



# JAGUAR 3.8 S SEDAN



THE TYPE-S JAGUAR is an improved version of the Mark II sedan that has come to occupy a somewhat special place in the heart of the Jaguar buff. A sportier machine than the distinguished Mark X saloon but of a different philosophy from that of the XK-E sports car, the S-type is blessed with some of the best characteristics of both.

The major change in the S-type is the adoption of independent rear suspension and the differences that result directly and indirectly from this improvement. In outward appearance, the S-type looks larger and, though it is still more than a foot shorter than the luxurious Mark X (188 vs. 202 in.), it is about 7 in. longer overall than its immediate predecessor, the Mark II. This additional length, all behind the rear wheels, comes from the redesigned rear end that borrows much from the Mark X. These changes result in a larger trunk, re-styled fenders, relocation of the fuel supply from under the trunk floor into fender tanks and placing the spare tire out of sight under the luggage compartment. The spats around the Mark II's rear fenders are also gone, the roofline at the rear of the passenger compartment is slightly flatter and the angle of the rear seat is slightly steeper to afford more headroom for the occupants of the rear seats.

At the front, the headlights are now found to have eyebrows, sort of, the turn

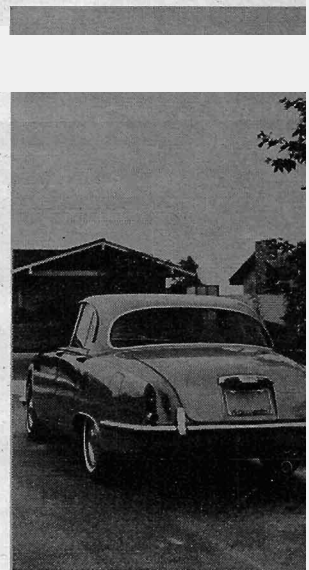
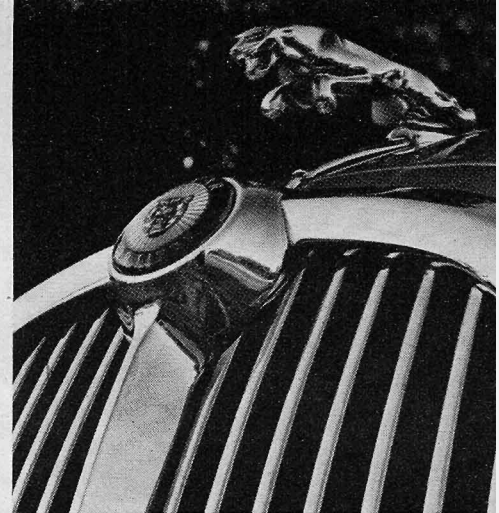
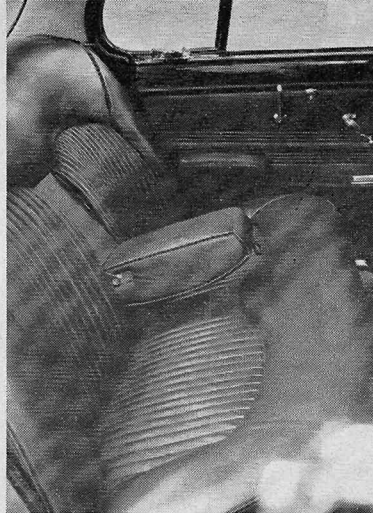
indicators are faired into (and around) the front corners of the fenders for better visibility from the sides and the bumper is altered with taller over-riders to give a bit more protection to the tender sheet metal and vulnerable grille.

We aren't wholly convinced that the proportions of the car are improved by the longer rear end and increased overhang—we always admire the taut, compact look of the 2.4 sedan that came out in 1956—but certainly the changes that result from the alterations more than make up for it. In addition to the increase in sheer volume (from 12 to 19 cu ft, according to the manufacturer), the luggage space is now completely uncluttered and not even those used to Detroit car trunks would find the difference worth complaining about.

The most important improvement is the adoption of the independent rear suspension. This is essentially the same system as used in the XK-E and Mark X, a parallel transverse link arrangement where U-jointed stub axles and a lower tubular link are located by a radius arm on either side. This is a very effective system, with disc brakes mounted in-board and a coil spring and tube shock mounted fore and aft of the axle on each side. These suspension components are contained in what is in effect a 3-sided box whose ends are mounted on rubber blocks and attached to the side rails of the chassis. With this system there is some track variation as the suspension

*When cars with better  
grace-space-pace are  
built, Jaguar will  
probably build them*

SCOTT MALCOLM PHOTOS



“works” but with very little camber change to affect handling.

