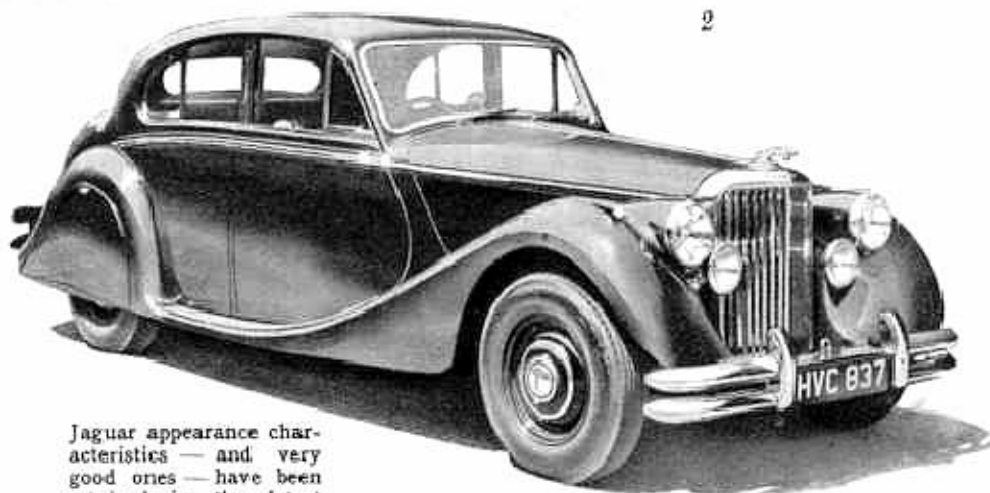


The
Autocar
ROAD TESTS
JAGUAR
3½-LITRE
MARK V
SALOON



Reprinted from
Autocar
July 8, 1949

JAGUAR CARS LIMITED
COVENTRY · ENGLAND



Jaguar appearance characteristics — and very good ones — have been retained in the latest model.

No. 1383:
JAGUAR 3½-LITRE
MARK V SALOON

The Autocar ROAD TESTS

DATA FOR THE DRIVER

3½-LITRE JAGUAR MARK V

PRICE, with four-door saloon body, £988, plus £275 3s 11d British purchase tax. Total (in Great Britain), £1,263 3s 11d.

RATING: 25 h.p., 6 cylinders, overhead valves, 82 x 110 mm, 3,485 c.c.

BRAKE HORSE-POWER: 120 at 4,500 r.p.m. COMPRESSION RATIO: 6.75 to 1.

MAX. TORQUE: 180 lb ft at 2,300 r.p.m. 19.04 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 33 cwt 0 qr 21 lb (3,717 lb). LB. per C.C.: 1.07. B.H.P. per TON: 72.32.

TYRE SIZE: 6.70 x 16in on bolt-on steel disc wheels. LIGHTING SET: 12-volt.

TANK CAPACITY: 14 Imperial gallons: approx. fuel consumption range, 15-18 m.p.g.

TURNING CIRCLE: 37ft (L and R). MINIMUM GROUND CLEARANCE: 7in.

MAIN DIMENSIONS: Wheelbase, 10ft 0in. Track, 4ft 8in (front); 4ft 9½in (rear). Overall length, 15ft 7in; width, 5ft 8½in; height, 5ft 2½in.

ACCELERATION

| Overall gear ratios | From steady m.p.h. of | | |
|-----------------------------------|-----------------------|----------|----------|
| | 10 to 30 | 20 to 40 | 30 to 50 |
| 4.30 to 1 | 8.4 sec | 8.6 sec | 9.4 sec |
| 5.87 to 1 | 6.2 sec | 6.4 sec | 7.5 sec |
| 8.52 to 1 | 4.6 sec | 5.4 sec | — |
| 14.50 to 1 | — | — | — |
| From rest through gears to: — sec | | | |
| 30 m.p.h. | — | — | 6.3 |
| 50 m.p.h. | — | — | 13.5 |
| 60 m.p.h. | — | — | 18.9 |
| 70 m.p.h. | — | — | 28.0 |
| 80 m.p.h. | — | — | 40.7 |

Steering wheel movement from lock to lock: 4½ turns.

