

SCI ROAD TEST

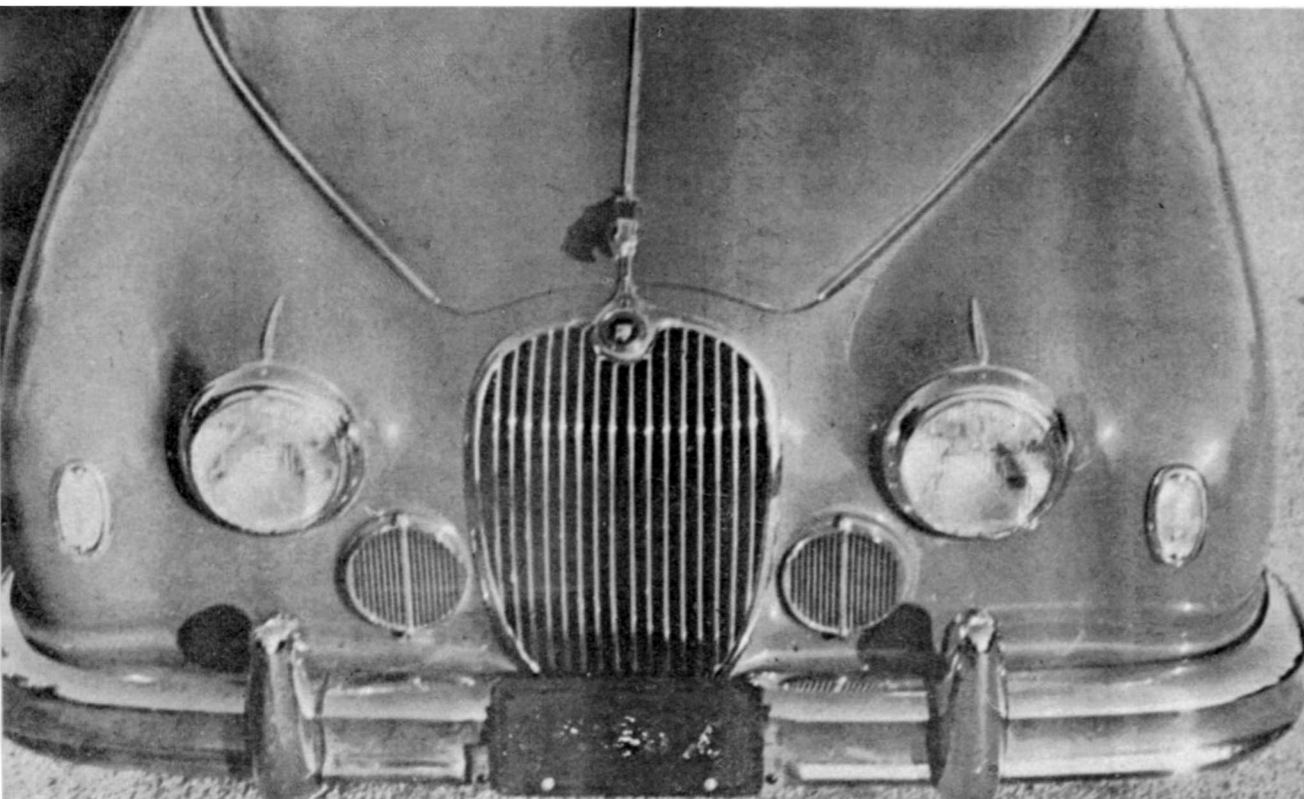
3.4 JAGUAR

SEDAN

IT'S EASY to understand why Jaguars dominate Le Mans: even Jaguar saloons handle like sports cars, though in the truest sense of the word they aren't. The 3.4 sedan sums up luxury touring in a high-speed car that defies comparison. It certainly has no exact American counterpart, the Fury, perhaps, comes closest. Of course, Jaguar owners expect to go, but here's a four-door sedan—family sedan, if you wish—that accelerates and cruises with *very hot* super-stock American sedans, even though the engine is half their displacement.

