a brilliant new Jaguar

ABRIDGED SPECIFICATION

ENGINE. (42 Horse) 6-cylinder O.H.V. 82 m.m.
bore x 100 m.m. stroke; 3,485.5 c.c.;
7 bearing counterweighted crankshaft; 135
b.h.p. at 4,500 r.p.m.; compression
ratio 7.75:1. (42 Horse) 6-cylinder O.H.V.
73 m.m. bore x 106 m.m. stroke;
2,661 c.c.; 7 bearing counterweighted
crankshaft; 101 b.h.p. at 4,800 r.p.m.;
compression ratio 7:1:

FRAME. Straight plane side members with
7" deep cross bracing provide a frame of
immense strength and utmost rigidity.

TRANSMISSION. Four-speed synchromesh
gearbox with intermediate gears and layshaft;
in needle roller bearings; single helical
gears; 10 in. Borg & Beck single plate clutch;
Hardy Spicer divided propeller shaft; Hypoid
rear axle; central remote control gearshift.

SUSPENSION. Independent front suspension;
torsion bar system in conjunction with
vertical hydraulic shock absorbers. Rear
suspension by extra long, flat, low periodic-
ity half-elliptic springs in conjunction with
Girling P.V. and hydraulic dampers.

BRAKES. Girling two-leading shoe fully
hydraulic, fitted with air ducts for efficient
cooling.

STEERING. Burman-Douglas re-circulating
ball system; positive, accurate and shock-
free. Turning circle 37 ft.

WHEELS & TIRES. Pressed steel bolt-on
wheels with wide rim bases to carry Dunlop
6.70 x 16 Super Comfort Tyres.

ELECTRICAL EQUIPMENT. Lucas de luxe
throughout; 12 volt set with ventilated
dynamo; two powerful built-in headlamps;
two panel lights; built-in wing lamps; twin
rear lamps; reversing lamp; stop lamp;
two interior lights; door-operated entrance
light; twin blended-noise horns; twin-bladed
independently operated screen wipers.

INSTRUMENTS. 5 inch 120 m.p.h. speed-
ometer; 5 inch revolution counter;
ammeter; oil pressure gauge; water tem-
perature gauge; electric clock; self-cancelling
trafficators with warning light.

UPHOLSTERY & CARPETING. Upholstered
throughout in finest quality Vauxhall leather
hide and Dunlopillo; floor thickly carpeted
ever felt underlay.

SEATING. Independently adjustable front
seats; adjustable for height and reach.
All seats upholstered in Vauxhall leather
hide and Dunlopillo.

AIR CONDITIONING. Clayton heater incor-
porating de-froster and de-mister. Improved
air intake system provides cold air taken
from outside car for interior cooling in
warm weather.

SPARE WHEEL & TOOLS. Tools housed
individually in specially shaped soundproof
container in rear locker lid; tool container
illuminated by automatic light; spare wheel
housed in special compartment beneath locker.

LUGGAGE ACCOMMODATION. Ample ac-
commodation for luggage is provided in the
large locker, the lid of which may be lowered
to form platform for additional luggage.
Locker is sealed against entry of dust and is
fitted with rubber protector strips.

EASY JACKING. Any wheel may be raised
clear of the ground with the minimum of
effort in 15 seconds by means of special
easy-lift jack.
The Jaguar Drop Head Coupé with its elegant flowing lines has an irresistible appeal for the motorist who, whilst desiring a body with touring-car characteristics yet requires, on occasion, the snug protection of a fully-enclosed saloon. It has all the new features and many improvements of the saloon illustrated overleaf including independent front suspension, new frame, new hydraulic brakes, new transmission system and fifteen other important improvements. As with the saloon, no startling departure has been made from the dignity and good taste which critics the world over have declared to be inherent characteristics of Jaguar design. The new Jaguar is better, finer looking but still unmistakably a Jaguar, and more than ever the finest car of its class in the world.

19 important new features

Jaguar
THE FINEST CAR OF ITS CLASS IN THE WORLD
The new saloon on 2½ and 3½ litre chassis

With many developments of entirely new design added to proven features which have been retained, the new Saloon is a brilliant successor to a long line of distinguished forerunners. Each of its new features has been developed after long years of patient research and stringent tests commenced in many cases in the years before the war. Thus, the new independent front suspension, the new frame, the new hydraulic brakes and the new transmission system have not been hurriedly designed merely to keep abreast of a trend, but have undergone long and arduous trial until perfection has been assured.

In the graceful flowing lines of the new Jaguar no startling departure has been made from the dignity and good taste which critics the world over have declared to be inherent characteristics of Jaguar design. The new Jaguar is a better Jaguar, a finer-looking Jaguar, but is still unmistakably a Jaguar, and more than ever the finest car of its class in the world.

20 important new features


Jaguar
THE FINEST CAR OF ITS CLASS IN THE WORLD