



External changes are few but sensible. The glass area has been increased all around, making driving a greater pleasure.

**JAGUAR 3.8—**

# **FAMILY FIREBALL GETS HOTTER**

More power and intelligent modifications add up to a formula for success

by **Gordon Hassfurter**



From any angle, the 3.8 looks good. Exit and entry are easy, and the interior offers complete comfort.

No American driver will have a hard time getting used to these controls. All dials are easy to read.



**T**HE NEW Jaguar 3.8 is a bright spot in the automotive picture in more ways than one. An important point, to us, is that its builders have refused to succumb to the temptation many other foreign manufacturers seem to have found irresistible lately. Along with many other admirers of English and European machinery, we've shuddered often in the past year or so to see so much of it becoming more and more "Americanized." American cars have plenty to recommend them too, of

**PERFORMANCE**

Zero to 30 mph	3.8 seconds
Zero to 45 mph	6.1 seconds
Zero to 60 mph	8.8 seconds
Top speed	120 mph plus

course, but the result of a cross between the two formerly distinct types is too often a feeble compromise.

Ignoring this trend, Jaguar remains unmistakably Jaguar. The new 3.8 is a modification of the 3.4 introduced in 1957, which in turn was based on the earlier 2.4. External changes have been extremely slight from the beginning of the series on. The styling was good to begin with and still is, and the minor changes that have been made are generally for the better. Internally, the changes have been much greater—and the improvement in the new model is enormous.

Very few of the new, more powerful sedans have entered the country so far. Those that do arrive are snapped up by eager purchasers as soon as they are unloaded

Changes in front suspension, though technically minor, allow quick cornering with even less roll than on earlier models.





Performance should satisfy the most critical. Top speed is over 120 mph, and both acceleration and deceleration are tops.

on the docks. We were extremely fortunate, then, to be able to obtain a test specimen at all. E. A. Jurist of Bob Grossman Foreign Cars, Inc., in Spring Valley, New York, is the man who arranged the miracle for us, and we are deeply grateful to him for having done so.

Officially, Jaguar Cars Inc. describes the new model as a four-door five-passenger luxury sports sedan. With its wheelbase of just under 108 inches and overall length of 180¾ inches, the car *could* be described as a compact. But while it is similar to our own compacts in size, comparing it to them on any other basis would be slightly ridiculous. This is a fine car in every way.

The stability and handling of the 3.4 were excellent. (They still are, for that matter, since the older model remains available.) On the 3.8, they're even better, largely because the rear tread width has been increased by ¾ inches. Power steering is now available, and our test car was so equipped. Many enthusiasts will prob-

ably feel that this is unnecessary. The steering on the 3.4, however, was just a wee bit on the heavy side—a minor criticism, but one of the few we could legitimately make of this car. Its more powerful brother would probably make this "flaw" more apparent. And whether or not it is absolutely necessary, the power steering on this Jag is just about the best we've ever encountered—feather-light, but very positive.

Other obvious changes include, of course, the 3.8 "XK" engine, which produces 225 bhp at 5,500 rpm. This is the six-cylinder, twin overhead cam power plant which is standard in the Mark IX sedan and also available in the 1960 XK-150 hardtop coupes and convertibles in both the standard and "S" types. (The latter produces 265 bhp, and is the most powerful engine ever fitted to a production Jaguar.)

Like the 3.4, the 3.8 is available with the outstanding Borg-Warner automatic (Continued on page 66)

## SPECIFICATIONS OF THE JAGUAR 3.8

### EXTERIOR DIMENSIONS

Wheelbase .....	107.875"
Length overall .....	180.75"
Tread .....	front 55.0"; rear 53.875"
Width overall .....	66.75"
Height overall .....	57.5"
Ground clearance .....	7.0"
Turning circle diameter .....	33' 6"
Curb weight .....	3,136 lb. approx.

### ENGINE

Type .....	dohc, inline 6, ohv
Bore and stroke .....	3.42 x 4.17"
Displacement .....	230.6 cu. in.
Compression ratio .....	8:1
Brake horsepower at rpm .....	225 at 5,500
Carburetion .....	two SU
Exhaust system .....	dual

### RUNNING GEAR

Steering, lock to lock .....	4.3 turns
Tire size .....	6.40 x 15
Brakes .....	Dunlop disc, vacuum assisted
Brake disc diameter .....	11.25"
Drive shaft .....	Hardy-Spicer
Gear ratios, manual .....	first and reverse 12.73; second 7.01; third 4.84; fourth 3.77; overdrive 2.93
Gear ratios, automatic .....	low 8.16 to 17.6; intermediate 5.08 to 10.95; top (direct drive) 3.54

### CAPACITIES

Fuel tank .....	14.5 gal.
Crankcase .....	13.25 pt.
Cooling system (with heater) .....	26.5 pt.
Trunk .....	13.5 cu. ft.