Speedometer correction by Electric

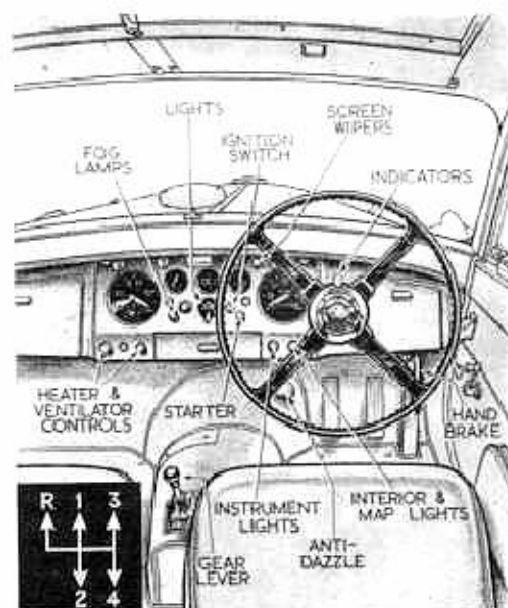
| Speedometer — | | Electric | |
|-----------------|----------------------|-----------------|----------------------|
| Car Speedometer | Electric Speedometer | Car Speedometer | Electric Speedometer |
| 10 | = 11 | 50 | = 49.5 |
| 20 | = 20.5 | 60 | = 58 |
| 30 | = 30 | 70 | = 67 |
| 40 | = 40 | 80 | = 77 |
| | | 90 | = 87 |

Speeds attainable on gears (by Electric Speedometer)

| Gear | M.p.h. (normal and max.) |
|------|--------------------------|
| 1st | 20-27 |
| 2nd | 40-46 |
| 3rd | 60-65 |
| Top | 91 |

WEATHER: Fine, warm, dry; wind slight.

Acceleration figures are the means of several runs in opposite directions.



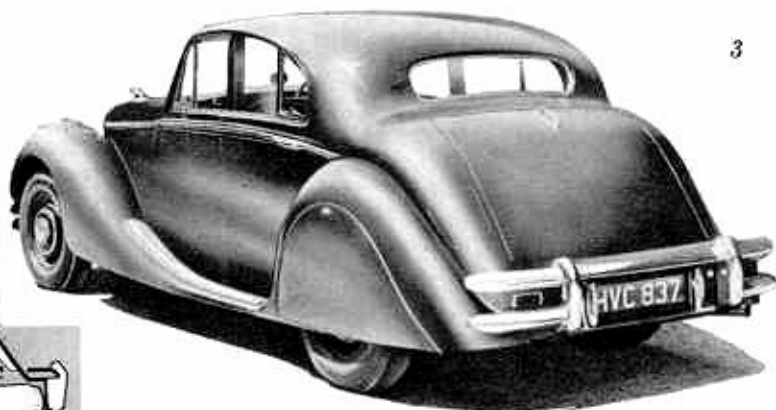
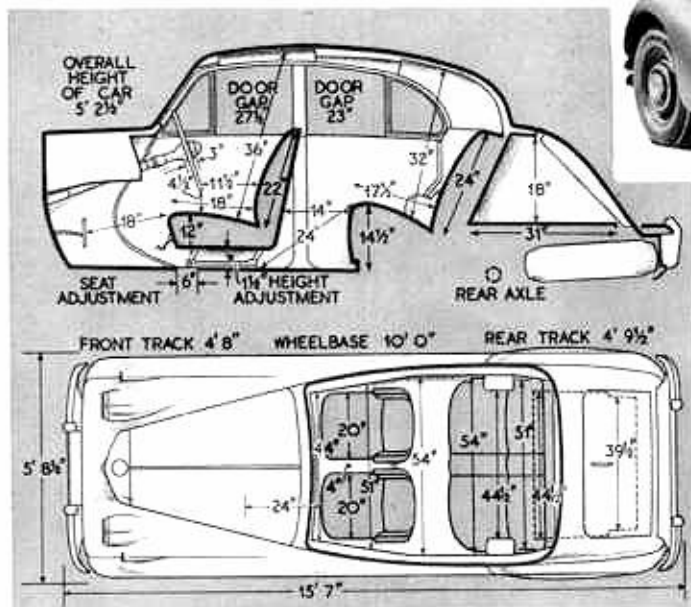
Described in "The Autocar" of October 1, 1948.

