

10 CAR COMPARISON

LUXURY CARS

For You to Choose

For this fifth article comparing reasonably competitive cars by groups, we take examples from the cream of the world's output, representing the best that money can buy, where the emphasis is on luxurious comfort and effortless performance. Prices and running costs are less important, though not to be overlooked. The difference between 10 and 12 m.p.g. means a lot more in cost than, say, that between 30 and 34 m.p.g.

All 10 cars have automatic transmission, which in most cases is standard; the same goes for power steering. Although it could take its place equally well among sports and high performance cars, the Jensen seems luxurious enough to qualify especially as the automatic transmission is standard; a normal gearbox costs extra in this case. Such cars as the Alvis and Bristol 408 are omitted because we have not tested them lately, nor has the Mercedes 600 yet come our way.

By a small margin the Rover 3-litre is the cheapest of the 10, closely rivalled by the Humber Imperial; both provide much for the money but are bettered for sheer value by the great deal extra to be found in the Jaguar Mark 10. In contrast, the Daimler Majestic Major and the Vanden Plas Princess R both seem expensive. The Princess, however, has the undoubted snob appeal of a Rolls-Royce engine for less than half the price of the cheapest complete Rolls-Royce, dearest of the group.

Mercedes-Benz, Cadillac and Rolls-Royce make an interesting trio, and those who buy in this price range must have as many heartaches over choice as do those shopping in less super markets. The air-suspended Mercedes gives the best ride of the 10, while the Cadillac is probably the most comfortable of all, and easiest to control. In both respects the Jaguar also shows up well. The Rolls-Royce, on the other hand, has much the best detail finish and is furnished with the most expensive materials.

Cadillac Coupé De Ville

7,030 c.c.
£3,943 1s 3d
U.K. List: £3,262



2-door 6-seater, with short-distance room even for eight. Vee-8 7-litre engine develops 340 bhp, 3-speed automatic transmission standard. Live axle at rear; coil springs all round. Anti-roll bar at front. Self-adjusting servo-assisted drum brakes, with independent front and rear hydraulic circuits. Power steering standard. Road Test date: 7 August 1964.

Daimler Majestic Major

4,561 c.c.
£2,702 11s 7d
U.K. List: £2,235



4-door 6-seater in traditional style. Vee-8 engine of 4½ litres, and automatic transmission standard. Conventional suspension with coil springs at front, live axle on leaf springs at rear; front anti-roll bar. Servo disc brakes. Power assisted steering £80 extra. Road Test date: 12 May 1961.

Humber Imperial

2,965 c.c.
£1,795 18s 9d
U.K. List: £1,485



4-door 5-seater with room for an occasional sixth. Borg-Warner automatic transmission standard. 3-litre 6-cylinder engine with opposed valves. Conventional design with coil-spring front suspension and live axle on leaf springs at the back; anti-roll bars both ends. Girling front disc brakes, drums behind. Power steering standard. Road Test date: 11 June 1965.

Jaguar 4-2 Mk 10

4,235 c.c.
£2,339 13s 9d
U.K. List: £1,935



4-door 5-seater, with latest 4-2-litre version of renowned 6-cylinder twin o.h.c. engine. Borg-Warner Model 8 automatic transmission is optional. All-independent suspension by coil springs, with disc brakes all round, inboard at rear. Marles Yaramatic power steering standard. Above prices include automatic. Road Test date: 16 October 1964.

