advantage, confirmed by the fact that the majority of the top 50 places went to Italian teams driving older cars.

I set out to compete with three objectives: (i) to enjoy it, (ii) to finish and (iii) to finish in the top 100. Well, two out of three isn't bad. Would I do it again? Definitely! Attention is now focused on improving accuracy in the regularity sections. How do those Italians do it?!

What of the Car?

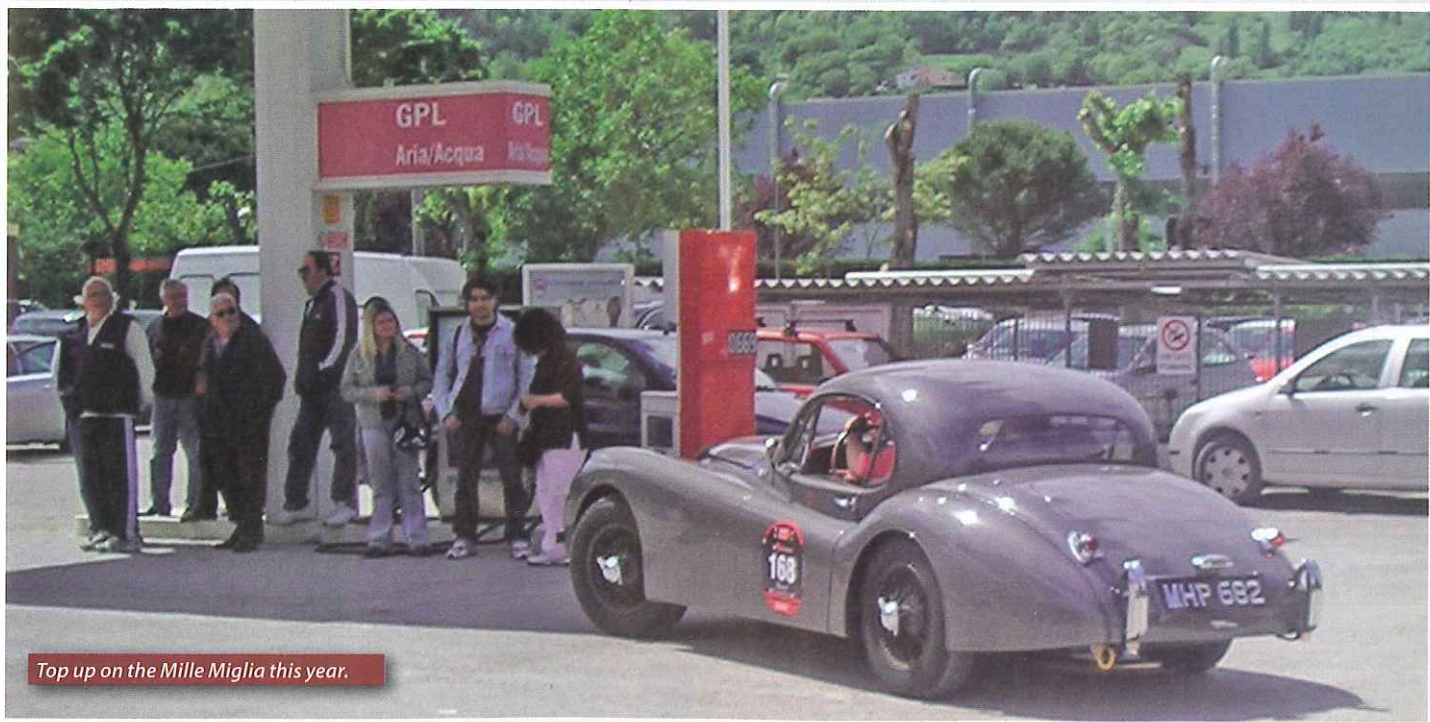
The car itself performed brilliantly and you can read more of this in next month's magazine. Having been subjected to a nut and bolt restoration by CMC for the event, care was taken to run it in thoroughly beforehand. This involved trips from Bridgnorth to Kent and driving around rally circuits in Snowdonia National park. We covered over 2000 miles making sure everything bedded in properly and returned the car to be serviced and returned before being sent to Italy.

On the rolling road the engine delivered ample power with a flat torque curve



This year's rally route.

from 1,500 to 5,000rpm. Driving in third gear gave tremendous range, very useful on mountain roads. There were no mechanical problems during the event. The drum brakes were given a lot of punishment and were squeaking loudly by the end but still working. ■



Top up on the Mille Miglia this year.