Our test 3.4 was black, contrasted by white-walled Dunlop Road Speeds and red leather interior appointments, and equipped with a stick shift and overdrive. Four-wheel disc-brakes are standard equipment. When we received it from Mr. Bottrill of Jaguar Cars North American, it seemed almost a shame to take such pretty equipment out on the road; but accelerating easily from our first traffic light, we knew that motoring is what this car is made for. The sedan version of the justly famous Jaguar engine, respected wherever good race cars gather, is both smooth and powerful in close traffic or on open roads.

Chatting with Mr. Bottrill, we touched on the subject of D-typing the 3.4. He told us that it is impossible to go all-



Uncluttered, aerodynamic lines indicate that the crouching jaguar on hood has plenty of muscles to use. Styling, both inside and out, is the essence of function and good taste.

out, as there just isn't sufficient room between the engine and the fender for the three Webers. However, breathes there a man with so much fire in his soul that he wants more go, it is possible to install the "red" head with bigger valves and shorter guides, 9 to 1 pistons, larger-throat S.U.'s and suitable ignition. But from where we sit, you'd have to be a man in a real hurry to bother.

The day of our performance testing was very cold. The sedan had spent the night parked in the Connecticut outdoors, and as we pressed the starter button, we would not have been at all surprised if the engine had resented the cold. But the electric chokes on the dual S.U.'s gave just the right mixture. Four turns of the starter, and the engine was under its own power.

Already splattered with road mud, we took a turn around a partially plowed Lime Rock. Snow patches made for rough going on the "S," but the Jag responded to every request.



XK engines obviously receive many, many dedicated man-hours in their manufacture. The dohc mechanism has every right in the world to be noisy; however, driving home the previous night, we were impressed by the absence of clatter and vibration. At Coventry, each moving part is meticulously mated with its corresponding surface, and tolerances are established for running temperatures. When the engine is cold and void of oil films, things like the chain-driven cams make themselves heard. It's a moment of appreciation that doesn't last too long, for after only a few seconds, cushions of oil form very effective dampers, the chokes open up, and the engine settles to a quiet 600 rpm idle. Without the instruments, you can not be sure your engine is turning over.

But turn over it does—right up to 6000 rpm. This engine likes to work at the top half of its range. There's plenty below the 3000 peg, but when the needle starts down the right side of the tach, the muscles of the crouching cat really begin to ripple. The car is deceptively smooth at high speed, and a glance at the speedo gives quite a shock. All of a sudden you're doing ninety! It's no problem to get up to sixty in second slot, and eighty comes real easy in third. And, with overdrive, there are still *two* gears to go! Cruising speed is whatever you want to do. We tried eighty over icy roads and had no trouble whatsoever. There's no wind or engine noise, and the heater keeps you warm and comfortable.

The foot pedals are the conventional clutch, brake and accelerator, located right where you would expect to find them. The hydraulically actuated Borg and Beck clutch operates easily and freely. It's easily engaged, and holds everything the engine can pour into it. And this engine produces plenty of power, even at the low end.

The gearbox requires getting used to. Pulling away from our first traffic light, we went from low gear into second, or rather, what we thought was second. It was neutral. There's quite a distance to go between the gears on the top of the "H" pattern and those on the bottom. If you make the mistake of rearing way back in the seats as you drive, you'll have to reach out for the shifting lever. We also had difficulty down-shifting into second cog—you just can't seem to find it—as the reverse gate tends to get in the way. Reverse is engaged by a not-too-sharp thrust leftward on the lever, then up. Speed shifting is frustrating at first, but after a short time, we knew the box and worked it with dexterity. We made a practice of downshifting, when in heavy traffic, into first without gear clash.

But whatever the inconveniences of working the manual shift, it is worth the effort in the acceleration department. The automatic transmission is the thing for city traffic, but the price that must be paid is deducted in acceleration times.



Since the plow disregarded the "line," we had to make one of our own, kicking even more snow onto the track. The faster we went, the better the road manners of the 3.4 felt to us.

APRIL '58

For example, with the stick shift, we accelerated to thirty in two seconds less time; sixty in 1.9 seconds less; and eighty in 1.1 seconds less.

