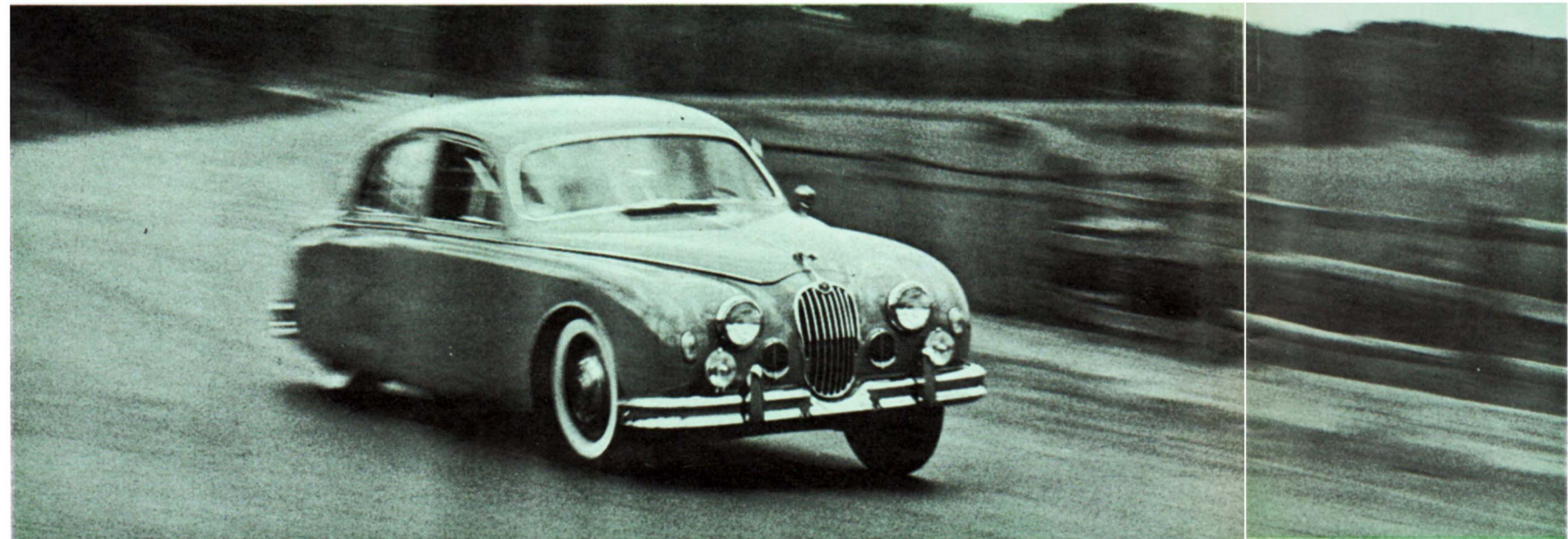


SCI ROAD TEST:

Two point four Jaguar



Two-point-four rolls to the side going around test curve. Jaguar's latest export is more a sports family car than a sports or sports touring car.

IT'S NOT often that the sports car clan takes a serious interest in the latest four-door sedans, but the newest Jaguar "saloon" has caused a lot of excitement in those quarters. Part of it is the result of Jaguar's reputation as a builder of sports cars, which promises good things in the performance and handling departments. Also, as the first major new model from Coventry since the Mark VII, the 2.4 reveals a lot of advanced thinking and points strongly toward Jag's future sports car plans. It intrigued us, anyway, so in search of a dual personality we took over a pastel blue machine from Jaguar Cars North American for a few days' testing.

Following a reliable model change plan, the 2.4 emerges as a tastefully balanced blend of tried principles with some of the unusual techniques learned in six years of Le Mans competition. The biggest switch from English convention is the use of integral chassis-body construction on a car of this size, which brought advantages of its own and forced complete reconsideration of a lot of suspension and silencing problems.