IMPORTANT improvements in the latest Jaguar, known as the Mark V, make an already fine car still more satisfying. Chief among these are the adoption of a new design of frame which gives a foundation of great rigidity, one of the foremost secrets of good handling and riding, and independent front suspension, a well-designed torsion bar system which has been on the stocks for some considerable time before being put into production.

Appearance, coupled with high performance, has always been a strong feature of these cars, and in the 1949 edition an extremely effective compromise between a car that still "looks like a car" and ultra-modern trends has been struck. After seeing the Jaguar Mark V, with its faired-in head lamps, its wings visible from the driving seat, its partially enclosed rear wheels and the excellent and impressive line that has been achieved from whatever angle the car is viewed, one is led to wonder why it should be necessary to go further away from the sensible shapes accepted for many years past. The Jaguar, half-way in

outline between the "old" and the "new," produces notably little wind noise, even with the sliding roof open.

Considering its "rich" yet unostentatious looks, seen to advantage in gleaming black and chromium, its range of equipment and its manner of performance, the value offered by this Jaguar with 3½-litre six-cylinder engine is striking by present-day standards, just as its predecessors were before the war. The total result of the mechanical improvements made is to render the car quite noticeably more silky in running and handling, and to step up markedly the inherent quality of "feel" of a model which already was on the short list of outstanding British specialist cars. For its remarkable combination of virtues it might well be expected in these days to cost several hundred pounds more than it does, and that is a very big tribute to be able to pay a car. Only in the high-quality British car of which this is a top-rank representative are performance, comfort and safety, with the accent on safety, so admirably blended.



The rear wheel covers are easily removed. The fuel tank filler is behind a locked panel. Massive twin bumpers with overrides are used at front and rear.

The body dimensions in these scale diagrams were taken with the driving seat in the central position of fore and aft adjustment, and with seat cushions uncompressed.

Basically, the engine has not been materially altered, but it is more flexible than before, and the Mark V will trickle through slow traffic at under 10 m.p.h. on top gear and pick up smoothly and swiftly when an opening offers. It is smooth and quiet right up into the eighties, though interestingly enough a slight, even subtle, exhaust burble has been permitted, a somehow attractive reminder of the 120 b.h.p. which the engine can develop, for this slight note never becomes obtrusive and is noticeable only when accelerating from the lower speeds.

It is a car for long journeys, that can put 50 miles and more into the hour, one in which 200 miles leave the driver and passengers unaffected, and in which a 400- or 500-mile day would be a pleasure. Yet it is thoroughly tractable for the short pottering or shopping expedition, and very light to control. In the controls, in fact, the Mark V shows improvement parallel to that evident in the smoothness and silkiness of the latest engine and the comfort and stability of the riding imparted by the new suspension.

The highest praise can be given to the Burman re-

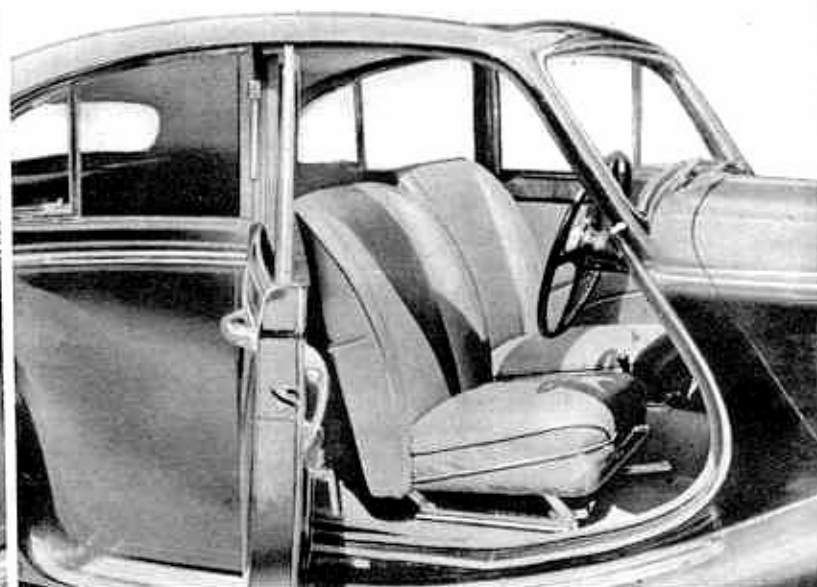
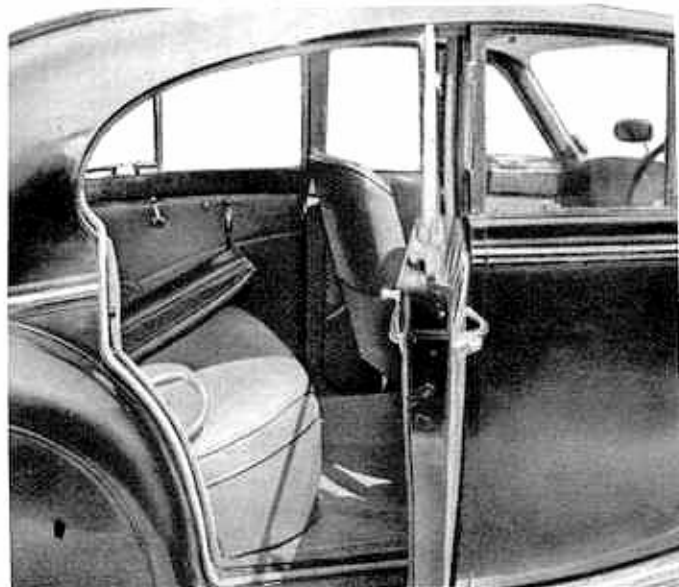
circulating ball type of steering now fitted. It is light at all speeds, accurate throughout the range, and gives confidence because it does not call for concentration to keep the car on the straight, whilst on corners the car follows an accurate course with the minimum of attention. The steering ratio is low, but does not proclaim the fact, so that it comes as a surprise when measured, the lock for sharp corners and manoeuvring is exceptionally large, there is good self-return, and it can be said to be almost ideally what a steering gear should be—light, fairly quick, positive, free from road reactions, yet not dead feeling.

