

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)



1948 Jaguar Mark V 3.5L



Vehicle Details

Vehicle	1948 Jaguar Mark V 3.5L
Owners	Travis and Lynette SMITH
Colour	Old English White
Body	Full-size luxury 4-door sedan
Engine	6 Cylinder 3.5L
Registration Plate	1PMR1
Body/Chassis Material	Steel on box-section frame

Engine

Engine Size	212.7 cu in / 3485 cc
Engine Configuration / Cylinders	Spark-ignition 4-stroke In-line 6
Engine Type	Pushrod Overhead Valve
Bore / Stroke	3.2 in / 82 mm , 4.3 in / 110 mm
Compression ratio	6.75:1
Power	125 bhp / 92 kW @ 4500 RPM
Torque	180lb-ft / 244Nm @ 2300 RPM
Power to Weight Ratio	21 watt/lb / 47 watt/kg
Acceleration 0-60mph/0-100km/h	15.1 s / 16.2 s
Maximum Speed	90.7 mph /146.0 km/h

Transmission

Drive	Rear Wheel Drive
Gears / Type / Ratio	4-speed / Manual / 4.3

Fuel

Fuel Type / RON Octane rating	Petrol Premium ULP
Fuel Capacity	14.1 imp. gal / 64 L
Fuel Delivery/Method	2 natural aspirated carburetors
Fuel Consumption Average	17.4 L/100 km
Fuel Ex-urban/City/Highway	14.3 / 18.5 / 20.7 L/100km
Range Ex-urban/City/Hway/Aver.	375/290/260/367 km

Dimensions & Weights

Length/Width	4763 / 1765 (mm)
Height/Wheelbase	1588 / 3048 (mm)
Track Front/Rear	1422 / 1461 (mm)
Kerb Weight	1750 (kg)
Dry Weight	1676 (kg)

Wheels & Tyres

Rim Material/ Description	Steel Discs
Tyre Size	16 in. 410 mm / 185 SR 16

Comments:

The Jaguar Mark V was built in Coventry England from 1948 to 1951 and was one of Britain's first new post-war cars. Styling of the car followed pre-war SS-Jaguar lines with upright chrome grille and the leaping Jaguar radiator cap mascot. With unostentatious looks, in outline halfway between the old and new, the 3.5 Litre was a high powered derivative of the pre-war Mark IV but one that transformed it into a swift sporting saloon, setting the pattern for Jaguars to follow.

Mark V was the first Jaguar with independent torsion-bar suspension, hydraulic brakes, fender skirts, both Right Hand and Left Hand Drive configurations and an all-new chassis that was the most rigid in the industry. The rear of the chassis swept over the rear axle to provide greater movement for improved comfort. An all pressed steel body, the DHC still had wood framing in the doors. While the XK120 had a new overhead-camshaft XK engine, the Mark V retained the overhead-valve pushrod straight-6 engines and the four-speed single-helical gearbox. Launched at the same time, the Mark V vastly outsold the XK120!

Like all such Jaguars, they were fast for their period. The steering was light at all speeds and free from road reaction, the new suspension showed great merit in comfort and stability. With its rugged simplicity, upmarket styling trimmed with lots of real wood cappings and plush leather upholstery, 90mph top speed, the pace-setting 125bhp Mark V was a highly desirable car, now a sought after and collectable classic.

