

Feature - Mark V (1948-1951)

The Mark V Jaguar was the first new post-war Jaguar, and the last of its type to use a pushrod engine. It was also the final Jaguar saloon to incorporate a drophead coupe type body.

Design

The Mark V was the final expression of the original Jaguar saloon style which had made its entrance back in 1935. It was also the last Jaguar saloon body to be built inhouse (until Jaguar took control of the Castle Bromwich plant some 30 years later).

It was also the first S.S./Jaguar specifically designed to be produced in both right and left-hand drive configurations and the first to be offered with sealed headlamps and flashing turn signals for the important American market.

Although an evolution of the earlier Jaguar saloon, later commonly known, unofficially, as the 'Mk IV', the newer model glistened with mechanical improvements when it was introduced to the world on October 1 1948.

The body too was all new and created by William Lyons to look more modern, but carry all of the style and panache of the earlier model.

The radiator design remained unchanged and the headlights were now built into the wings, there was slightly more rake on the windscreen, pillars were narrower and the rear wheels were now totally enclosed.

The well-known Rudge type wire wheels were gone and were replaced by steel disc wheels with 6.70 x 16 tyres.

For the time, the interior of the Mk V was gloriously appointed. Both doors were hinged invisibly to a central pillar and they featured press-button locks instead of handles. The front seats were adjustable for height as well as for length and the luxurious rear seat had a folding central arm rest while the thickly carpeted, flat floor added to the space and made ingress and egress easy.

Mechanical

The MkV in both body styles was built on the same production lines as the XK120 and incorporated the best chassis S.S. or Jaguar Cars had yet designed. The chassis design of the Mk V could only be referred to as a magnificent piece of engineering. It consisted of box section side members and a heavy cruciform bracing built to give the utmost rigidity on all occasions.

On this was mounted a new independent front suspension incorporating a torsion bar set-up much favoured by Bill Heynes (Chief Engineer), since he first saw the pre-war Citroen 'Traction'. New hydraulic brakes and revised Dunlop tyres were amongst a host of improvements.

Notwithstanding pre-war-type power units inherited from its predecessor, and its very traditional styling, the Mk V was remarkably modern under the skin. The 1½L Standard engine used in previous models was not offered in the Mk V.

Paint Combinations

Despite many two-colour paint schemes often seen on Mark V's, **the factory did not offer two-tone treatment, nor did they offer white wall tyres.**

The Mark V was available in 12 single paint colours, in various combinations with 7 upholstery colours. However, some Mk V's were repainted as two-tone by American dealers as well as fitting white wall tyres. Now days, this style has followed in many restorations.

Post War Material Shortage

Despite the reception accorded the XK120, the Mk V was primarily Jaguar's 'bread and butter' model and was far



Fred Gardner (Lyons' styling "interpreter") and Lyons working on a Mk V mock-up to arrive at the ultimate position of the auxiliary lights

more accessible than the sports car. However, that was only a matter of degrees, because in order to obtain the hard-to-get materials to build cars, William Lyons had to guarantee most of those cars would be exported to the US and countries such as Australia to earn desperately needed currency.

Australians too were starved of cars in those early post-war years, but Britons were in a far worse state of deprivation.

Exports to Australia

The first Mk Vs arrived in Australia as early as March 1949 where the new model was unveiled at the Melbourne Motor Show. The 2.5 saloon was quoted at £1428, the DHC at £1523 while 3.5 litre types sold at £1518 and £1612.

To capitalise on his confidence to sell Jaguars, and to encourage William Lyons' fledgling company to produce the number of cars he promised, Australia's principal Jaguar distributor Jack Bryson appointed no less than 109 sales and service outlets throughout Victoria and New South Wales by 1949. For this reason, many Mk V's ended up in country towns with wealthy farmers riding on the back of sheep.