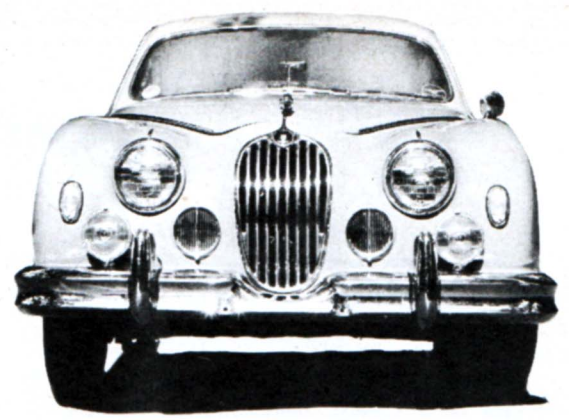
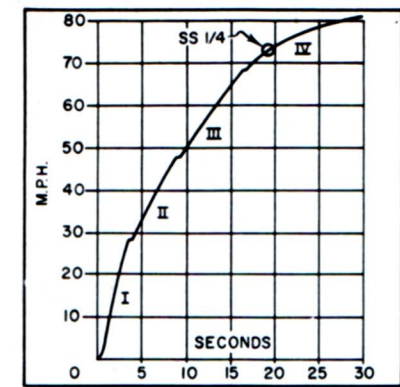
As in most early ventures in integration, a vestigial frame still angles beneath the stressed floorboards, though the boxed sills and cowl add a great deal to the overall strength. Tightly stretched panels act like drum heads in picking up and broadcasting small vibrations, and for this

reason the 2.4 makes only limited use of fully stressed skin sections. To cut road noises at their source, the whole front suspension is mounted on a pressed sub-frame, which in turn is joined to the chassis by four bonded rubber blocks. Wholly new to Jaguar, this system made torsion bars very inconvenient, so a conventional coil spring setup was adopted. This has the happy result, though, that this front assembly could handily be lightened and welded into the chassis of a special.

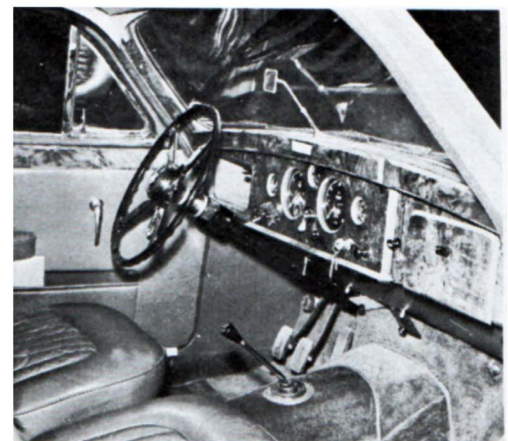
The rear axle location smacks strongly of that used on the D-type, since the housing is guided by parallel trailing arms and a short lateral arm. In this case, the bottom arms are the rear halves of cantilever leaf springs, which are heavily insulated from the body on their total of four mounting points. There is, in other words, a lot of flexibility provided at both ends, and little resemblance to older production Jag methods.

All this attention both on the drawing board and the test track has given the 2.4 a remarkable feeling of solidity and almost complete freedom from rattles. It rides silently and smoothly over a variety of surfaces, with a minimum of pitching in both front and rear seats. Freedom from joggling is obtained without losing a degree of firmness and stability on the road.

With an anti-roll bar and 57 per cent of the weight in front, the 2.4 can be expected to understeer, which it does



From the front, the 2.4 gives several hints of Jaguar styling, but in a diminutive aspect. Flame throwers on bumper are optional equipment.