The clutch action is light and, again, silky. The gear change is very pleasing, with a slender remote-control lever brought well back for operation by the left hand, and with first-rate synchromesh on second, third and top gears. Sometimes the movement into second gear at low speed, or from rest, was not immediate, but the synchromesh is not "beaten" by fast changing. Second is the normal gear for starting from rest on the level, and when leisurely methods are preferred one can change from second straight into top, ignoring third.

The new suspension shows great merit both in comfort of riding for all occupants and in the stability for fast cornering. The long torsion bars in front, coupled with half-elliptics at the rear, give a ride which is soft but never sloppy, and the car feels under remarkably good control. Up to the highest speeds it sits down on the road like a train, feeling completely safe. The tyres, which are the new big-section Dunlop cushion pattern on wide-base rims, sometimes protest, but the suspension does not permit roll.

Fairly heavy fast cars impose a heavy task on braking systems, increased in recent years by tendencies which reduce the quantity of air reaching brake drums for cooling purposes. The Girling fully hydraulic system fitted

First-quality Vaumol hide over Dunlopillo upholstery gives extremely comfortable seating and adds to the attractiveness of the interior. From inside and outside the doors are opened by press buttons, set in fixed handles which provide a grip. Other points in this practically arranged car are the flat floor of the rear compartment, the increased window area gained by narrow chromium-plated frames, the hinged ventilator panels in all windows, and the adjustable-height front seats, with the gear lever between them.





Only a British car of quality provides such examples as this tool tray on the Jaguar of close attention to the owner's personal convenience. There is a light in the lid for illumination at night.



The luggage compartment interior is unusually well finished, and has rubber inset strips for protection. Spare wheel and wheel-changing tools are in a separate compartment below.