The suspension at the front is the same as before with A-arms cocked slightly to the rear, coil springs, tube shocks and an anti-roll bar. There is no anti-roll bar at the rear.

The interior of the S-type reflects Jaguar’s reputation as a builder of luxury cars. The upholstery is fine English hide, the carpeting is sensually deep and all fascia and window trim is in that perfectly finished walnut veneer that no one has yet been able to duplicate in plastic—and, as a matter of sour grapes, requires meticulous care if it is to be kept in its original condition. Lots of wax and elbow grease will do it, though.

The front seats, which have individual fold-down arms toward the center of the car, are extremely comfortable and have that pleasant firmness and support that seems to complement the suspension by helping to damp out the jounces rather than adding an extra bounce. These seats are thoroughly adjustable with plenty of fore-and-aft travel as well as lean-back. In the back seat, also with a fold-down center armrest, there is sufficient room for people-size people and additional knee space is obtained for the rear seat occupants by the hollow-frame design of the backs of the front seats.

The S-type is being produced in England with both the 3.4 and 3.8-liter engines but only the 3.8 version is being brought into the U.S. for sale to American customers. The engine is the familiar double overhead cam in-line 6-cyl Jaguar unit and, with two 1.75-in. SU carburetors on the 3.8 and 9:1 compression, gives 220 bhp at 5500 rpm. No change has been made from the Mark II engine except for a new transverse air cleaner and a new multiple-chamber exhaust system that combine to further silence what was already a quietly running engine in the

Mark II. Personally, we don’t object to a genteel exhaust note.

Speaking of silent splendor, the S-type is very quiet in operation, the exhaust note almost inaudible from inside the car and the rubber-mounted rear suspension successfully damps out road rumbles that arise from that location. The interior finish and trim also do their bit, no doubt, and are further assisted by a new stick-on foam-type headliner. The S-type is also more silent than most cars under touring conditions, as the wind wings set up less roar than most sedans and cracking one of the rear quarter windows helps to give good ventilation without buffeting.

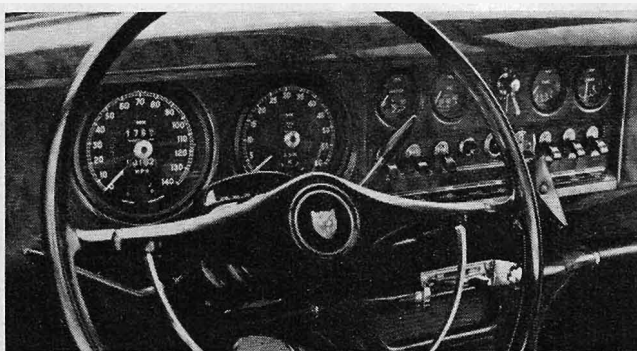
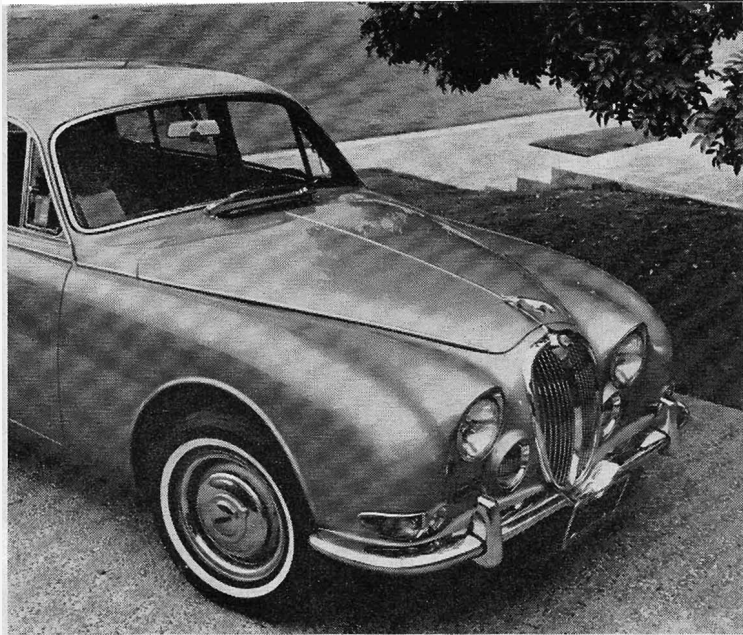
The instrument panel of the Jaguar S is admirably business-like and complete. Jaguar may go to great lengths to protect

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### AT A GLANCE...