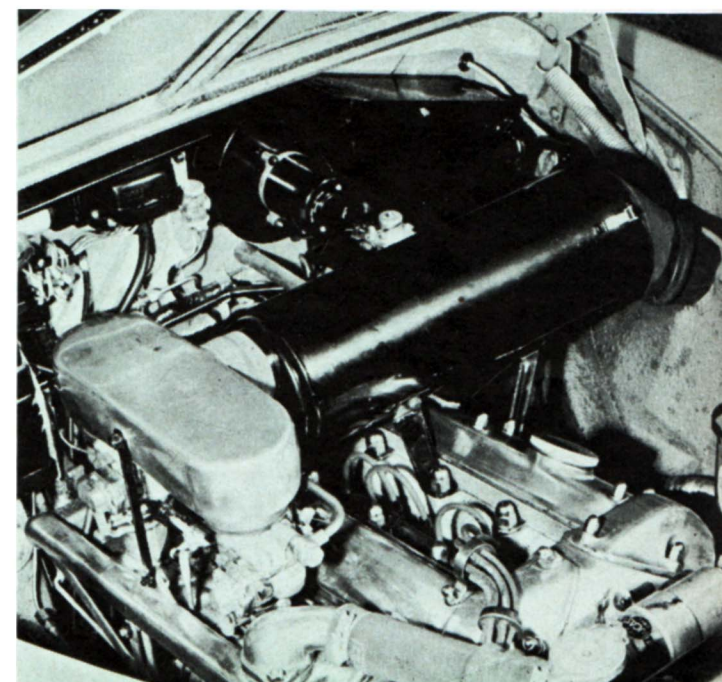
Interior is rich in comfort and appointments. Tach sits at left almost before driver with other instruments well placed. Shift lever is far forward.

with a vigor that's exaggerated by the somewhat slow steering ratio. You need a lot of helm to hold it into a bend, but only moderate effort. The car as a whole sticks nicely in fast highway maneuvers, and it can be very satisfying on fast corners. If it's thrown around more vigorously, however, the steering wheel response becomes delayed and erratic, due in part to the roll angle assumed. Unfortunately, there is always some tire noise, even at the front/rear pressures of 30/28 psi recommended in the manual for fast driving.

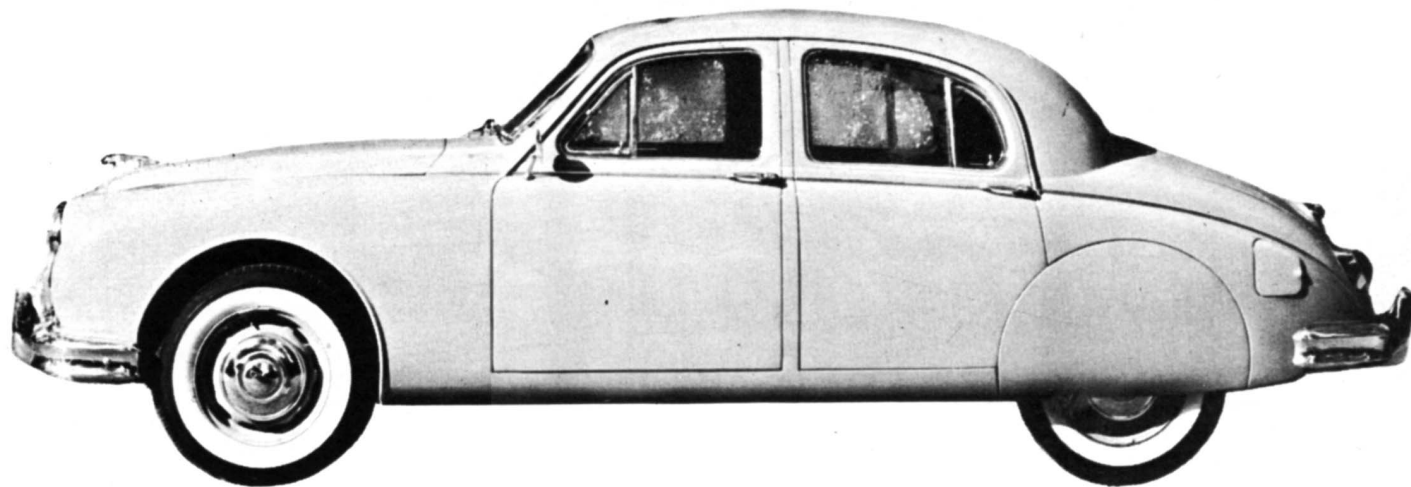
Taken to extremes, though, the car tends to drift on all fours, and rear wheel slides can be provoked but don't pop up without warning. Cornering on bumpy surfaces is good except at very high lateral G's, when some hopping occurs at both ends of the car. Briefly, the solidity of the car itself isn't always matched by the connection between car and road.

