

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 | 2PMR2 |
| 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.