Price as tested.....	\$6312
Engine.....	6 cyl, dohc, 3781 cc, 220 bhp
Curb weight, lb.....	3730
Top speed, mph.....	116
Acceleration, 0-60 mph, sec.....	11.5
Passing test, 50-70 mph, sec.....	6.9
Average fuel consumption, mpg.....	15.5





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its tender customers from unpleasant mechanical noises or unseemly jouncing but the instrumentation doesn't attempt to offer the driver the sterile comfort of the warning-light world where drivers cannot be trusted to observe and comprehend the meaning of a well designed instrument or gauge. The instruments include speedometer, tachometer, oil pressure, water temperature, ammeter and fuel gauge. This fuel gauge takes a bit of getting used to, by the way, as the same instrument is used to read the fuel level in the two rear fender tanks. In other words, there are two separate tanks with separate filler caps, fuel pumps, lines, and these are not interconnected as are the fender tanks of the Sunbeam Alpine. This means that the fuel gauge reads the tanks one at a time and the driver selects his tank, pump and gauge by a flip switch. This is rather amusing to play with, but it seems inevitable that the day will come when, miles from the nearest source of supply, you will flip the switch only to find that the service station attendant didn't fill the other tank.


Our test car, loaned to us by the British Motor Co. in San Francisco through the good offices of sales manager Forrest Faulkner, was fitted with the 3-speed automatic transmission. The car is also available with the standard 4-speed Jaguar manual transmission or 4-speed plus overdrive but we sampled the manually operated Jaguar gearbox not too long ago and thought it might be more satisfactory to try the automatic version. This automatic, which has the control lever mounted on the steering column, is the familiar Borg Warner Type DG 3-speed with torque converter. With the 6-cyl Jaguar engine, where the torque comes in at comparatively high revs, there seems to be a lot of gear shifting going on under your foot when you're driving in

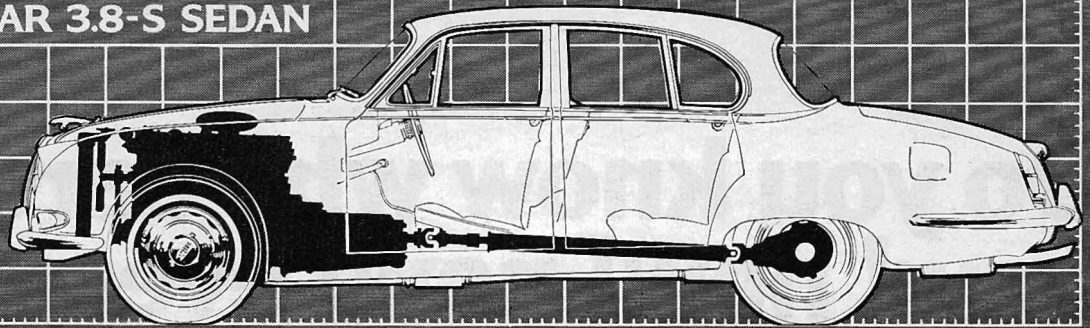
traffic, but this is no doubt a characteristic that the driver of the S-type would quickly become used to.

During our test driving we stopped off at the Cotati race circuit north of San Francisco where, with the compliments of Bill Vernor, we were able to use the drag strip straight for our acceleration runs and the rest of the course to become better acquainted with the handling. Cotati is almost ideal for this sort of testing, by the way, as there is adequate space to become a bit over-enthusiastic and let nature take over when art fails.

Driving the S-type is a great pleasure. The driving position is excellent and the adjustability of the seat and the steering wheel assures that even extreme-size drivers will be comfortable. The suspension is very good indeed and the body roll that appears considerable when viewed from outside is almost unnoticed from the driver's seat as the wheels tend to stay firmly on the ground and the limited-slip differential and the independent rear suspension assure good traction under all but the most hopeless circumstances. It is difficult to fault the handling as the servo-assisted steering is precise, the suspension is superior to almost any sedan you can think of, the power is adequate and the big disc brakes are a pure delight.

As we have pointed out before, Jaguar builds complex automobiles that require expert (and sometimes expensive) service and repair. It seems unlikely that the S-type, sharing so many components with the other models, will be any different in this respect. Extended interval maintenance has been instituted for oil changes (3000 mi) and chassis lubrication (6000 mi), it is true, but no one who buys an S-type should expect it to continue running indefinitely without expert attention.

At a selling price of around \$6000, the S-type Jaguar, like its companion models from Coventry, must be one of the best buys in the luxury car field—and offers assured driving pleasure to the discriminating owner. 