Thanks to this Jag's inherent stability, tracking on straight roads is easy and true, and is aided by a steering gear that is pleasantly sensitive for this class of car. Feel is direct at most speeds without excessive road reaction at the wheel. Characteristic of Jaguar is a strong caster action, and the steering is not light at low and parking speeds, though complete manageability is retained.

Competition know-how makes a welcome appearance



Typically Jaguar, the 150 cubic incher follows design of previous engines with double overhead cams.

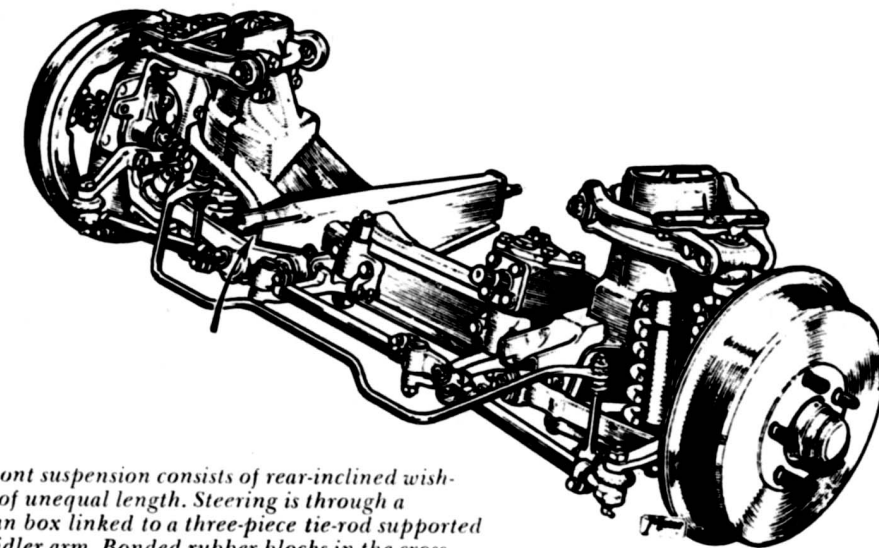


In profile, this first major new model from Coventry since the Mark VII combines the distinctive form of its predecessors, and the utility of sleek, advanced lines.

inside the 2.4, which has its adjustable steering wheel placed at the authentic Grand Prix angle and distance, and along with the big, four-spoke design this may have induced us to push a little harder than usual. Heel-and-toe downshifting is also made easy by the pedal placement, the suspended pedals generally being fine and allowing acres of left foot room. The gearbox housing pushes up a big lump in the 2.4 floorboards, but not quite big enough to make a comfortable rest for the accelerator foot. One of the neatest things we've seen in a long time is the place-

ment of the handbrake between the seat and the door at the driver's left hand. It's completely out of the way, yet right at hand and powerful when needed.

The service brakes are Lockheed's new Brakemaster system, which features power boost, automatic adjustment, and freedom from fade. On first acquaintance they didn't impress us, having an initially soft feel which stiffened up after application, as well as a tendency to be touchy at very low speeds. In our ten-stop-test, though, they were always on the job with a reasonably straight stop, and



The front suspension consists of rear-inclined wishbones of unequal length. Steering is through a Burman box linked to a three-piece tie-rod supported by an idler arm. Bonded rubber blocks in the cross member transmit vertical and transverse loads from body to springs and shocks.

RATING FACTORS:	
Bhp per cu in.	0.743
Bhp per sq. in. piston area	2.21
Torque (lb-ft) per cu. in.	0.924
Pounds per bhp—test car	26.4
Piston speed @ 60 mph	1740 ft./min.
Piston speed @ max bhp	2880 ft./min.
Brake lining area per ton (test car)	106. sq. ins.

held their moderate power well.

As usual with Jaguar, the instrumentation is comprehensive on the special equipment model we drove. There's a simpler, no-tach version available in England, but the 2.4 would be lonely without that instrument, which is placed on the driver's side. Although the dials themselves are well graduated and readable, visibility continues to be sacrificed to symmetry, and items like the water temperature are remote. Gauges are well lit at night, but there's no front map light, and the two interior lights are in the rear quarters but controlled from the dashboard.