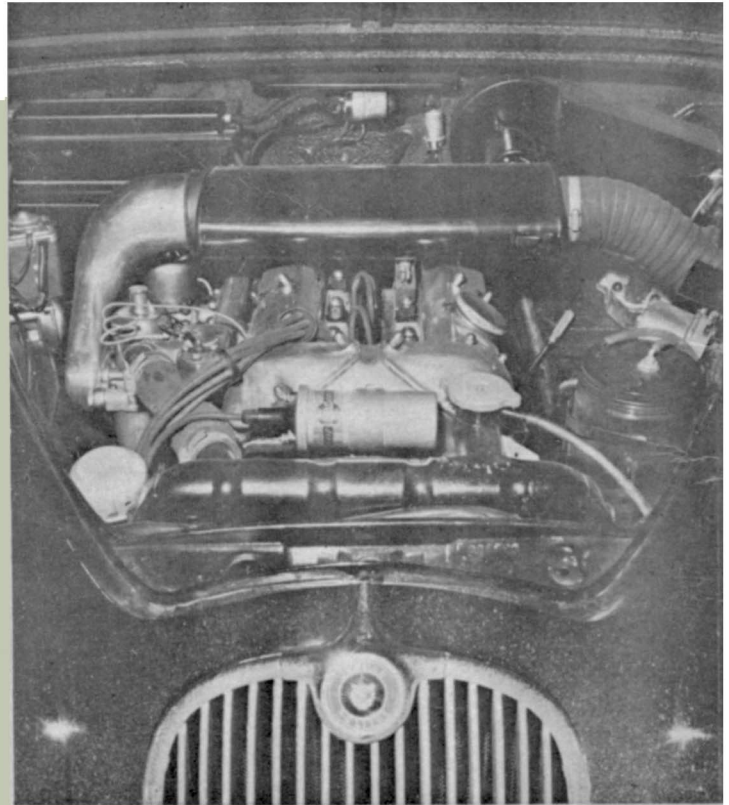
The brakes are phenomenal: they are, without exception, the finest brakes we have ever found as a production item on a sedan! The four-wheel disc units have stopping power and stamina that repeatedly crash-stop from 60 mph, and are impossible to break down or noticeably deteriorate.

Our test team really unleashed the stresses and strains. Because of the Jaguar's rapid acceleration, we made ten panic stops from sixty miles per hour in less than 200 seconds! As soon as one stop was completed, the car is immediately run back up to sixty, without even waiting for the decelerometer readings to be recorded (they are recorded on the run). We

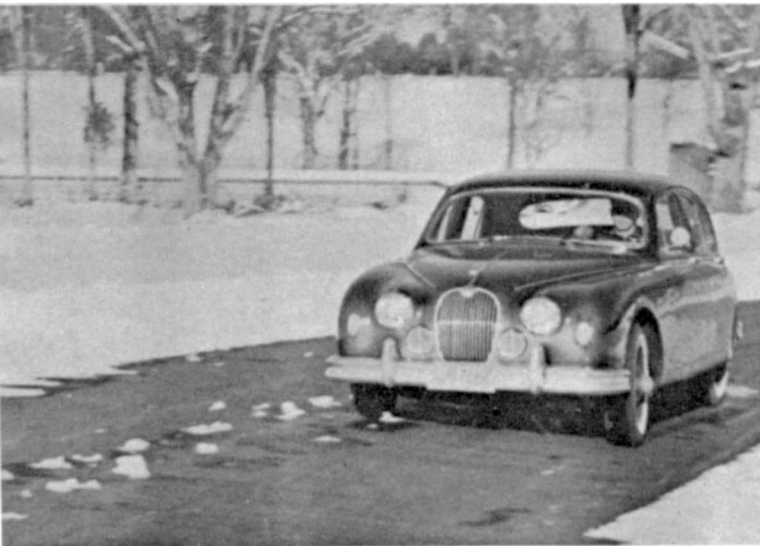
repeatedly made zero-to-sixty acceleration times in under ten seconds. This didn't give the brakes much time to cool, but on the tenth stop, we recorded the *same level of efficiency* as we registered with the first stop. All stops were at slightly better than $\frac{2}{3}$ g, and we finished with a pedal loss of less than one half inch amid the stench of hard-worked friction pads.