SCALE: 10" DIVISIONS

**PRICE**

List price.....\$5895  
Price as tested.....\$6312

**ENGINE**

No. cylinders & type.....6—dohc  
Bore x stroke, in.....3.425 x 4.17  
Displacement, cc.....3781  
Equivalent cu in.....230.6  
Compression ratio.....9.0:1  
Bhp @ rpm.....220 @ 5500  
Equivalent mph.....118  
Torque @ rpm, lb-ft...240 @ 3000  
Equivalent mph.....64  
Carburetors, no. & make.....2 SU  
No. barrels & dia.....1—1.75  
Type fuel required.....premium

**DRIVE TRAIN**

Transmission type.....automatic  
Make & model...Borg Warner DG  
Gear ratios, 3rd (1.00).....3.54:1  
2nd (1.43).....5.08:1  
1st (2.30).....8.16:1  
Differential type.....hypoid  
Ratio.....3.54:1  
Optional ratios.....3.77:1

**CHASSIS & SUSPENSION**

Frame type.....unit with body  
Brake type.....disc  
Swept area, sq in.....495  
Tire size.....6.40-15  
Steering type...recirculating ball  
Turns, lock to lock.....3.5  
Turning circle, ft.....33.5  
Front suspension: independent with A-arms, coil springs, tube shocks, anti-roll bar.  
Rear suspension: independent with transverse links, radius arms, 2 coil springs & tube shocks on each side.

**ACCOMMODATION**

Normal capacity, persons.....4  
Occasional capacity.....5  
Seat width, front, in.....2 x 25  
Rear.....54  
Head room, front/rear.....36/34  
Seat back adjustment, degrees..40  
Entrance height, in.....50.5  
Step-over height.....14  
Door width, front/rear.....32/25  
Driver comfort rating:  
For driver 69-in. tall.....89  
For driver 72-in. tall.....89  
For driver 75-in. tall.....78  
(85-100, good; 70-85, fair; under 70, poor)

**GENERAL**

Curb weight, lb.....3730  
Test weight.....4100  
Weight distribution (with driver), front/rear, %...54/46  
Wheelbase, in.....107.2  
Track, front/rear.....55.3/52.8  
Overall length, in.....187.8  
Width.....66.8  
Height.....54.5  
Frontal area, sq ft.....20.2  
Ground clearance, in.....7  
Overhang, front/rear.....31/48  
Departure angle (no load), deg. 16  
Usable trunk space, cu ft...17.0  
Fuel tank capacity, gal.....16.5

**INSTRUMENTATION**

Instruments: 140-mph speedometer, 6000-rpm tachometer, water temperature, oil pressure, ammeter, fuel.  
Warning lights: generator, high beam, hand brake/brake fluid level.

**MISCELLANEOUS**

Body styles available: sedan as tested.

**ACCESSORIES**

Included in list price: tachometer, leather upholstery, reclining seats, heater.  
Available at extra cost: tinted glass, chrome wire wheels, seat belts.

**CALCULATED DATA**

Lb/hp (test weight).....18.6  
Cu ft/ton mi.....90.7  
Mph/1000 rpm (high gear)...21.4  
Engine revs/mi.....2804  
Piston travel, ft/mi.....1950  
Rpm @ 2500 ft/min.....3596  
Equivalent mph.....77  
R&T wear index.....54.7

**MAINTENANCE**

Crankcase capacity, qt.....7.25  
Change interval, mi.....3000  
Oil filter type.....full flow  
Change interval, mi.....6000  
Chassis lube interval, mi.....6000  
Tire pressure, front/rear, psi.....28/25

**ACCELERATION**

0-30 mph, sec.....5.1  
0-40 mph.....7.0  
0-50 mph.....9.0  
0-60 mph.....11.5  
0-70 mph.....15.7  
0-80 mph.....20.7  
0-100 mph.....34.2  
Passing test, 50-70 mph.....6.9  
Standing 1/4 mi.....18.9  
Speed at end, mph.....76.5

**TOP SPEEDS**

High gear (5400), mph.....116  
2nd (5500).....83  
1st (5500).....52

**GRADE CLIMBING**

(Tapley data)

3rd gear, max gradient, %...11  
2nd.....17  
1st.....29  
Total drag at 60 mph, lb.....118

**SPEEDOMETER ERROR**

30 mph indicated...actual 29.0  
40 mph.....39.0  
60 mph.....58.7  
80 mph.....78.3  
100 mph.....97.9

**FUEL CONSUMPTION**

Normal driving, mpg.....14-17  
Cruising range, mi.....230-270

**ACCELERATION & COASTING**