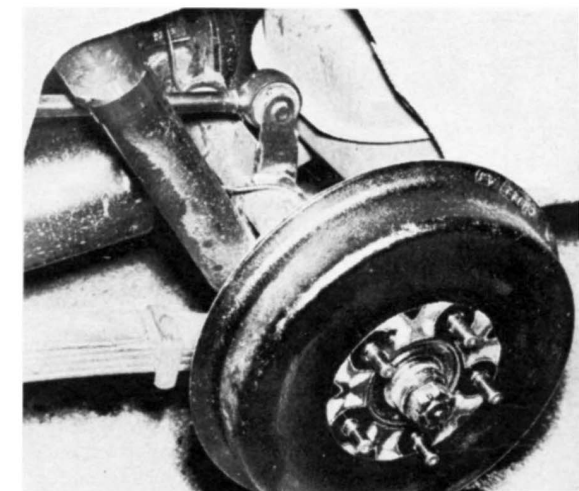
The small dash switches are now pushbutton-type, which are not entirely reliable, and the carburetor starting control works well, but is needlessly distant. The starter button is conveniently close to the ignition switch, from which the keys inevitably hang into the open ashtray. Interior storage space is exceptionally generous, with pockets in all doors and a roomy lockable glove compartment. Change for tolls can be kept handy in the open shelf on the driver's side.

From the driver's standpoint, then, the 2.4 controls are sporting but the car's reactions to them are more sedate and sedanlike. It narrowly misses being the perfect machine for the enthusiastic driver who needs family room, but taken strictly as a roomy five-seater, it's exceptionally safe and stable. The rear seat, of course, is fully usable with plenty of footroom, and thanks to both the level ride and adequate headroom, there's no tendency to rap skull against headliner as in many smaller imports. A hinge-down center armrest and two ashtrays complete the amenities.

All doors open from the rear by pushbutton, and have strong hold-open stays. When you walk up to the 2.4 you're pleasantly surprised by its compact lowness, which imposes some sport-car-like motions on getting in. The seats are raked well back, which contributes to the G.P. stance, and they have a just-right feel of firm cushioning. They don't form-fit too closely or support the shoulders well, though, and some extra fatigue on long hauls results. The front-seat passenger in particular finds himself clutching for support. Adjustment is made easy by a long spring-loaded track that fairly flings you into the dash when released.

Though the hood is impressively long to the onlooker, it falls away rapidly and allows very good forward vision with both fender peaks defining the limits of the car. The

(Continued on page 55)



Rear axle setup shows cantilever spring, angled shock absorber, upper locator arm, and part of the gas tank.



At 55 mph around bend, two point four seems to be sliding toward outside. Actually car stayed glued to road.

PERFORMANCE

TOP SPEED:
Two-way average 99 mph
Fastest one-way run 99 mph

ACCELERATION:
From zero to Seconds
30 mph 4.6
40 mph 6.5
50 mph 10.2
60 mph 13.4
70 mph 17.2
80 mph 27.9

Standing ¼ mile 19.2
Speed at end of quarter 73 mph

SPEED RANGES IN GEARS:
I 0-28
II 1-48
III 3-68
IV 10-99

SPEEDOMETER CORRECTION:
Indicated Actual
30 31
40 40
50 50
60 59
70 68
80 78

FUEL CONSUMPTION:
Hard driving 16.5 mpg.
Average driving (under 60 mph) 22 mpg.

BRAKING EFFICIENCY:
(10 successive emergency stops from 60 mph, just short of locking wheels):
1st stop 62
2nd stop 60
3rd stop 61
4th stop 61
5th stop 57
6th stop 58
7th stop 55
8th stop 57
9th stop 58
10th stop 62

SPECIFICATIONS

POWER UNIT:
Type six cylinder, in-line
Valve Arrangement V-inclined, twin overhead cams
Bore & Stroke (Engl. & Met.) 3.27 x 3.01 ins. (83 x 76.5 mm.)
Stroke/Bore Ratio 0.923 to 1
Displacement (Engl. & Met.) 151 cu. ins. (2483 cc.)
Compression Ratio 8 to 1
Carburetion by Z Solex downdraft, type B32.PB1-5/5
Max. bhp @ rpm 112 bhp @ 5720 rpm.
Max. Torque @ rpm 140 lb-ft. @ 2000 rpm.
Idle speed 600 rpm.