Very little pedal pressure is needed with the servo assist. Merely resting the tip of the foot on the pedal will bring the Jaguar to a halt from low speed; only slightly more is required from the higher ranges. It's a very smooth operation. The potency is amazing; even on icy roads, the pressure on the discs is so balanced that straight stopping is effected every time, under all conditions. We said previously that you can

Very little space is wasted under the hood, especially where compartment narrows at radiator end. Air filter must be removed to change plugs, but all adjustments to the twin S.U. carburetors are made from the top.



For a car that rides as softly as it does, the Jaguar sedan is a surprisingly stiff automobile on the curves. Under hard cornering, body lean is negligible, imperceptible to driver.



cruise at whatever speed you choose; we say now that you can stop regardless of how you choose to speed.

Handling the Jaguar is another pleasure. Tracking on the straights is perfect; it isn't necessary to clench the wheel, but merely to hold it with the tips of the fingers. By boring through a bend under power, you can get the tail to go out, but it only goes out if you want it to, and it's controllable when it does. By applying just the right amount of power you can set up any kind of drift you want, and if you start to get over your head, backing off the accelerator brings the tail right behind the front. Under hard cornering, very little lean is perceptible to observers, and none to the driver. Tire noise is nil, unless you really push the car into very big slip angles. And if you should hit bumps in the middle

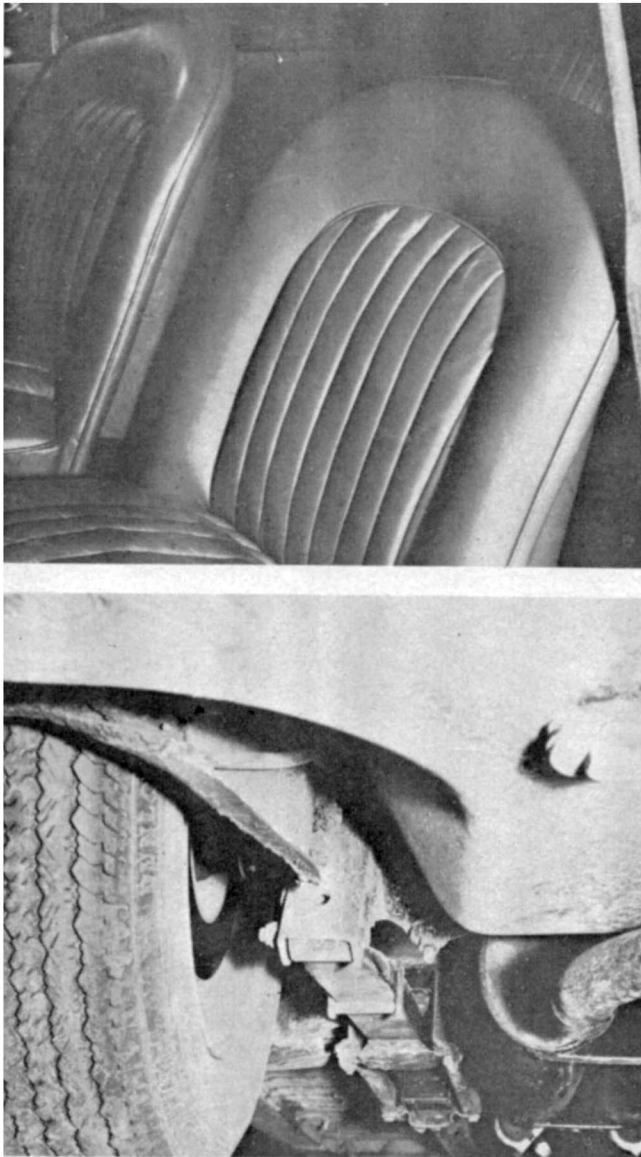
of your curve, you probably wouldn't even feel it. It's the kind of car that makes you feel you can do no wrong, and chances are you can't, if you use any kind of discretion.

Of course, we tend to be sadly lacking in this department ourselves. A goodly amount of snow had fallen the day before, so venturing a phone call to John Fitch, we were informed that Lime Rock had been plowed. When we arrived we discovered that the plow had made one pass, leaving only a semi-snowy ribbon of black top for our maneuverability runs. And we doubt very much that the driver of the plow had seriously concerned himself with the correct "line" through the turns.