Jensen C-V8

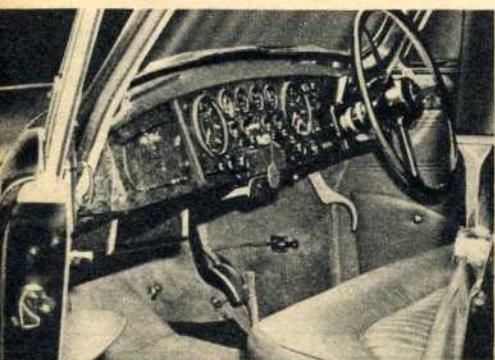
6,276 c.c.
£3,679 0s 0d
U.K. List: £3,043



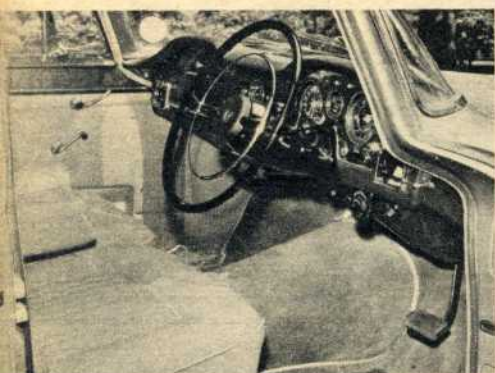
2-door 4-seater, with glass-fibre body integrated with basically tubular chassis. Coil spring front suspension; live axle on leaf springs at rear. Chrysler Vee-8 engine of 6½ litres, and Torqueflite 3-speed automatic transmission standard. Disc brakes all round, with separate front-rear hydraulic circuits. Rack-and-pinion steering. Road Test date: 16 April 1965.



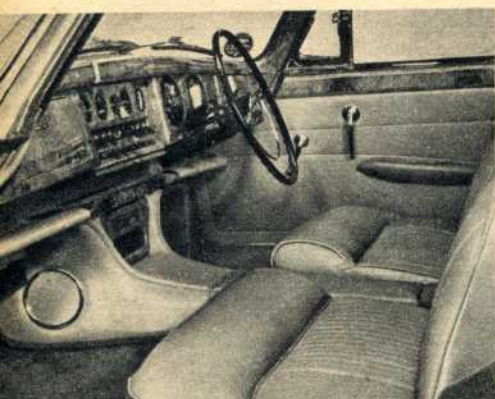
Cadillac Coupé de Ville ↑



Daimler Majestic Major ↑



Humber Imperial ↑



Jaguar 4-2 Mk. 10 ↑

Jensen C-V8 ↓



CADILLAC COUPÉ DE VILLE

LENGTH	18ft 7.5in.
WIDTH	6ft 7.7in.
HEIGHT	4ft 8.5in.
Width with driver's door open	10ft 1.7in.
Driver's Leg Room—range ..	34.5in.-41in.
Rear Leg Room—range ..	41in.-47.5in.
Front Cushion Width ..	54in.
Rear Cushion Width ..	53.5in.
Headroom—Front ..	34in.-37.5in.
—Rear ..	33.5in.
Weight (as tested) ..	44.7cwt-2,423kg

DAIMLER MAJESTIC MAJOR

LENGTH	16ft 10in.
WIDTH	6ft 1.2in.
HEIGHT	5ft 2.7in.
Width with driver's door open	8ft 8.2in.
Driver's Leg Room—range ..	36in.-42in.
Rear Leg Room—range ..	41.5in.-47.5in.
Front Cushion Width ..	50.5in.
Rear Cushion Width ..	42in.
Headroom—Front ..	36in.
—Rear ..	32in.
Weight (as tested) ..	40.75cwt-2,072kg

HUMBER IMPERIAL

LENGTH	15ft 8in.
WIDTH	5ft 9.5in.
HEIGHT	5ft 1in.
Width with driver's door open	8ft 7.5in.
Driver's Leg Room—range ..	34.5in.-39in.
Rear Leg Room—range ..	38.5in.-41.5in.
Front Cushion Width ..	2 x 26in.
Rear Cushion Width ..	54in.
Headroom—Front ..	36.5in.
—Rear ..	34in.
Weight (as tested) ..	35.6cwt-1,809kg