DRIVE TRAIN:
Transmission ratios Rev.
Rev. 3.375
I 3.375
II 1.962
III 1.367
IV 1.0

Final drive ratio (test car) 4.55
Other available final drive ratio Optional overdrive gives 3.55
Axle torque taken by Radius rods and leaf springs

CHASSIS:
Wheelbase 107¾ ins.
Front Tread 54¾ ins.
Rear Tread 50¾ ins.
Suspension, front Independent, coil spring and wishbones
Suspension, rear Cantilever leaf springs and radius rods
Shock absorbers Girling telescopic
Steering type Burman recirculating ball
Steering wheel turns L to L 4¾
Turning diameter 33.5 ft.
Brake type Lockheed Brakemaster hydraulic, vacuum servo
Brake lining area 157 sq. ins.
Tire size 6.40 x 15

GENERAL:
Length 180¾ ins.
Width 66¾ ins.
Height 57½ ins.
Weight, test car 2960 lbs.
Weight distribution, F/R 57/43
Weight distribution, F/F, with driver 57/43
Fuel capacity - U.S. gallons 14.5

2.4 Jag

(Continued from page 17)

rear window looks narrow at a glance, but its generous width tells the whole story in the mirror, and the only snag in visibility is the old-fashioned width of all the body pillars.

Interior ventilation is easily regulated and draft-free, American-fashion, and the window winders have a ratio of one turn, top to bottom. Other fresh air can be scooped in at the cowl and either let in directly or sent through the heater, which has two outlets under the dash. The manual recommends the use of the heater blower under all circumstances, but forward ram action seems to shove air in pretty well when under way.

Interior room for the family is matched by the capacity of the trunk, which is cleanly laid out with the major jacking tools clipped well forward. The spare drops into a covered depression in the floor, next to the gas tank, and in its hub is stored a nicely fitted tool kit. That jack, by the way, is easy but infinitely boring to operate, since it's designed around an extremely shallow screw thread. Two Dzus fasteners under each rear door liberate the fender skirts.

An imaginative venture into integral construction yielded dividends to Jaguar in the form of a stiff, solid structure with minimum weight, and the few chances taken here were counterbalanced by the use of a much-reworked version of the well-tried series of six-cylinder engine. The old XK100 four was considered in the planning stages, but they wisely decided that the six would come closer to Jaguar standards of silence and smoothness. That the choice was good is reflected in SCI's upcoming Tech Report on this ruggedly precise powerplant, which reveals many of its potentialities even in humble 2.4 tune. Proper use of the Start control brings it to life instantly from cold, and the warm-up idle is smoothly inaudible. Accelerator pumps in the Solexes make up for the plumber's nightmare of manifolding to provide the instant throttle response that's expected in a Jag, and this rev-ready eagerness stays in there all the way to the top making you wish there weren't a peg on the tach. Within the visible range of figures there's no shadow of protest or vibration, and the red sector at 5500 is more for decoration than anything else. Peak power, after all, comes in at 5720!

(Continued on page 56)

SIMCA

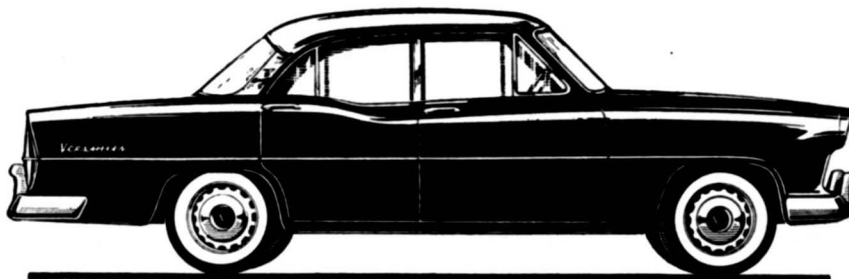


**Now . . . Here . . . and ready for you—
The all-new 6 passenger, SIMCA V8**

As exciting as young love, as practical as a dutch uncle and as beautiful as a car can be.