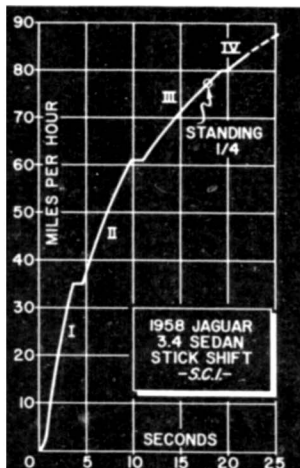
Nonetheless, off we went. Starting gear, fifty-five in second, then to third and into the "S" turn. We turned smoothly,

(Continued on page 52)

Our test machine was black, red leather over foam-rubber bench-type rear seat, bucket-type front seats. Lateral support excellent; we drove for hours over bad road without fatigue.



Quarter-elliptics are out of the vintage sports car era, but with a panhard rod for sideways location, they reappear in modern guise and give a smooth, jounce-free ride.



**JAGUAR 3.4 SEDAN
MANUAL TRANSMISSION**

PERFORMANCE

TOP SPEED:

Estimated 120 mph

ACCELERATION:

From zero to	seconds
30 mph	3.0
40 mph	5.4
50 mph	7.2
60 mph	9.5
70 mph	14.4
80 mph	19.3
Standing 1/4 mile	17.8
Speed at end of quarter	77 mph

SPEED RANGES IN GEARS:

I	0-35 mph
II	7-61 mph
III	10-80 mph
IV	15-top

SPEEDOMETER CORRECTION:

Indicated	Actual
20	22
30	30
40	39
50	47
60	56
70	66
75	71

FUEL CONSUMPTION:

Overall (including testing) 16.9 mpg

BRAKING EFFICIENCY:

10 successive emergency stops from 60 mph, just short of locking wheels were made at 0.7 g. There was no noticeable additional pedal pressure needed. Pedal loss was less than one-half inch.

SPECIFICATIONS

POWER UNIT:

Type	in-line 6
Valve Arrangement	dohc
Bore & Stroke	3.27 x 4.17 in (83 x 106 mm)
Stroke/Bore Ratio	1.28/1
Displacement	210 cu in (3442 cc)
Compression Ratio	8/1
Carburetion by	Two S.U. H.D. 6 (1 3/4 in throat)
Max. Power	210 bhp @ 5500 rpm
Max. Torque	215 lb-ft. @ 3000 rpm
Idle Speed	600 rpm

DRIVE TRAIN:

Transmission ratios	
I	3.39
II	1.86
III	1.28
IV	1.00
Final drive ratio (test car)	3.77 (2.93 in O.D.)
Axle torque taken by radius arms and quarter elliptic springs.	

CHASSIS:

Wheelbase	107.4 in.
Front Tread	54.7 in.
Rear Tread	50.5 in.
Suspension, front	Coil spring & wishbone
Suspension, rear	Quarter-elliptic leaf spring
Shock absorbers	Telescopic
Steering type	Burman Recirculating Ball
Steering wheel turns L to L	4 1/2 turns (ratio 17.6/1)
Turning diameter	34.75 ft
Brake type	Dunlop 12 in disc, Servo assist
Brake lining area	31.8 sq in.
Tire size	6.40 x 15

GENERAL:

Length	182 in.
Width	66 in.
Height	56 in.
Weight, test car	3250 (half tank of fuel)
Weight distribution, F/R	43/57
Weight distribution, F/R, with driver	43.5/56.5
Fuel capacity	15 U. S. gallons

RATING FACTORS:

Bhp per cu. in.	1.0
Bhp per sq. in. piston area	4.18
Torque (lb-ft) per cu. in.	1.02
Pounds per bhp-test car	15.43
Piston speed @ 60 mph	2055 fpm
Piston speed @ max bhp	3820 fpm

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Jaguar

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swinging the tail out as much as we dared on the narrow road, and we held with very little lean. Over the icy spots, the tail inching out, we were forced to back off, for with that little traction it's too easy to lean the tach needle on the peg. Once around the course and back to the starting line, inspection revealed that all four wire wheels were white with packed snow. We didn't clock our lap, but we know we didn't waste any time. Because of the snow and ice on the roads, top speed runs were impossible. We estimate 120 mph, but will postpone the actual runs until the ice clears.