THE AUTOCAR ROAD TESTS

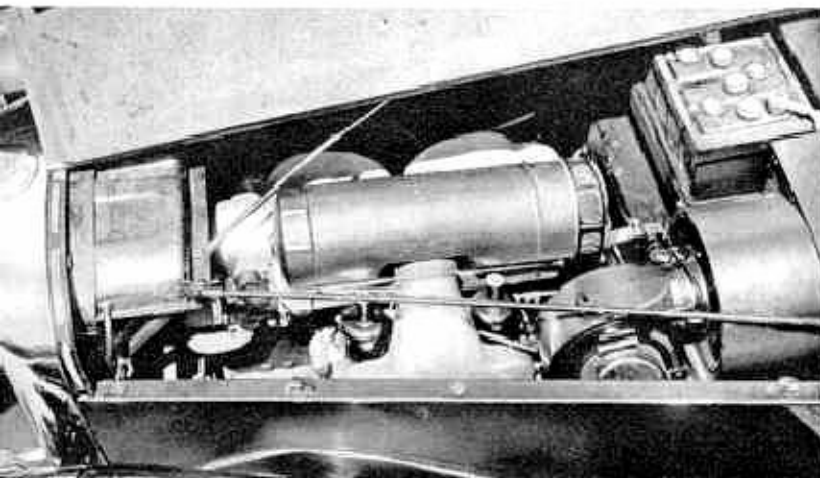
continued

to the latest Jaguar does a very good job of work with light pedal pressure, and fading was less evident than usual under severe use in hot weather. The hand-brake lever is a pull-and-push type set conveniently under the instrument board. It proved to be necessary to pull it hard on to hold the car on a slope.

The performance figures recorded against the stop watch are obviously very satisfactory and tell their story. What is not brought out thereby is the smooth surge of power which accelerates the car with supreme ease, yet exhilaratingly, into the seventies, and the way in which it swings over the gradients just by opening the throttle. Rarely indeed does a hill bring it below third gear, even when a baulk occurs, and on second it could take almost any gradient. Even on Pool petrol there is relatively little pinking from this comparatively high compression engine when accelerating or pulling hard, and no sign of running-on occurred when it was switched off after very hard work, although obviously it would benefit from the superior quality fuel available in many countries.

Just as in appearance the Jaguar retains characteristics which still appeal to the discerning owner, in the interior, too, it maintains standards now often jettisoned. Examples are the individual front seats shaped to the back, and a plain, honest black-finished and thoroughly functional four-spoked spring steering wheel. The column is raked at the right angle to bring the wheel into a natural position, and it is telescopically adjustable after a neat knurled sleeve at the head of the column has been slacked off. Again, veneered woodwork is still used in the interior in a quiet, tasteful style, and there is a sliding roof of large area.

On the left side of the overhead valve six-cylinder engine are the twin S.U. carburettors, with hydraulic piston dampers and thermo-electric auxiliary starting carburettor, eliminating a hand-operated choke, the large air intake silencer and filter; and the fan and radiator units of the Clayton fresh-air interior heating and ventilating system. The bonnet is in two sections, hinged longitudinally, and unlocked and locked from inside the car.



The driving position is thoroughly satisfactory, and there is no suggestion of its being necessary to shift position frequently on a journey of several hours' duration. The windscreen is deep and wide and its pillars are not obstructive to vision, but the driving mirror forms something of a blind spot at times towards the left side.

The instruments include that now rare provision, a rev counter, in addition, of course, to the speedometer, and an engine water thermometer is also fitted. In shade temperatures well over 80 deg F and sun temperatures around 100 deg the engine remained consistently at below 75 deg C. The instruments are set at an angle and somewhat recessed. They are illuminated by a battery of four external so-called "black" lights of a new Lucas pattern, which in conjunction with light-coloured figures and needles give an entirely non-glare luminous effect. The clock and mileage recorders in the speedometer could not be easily read at night by this light, however.

The head lamps produce a very satisfactory beam for fast driving and the horn note has the power required on occasion, though it is rather harsh for mild warning purposes. With automatic mixture enriching the start from cold is a matter of pressing the starter switch and driving off, engine speed being maintained at a fast tickover by thermostatic control until a predetermined temperature is reached—a matter of seconds.

Interior Quality

The quality effect of the interior is enhanced by the first-rate hide upholstery, which is unpleated. Both front seats, in addition to a fore and aft adjustment notably easy to operate, have handles for regulating the height, an admirable provision. At the rear a flat floor results from the use of a divided propeller-shaft, in conjunction with a hypoid bevel rear axle. It is an extremely comfortable rear seat capable of taking three adult passengers, but ideally two only, wide and comfortably upholstered elbow rests reducing the width appreciably. In the centre is a folding arm rest. There is a host of interior fittings to add to comfort and convenience, including lidded cubby holes at either side of the instrument panel, one of which is fitted with a lock and key, and twin interior lights in the rear compartment under the driver's control. A rear window blind is not fitted, however, an omission to which some drivers are susceptible more than others.

Included in the standard equipment is an interior heating and ventilation system, which takes in fresh air from behind the radiator grille, the air passing through a fan and radiator unit mounted under the bonnet and being admitted into the body under the control of two flaps regulated by levers in the driving compartment, either cool or warm according to requirements. Ducts lead off to the windscreen for de-misting and de-icing.