30 miles per gallon—95 miles per hour—85 horsepower

See this new Simca V8 today . . . Drive it . . . Compare it . . . and begin your love affair with this saucy French bomb.



**SIMCA V8 "VERSAILLES"
\$2495.00 . . . including**

- Full undercoating
- Custom wheel discs
- Fog lights
- All wheels balanced
- Cigar lighter
- Back-up lights
- Directional signal lights
- Windshield washer
- Trunk light
- Rear center arm rest
- Electric clock
- Glove compartment light
- Dual sun visors
- Two-tone color combination inside and out
- Emergency brake warning light
- Full-flow oil filter
- Ceramic gasoline filter
- Three-way horn
- Foam rubber seats

If you would like more information on the new Simca V8 just send us a post card and we'll be glad to oblige.



WITKIN-WOLF COMPANY, INC.

Importers and distributors for
all states west of the Mississippi
**5148 W. Washington Blvd.
Los Angeles 16, California**

MARION'S MEANDERINGS

By MARION WEBER

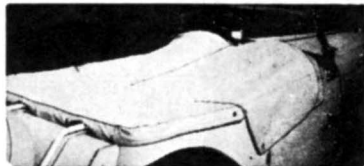


Aloha! And I wish that all of you could have been with me on my recent trip to Hawaii. No kidding, our "49th State" is a hotbed of Sports Car activities and because of the real kinship of people who drive for fun everywhere I was made to feel right at home. In spite of the romantic setting, most of my conversation during my vacation was about . . . you guessed it, cars! Although 2,300 miles from the nearest similar group, the Associated Sports Car Clubs of Hawaii is right on the ball and I was quite proud to receive an honorary membership from President Warren Dropman. There are several thousand sports car owners in the islands, by the way, and when you take YOUR trip to Hawaii, as everyone should sometime, grab one and strike up a conversation . . . you'll find real hospitality. MG MITTEN tailored accessories can be found at all dealers, incidentally . . .

If you like any of these gadgets, mark its square and slice out the entire column. Mail it to me with the loot, your name and address and it'll be posted to you posthaste. Calif. residents should add 4% sales tax . . . that's all there is to it. Happy snipping!

TOP FABRIC TONNEAU COVERS

Tailored to fit your car and to protect interior from sun, dirt & dampness which lowers its value. Invest a few \$ and save hundreds.



- MG TC TD TF.....\$28.95
- MGA.....\$24.95
- MGA (Black or grey Vinyl).....\$19.95
- HEALEY.....\$37.95
- JAGUAR ROADSTER.....\$37.95
- JAGUAR CONVERTIBLE.....\$42.50
- PORSCHE SPEEDSTER.....\$42.50

These are 3-ply BLACK or TAN fabric. Finest quality. For WHITE mark here and ADD \$5.00



GRAND PRIX GLOVES keep your hands from sticking to the steering wheel. Actually more comfortable than driving barehanded in any weather. Worn by top-notch race drivers. Men's sizes 7 1/2 - 10, Women's 6 1/2 - 7 1/2. Only \$7.95 pr.

THE ORIGINAL TAILORED CAR COVER. When you're a long, long way from home your car may need a cover. Ours are designed to protect the whole car and have been proven in several years of service. Lightweight canvas or butyl (not plastic), easy to put on or take off. Aircraft shock cord secures ends around car so that they won't blow away. Order one for your car today.

FOR THE ENTIRE CAR



- MG Mitten } \$17.95 Lightweight Canvas
- Healey Huggler } \$24.50 Butyl (Not Plastic)
- Triumph Tunic } Water repellent
- Jaguar Jacket } \$22.95 Canvas
- Porsche Parka } \$29.50 Butyl
- VW Vest } \$22.95 Canvas
- Corvette Cap } \$29.50 Butyl
- Thunderbird Tepee } \$22.95 Canvas
- Benz Blanket } \$29.50 Butyl
- Ghia Gown } \$22.95 Canvas

(Send Postcard for new free catalog.)