JAGUAR 4-2 Mk 10

LENGTH	16ft 10in.
WIDTH	6ft 4in.
HEIGHT	4ft 6.75in.
Width with driver's door open	10ft 2in.
Driver's Leg Room—range ..	32.5in.-39in.
Rear Leg Room—range ..	45.5in.-48.5in.
Front Cushion Width ..	2 x 27.5in.
Rear Cushion Width ..	56.5in.
Headroom—Front ..	38.5in.
—Rear ..	33.5in.
Weight (as tested) ..	40.1cwt-2,035kg

JENSEN C-V8

LENGTH	15ft 4.5in.
WIDTH	5ft 7.5in.
HEIGHT	4ft 7in.
Width with driver's door open	8ft 9.5in.
Driver's Leg Room—range ..	35.5in.-41in.
Rear Leg Room—range ..	37in.-43in.
Front Cushion Width ..	2 x 21in.
Rear Cushion Width ..	2 x 17.5in.
Headroom—Front ..	37in.
—Rear ..	35in.
Weight (as tested) ..	32.7cwt-1,663kg

FINISH & COMFORT

FINISH:
EXTERIOR: Acrylic paintwork, underbody sealing under wheel arches, chrome and aluminium trim. **INTERIOR:** Carpets, spring and foam seats covered with cloth or leather, p.v.c. headlining, deeply padded facia covered with p.v.c., p.v.c. door trim with leather or cloth inserts.

COMFORT
 Driving takes little physical effort. Boulevard ride difficult to better for restful motoring. Extremely quiet car, and engine barely audible at all speeds. Easy, relaxed driving position, with powered seat adjustments. Very comfortable seats have folding armrests and leg room is ample in front and rear. Fine visibility; car feels smaller than it is.

FINISH:
EXTERIOR: Baked cellulose paintwork, underbody sealing, chrome trim. **INTERIOR:** Carpets, spring and foam seats covered with leather, cloth headlining, walnut veneer facia, p.v.c. door trim.

COMFORT
 Rear passengers have the best ride, because standard front bench seat is not well shaped; but separate front seats are available. Centre armrests front and rear. Plenty of room for six in comfort. Little mechanical or wind noise. High seating positions allow relaxed attitude and a good view out. Rather firm and lively suspension.

FINISH:
EXTERIOR: Baked enamel paintwork, underbody sealing, chrome trim. **INTERIOR:** Carpets with nylon rug in rear, spring and foam seats covered with cloth or leather, cloth headlining, walnut veneer facia with leathercloth covered padding, cloth or leathercloth door trim.

COMFORT
 Refined suspension with no vibration, and ample spring movement to absorb bad surfaces; shows up particularly well on pavé. Armstrong Selectaride adjustable rear dampers standard. Upholstery gives just the right support, and seats are adjustable for height and rake. Seats and suspension combine to produce a very restful gliding ride. Good ventilation system includes fresh air vents in facia. Excellent all-round visibility, partly due to high seating position.

FINISH:
EXTERIOR: Baked enamel paintwork, underbody sealing, chrome trim. **INTERIOR:** Carpets, spring and foam seats covered with leather, cloth headlining, walnut veneer facia, p.v.c. door trim.

COMFORT
 Well sprung, vast seats to take the most portly figure give good support but lack curvature to hold occupants on corners. Seats comfortable as armchairs and room for long legs in rear compartment. Impressive ride comfort at speed, almost like air travel, but a tendency to float and rather low-rate suspension upsets some rear seat passengers on bad roads. A very quiet car, and by a long way most spacious of the 10.

FINISH:
EXTERIOR: Cellulose paintwork, underbody sealing, chrome trim. **INTERIOR:** Carpets, rubber webbing and foam seats covered with leather, p.v.c. headlining, padded walnut veneer facia, leather and p.v.c. door trim.

COMFORT
 Suspension a shade hard, but gives level and well-damped ride at speed, with Armstrong Selectaride adjustment for the rear dampers standard. Comfortable driving position, but visibility a bit restricted by high domed scuttle (much improved on latest model). Telescopic steering column. Very comfortable seats with reclining backrests (front). Exceptionally quiet car, except when swivelling quarter windows in doors are opened at speed; almost silent engine.