## Jaguar 3.8—Family Fireball Gets Hotter

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transmission, or with four-speed manual gearbox with overdrive. Both of these transmissions are excellent of their types. From previous experience, we feel absolutely safe in stating that you can't go wrong, no matter which you choose. Our test car had the manual box, with its intelligently-chosen close ratios.

The changes in outward appearance were, as already mentioned, hard to spot. Most important, to us, was the new windshield, which is a "semi-wraparound" with narrower pillars. This provides approximately 15 percent more windshield area and is a definite aid to visibility. The glass area at the sides and rear is greater, too, all of which helps to make driving the 3.8 a complete pleasure.

The polished walnut dashboard is completely in keeping with the general feeling of luxuriousness. It's highly functional, too; the arrangement puts the tachometer and speedometer directly in front of the driver, and there are separate dials for oil pressure, water temperature, fuel gauge and ammeter. The seats, adjustable for height as well as reach, are fabulously comfortable. And since the

weather hovered around the freezing level during our tests, we were thankful for the very efficient heating and defrosting system. The latter even has separate ducts to make the rear seat passengers comfortable. Even the ashtray has been improved—it's now a real man-sized job.

Not to be ignored are the fine Dunlop four-wheel power-assisted disc brakes. These, of course, were originally developed for use in the 24-hour Grand Prix d'Endurance at Le Mans, in which Jaguar has been outright winner five out of seven times. They hold up beautifully under all conditions, without a sign of fade until an unusually high number of panic stops have been made. The "pull up" hand brake is very efficient, too, and made us wish American manufacturers would provide one like it.

Weather and road conditions were considerably less than ideal for making acceleration tests, and our times could probably be bettered on good surfaces and with a more thoroughly broken-in car. Nevertheless, they are certainly nothing to be ashamed of as they stand.

More important than the actual figures is the overall impression the car creates. This is one of quality in every detail, and without any sense of strangeness or awkwardness whatever. The 3.8 would not prove difficult for any American driver to handle, even if he had never encountered a foreign car before. The controls will almost all be entirely familiar to him; those that aren't will demonstrate their usefulness and desirability in shorter order. There's plenty of acceleration on tap in any legal speed range, and it always comes in smoothly.

For anyone who can afford one, this is a top-notch family car. It's delightfully comfortable for five people, and a sixth could be squeezed in more easily than into most American sedans, no matter how big. Prices range from about \$4500 to \$6200, but you definitely get what you pay for.

The Jaguar 3.8 is a true combination of family sedan and sports car power and performance. It should be among the most durable cars made today, as well. On every count, it scores high.

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## Joe Wherry Tests the Bugged Rover

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on service station that is going to open that level until you, the driver, pull the manual release—the one that costs the car 10 cents off a well-liked quote. Every inch is taken up with a handsome engineered metal rail that has seven main bearings all of these supported level and the ground. The big construction has four main supports. This one is, frankly, fixed. The four supporting all move because a small, thin, steel or aluminum support stands without bearings are supported, but the four main ones are all fixed with no movement. The car then is a solid one piece. The center third of the block is covered with a die-cast aluminum head. The front third is this block and right up where the wheel is set. The single side door and construction center on the driver and the other door are the in-

terior system is fixed with an oil reservoir that looks much like a small, oval muffler.

The fuel tank receives a portion of the luggage rack when it is pulled back from the body and from the front. This has been done in order to make the space wheel and the wheel, instead of dumping up the front, is pulled across the front. Moving a front beyond the lamp is a small tank after supporting the center inside the front. The top of the door is well up the head is full-sized.

The way it is like to drive this thing is:

It is not the only one with carrying the car it will give you a more solid, better ride. The thing is, however, a three-quarter ton, it is really a small one as most cars

having one of a problem. The fuel pump is fairly reasonable and simple mechanism as to where all the fuel goes. The construction that shows one gets after entering the car, which is very reasonably. It moves all the way up the fuel. The maximum speed, after some starting, could easily exceed 100 mph by a gear or two less easily, what is the price of such a car is a fairly one of lowest quality?

What is done in these are taken by the driver, built with a full complement of passengers in driving light, without lowering or disturbing. Likewise, without much through necessary, making some slight driving will not cause the car to come upland from the road's surface. The road is high enough to see that they really. However, it appears that whatever an excellent ride is