MG MITTEN CUMberland 3-1410

Box 121, South San Gabriel 8, California

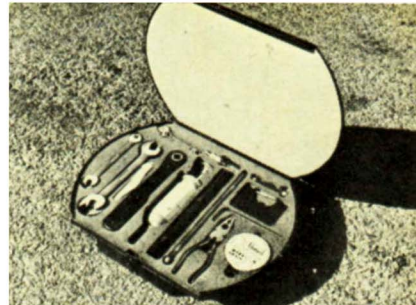
(Continued from page 55)

We expected a hood full of revs, but we weren't prepared for unusually good low-speed torque for a 150-cubic-inch. A glance at the torque curve and its 2000 rpm peak told the story, though the 2.4's road behavior was more than convincing enough. It does like to wind, though, and it's a shame that the gearbox occasionally dampens its ardor. The cover of the basically standard Jaguar box has been redesigned to give a mechanically more direct lever control, which somehow manages to have a very vague and rubbery feel. It improves on acquaintance, but the pattern remains widespread and the knob still evades the wildly groping hand at crucial moments.

Jaguar's machinelike whine remains in the lower ratios, and is accompanied by slight dog clutch protest if the synchromesh is rushed at all. The indirect gearing is closer to that of the first XK's than it is to the close ratios used in the present 3.5 liter machines, and as a result you're all done a little sooner in the gears than you would like to be to use that engine to the full.

When you get on good terms with the gear train, the 2.4 responds with strong and steady acceleration that will carry it quickly to an easy cruising

speed of 80 or so, which is still within the common piston speed limit of 2500 feet per minute. In its present trim, the 2.4 Jag is a nice balance between the paired factors of power and roadholding. The word now seems to be that the big 3.5 engine will find



Kit has tools for minor services.

its way under this hood for the American market, which will dump 51 more pounds where they aren't needed and apply more power when it can't be fully used. We'd much rather see this fascinating short-stroke six developed further, with perhaps an optional C-Type head and close-ratio gearbox if more suds are demanded. Those plus stiffer shocks all around would push the 2.4 over the line into the Gran Turismo class and enable it to surprise many a sport car. Even now it's one of the most satisfying small sedans around. — K.E.L.

Sussex Special

(Continued from page 27)

amazing. Maximum speed of an 1172 cc Anglia sedan with twin carburetors, raised compression and so on, is around 95 mph, and reliability is not affected. The very first Anglia conversion was driven straight from the plant into the 1956 Monte Carlo Rally and finished the course after much ultra-high speed motoring, and with no bothers. Nichols also produces a similar F-head ioe (inlet over exhaust) for the earlier Ford Eight/Ten engines of identical capacity, and these are called L.R.G. heads, after his other business, London Road Garage.

INTAKE

Power output of the Ford-Elva engine is 65 bhp at 5700 rpm on a 8.9 to one compression ratio and with two 1 1/2 inch S.U. carburetors. A sports camshaft is also employed to gain these figures, and the Elva Engineering Company can supply similar camshafts if the customer so desires.

When it is pointed out that Harry Weslake, gas-flow expert and designer

of porting and combustion-chambers on all Jaguar engines, has given a great deal of his time and attention to the Elva head shape, it is not surprising to learn that the engine has an exceptional power curve. Maximum torque is produced at 4500 rpm, but the curve is flat enough to maintain most of it through the greater part of the rev-range. The head is of a light alloy with the overhead intake valves operated by pushrods and rockers from a normally-positioned single camshaft which also actuates the side exhaust valves. Oil is supplied under pressure to the rocker gear through a 1/8-inch copper pipe attached to the main oil gallery. The intake valves seat on Bimetal cast iron inserts which are positioned directly above the pistons.

Combustion space is over the exhaust



This Sussex special is equipped with more expensive Coventry-Climax mill.