One facet of the 3.4's behavior is worthy of comment. It's very much like skiing; the the faster you go, the easier it gets to maneuver. We were negotiating a lot of icy roads, the nasty kind that are dry for ten miles until you hit that big patch of ice and caked snow. At low speeds, on ice, we went through a motion we dubbed the "mambo"—a slight oscillation around the vertical axis of the car. We found that by going faster, say sixty, this condition disappeared, for the most part. When it did occur, it was very easy to control, and not at all dangerous. Incidentally, in fourth gear with the overdrive engaged, 2000 revs equals 60 mph! Care to try for the red line?

The ride is a remarkable combination of firmness and smoothness: comfort without wallowing. Small ripple bumps are absorbed; big ones are negotiated with a minimum of pitching or deviation. The size and action of the shock absorbers is perfectly balanced to the weight and suspension of the car. The smoothness of ride is counterpart to smoothness of detail.

Upon opening the wide doors, one is immediately impressed by the beautiful red leather that covers the foam-rubber padded seats. They're comfortable enough to sleep on, and the bucket-type front seats are designed with lateral support so that the driver can corner comfortably and safely. There is enough room to swing the arms around if desired and there is a maximum of visibility for a sedan. We drove the 3.4 hour after hour without stopping, and suffered no fatigue.

The edges of the windows and the dash panel—areas that in lesser cars are "decal" wood—are polished walnut. The Smith instruments are clustered in front of and immediately to the right of the driver, located in such a way that the tach sits right under his eyes. The speedometer and oil and water gauges sit slightly to the right and must be glanced at.

All small controls are push-button, except a two-speed wiper control that twists. Interior lights, instrument lights and heater-defroster blower are simple push-on push-off buttons. The temperature of the fresh air that enters the scoop and leaves the heater at feet level is controlled by a sliding handle. There are two storage compartments located to right and left of the panel; the former can be locked, while the latter is an open compartment for driving gloves and cigarettes. The handbrake is located on the left side of the driver's seat, and the overdrive switch (which works only in fourth gear) sits to the left and within finger-tip range of the wheel. In typical attention to niceties, the overdrive switch is made from a transparent material that illuminates when overdrive is engaged.

The engine compartment is filled by the engine, which is a bit of a tight fit at the fore end where the compartment narrows. You still have to remove the air filter to remove all the plugs, and the S.U.'s are not right where you can get at them; but accessibility is merely difficult, not impossible. It should not present any real problems, for all carburetor adjustments are now made from the top. Besides, the best place to take your Jaguar for service is back to Jaguar, who know how to get at things and what to do with the things they get at. One of the nicest touches, and symbolic of the thought and preparation that goes into the Jaguar you buy, is the arrangement of the road tools inside the trunk. These tools are located inside the recess of the spare wheel, covered, protected, and out of the way.

As you may have gathered, we like the 3.4 Jaguar sedan. The things we criticized are certainly of small importance; most fall under the realm of personal taste. In our opinion, the Jaguar 3.4 sedan that we tested is a magnificent automobile that no one in his right mind could seriously fault.

Len Griffing

T-BIRD

(Continued from page 19)

Bird these have been exploited only to a minor degree. The new Bird and the Lincoln are the firm's first unit construction cars and have been designed on the husky side. Time will indicate where metal can be removed without compromising the structure's strength and durability.

The new Bird we were able to drive was a production prototype powered by a 300 bhp, 352 cu in version of Ford's new engine with fully-machined wedge-shaped combustion chambers. The chamber is contained mostly within the cylinder, à la Mercedes-Benz, so that converting this engine to direct fuel injection should be extremely simple for the factory . . . when that time comes.

This is a very smooth, quiet V8 with hydraulic valve lifters and oversize crankshaft vibration damper. It mounts a single four-barrel carb and this combination will be the standard Thunderbird power package available for the high-priced six-passenger Fords. A dual four-throat manifold is not available but this lack will no doubt be exploited by speed equipment manufacturers. A point of interest to go-happy cats is the new Bird's extra-wide front track and spacious engine compartment. There is ample room there for the largest automobile engines being made in the world today and we'll no doubt be seeing privately-concocted '58 Birds hunkering down as the torque of 'way beyond 400 cubes hits the rear rubber. This will be the ultimate in lily-gilding, but the space is sufficient and therefore it will happen.