It is interesting to compare prices of other quality British imports to Australia in 1949 which shows the Rolls Royce retailed at £5800 and the Bentley £4300. The Humber Super Snipe was the Mk V's nearest competitor with a price tag of £1400, but it was not as well received or as readily available.

In order to ensure priorities were given to Australia, Jack Bryson travelled to



To obtain the hard-to-get materials from the Government, Lyons had to guarantee most of the cars built following WWII would be exported to the US and other countries to earn desperately needed currency. Of the 10,499 Mk V's built, 2,276 were exported to Australia.

England in June 1949 where he met William Lyons for the first time, and then on July 11 addressed Union Shop Stewards at Jaguar's Foreshill Factory.

He reminded them that Britain had let U.S. manufacturers grab a huge slice of the Australian market in 1938, and his country desperately needed vehicles now.

Mark V's exported to Australia were as follows:

- Andersons - Qld/NT (171 + 5 DHC)
- Brookings - WA (141 + 4 DHC)
- Dominion - SA (250 + 4 DHC)
- Brylaw (V) - Vic/Tas (807 + 58 DHC)
- Brylaw (S) - NSW (800 + 36 DHC)

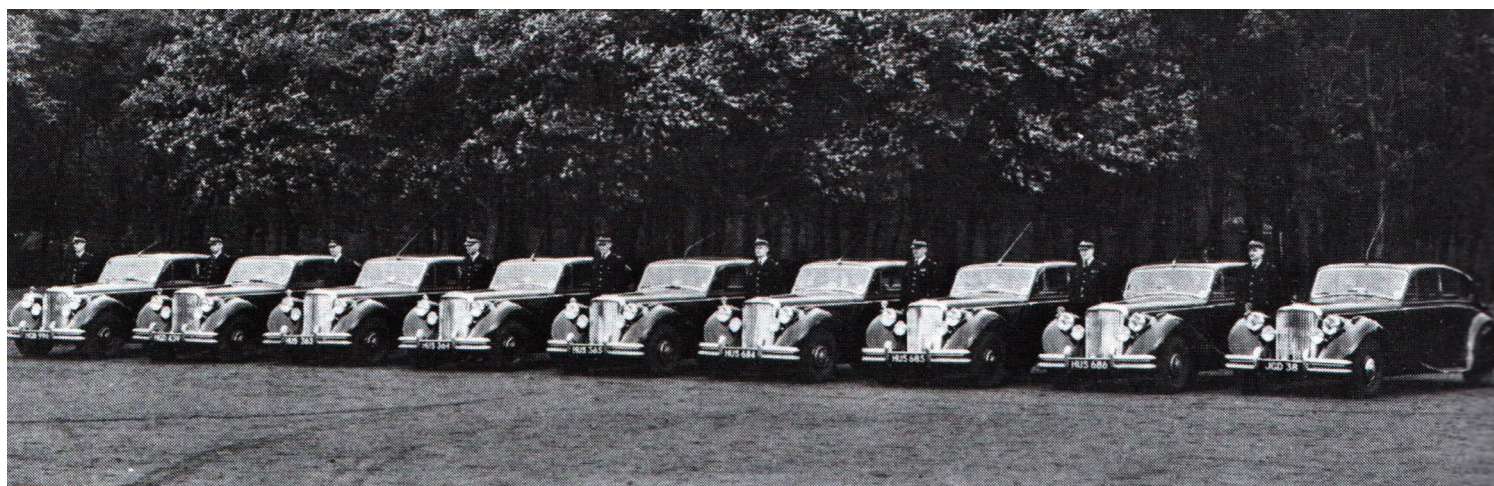
Total 2169 + 107 Drophead Coupe's.

Drophead Coupé (3 position hood)

Launched alongside the XK 120 and the Mark V saloon at the 1948 Earls Court Motor Show was the drophead coupé model. However, it took almost a year for the drophead model to go into production, which finally happened in September 1949.

The general body styling followed the lines of the saloon, and the car was almost as spacious, but had slightly less room in the rear seat to allow space for the hood to be folded.

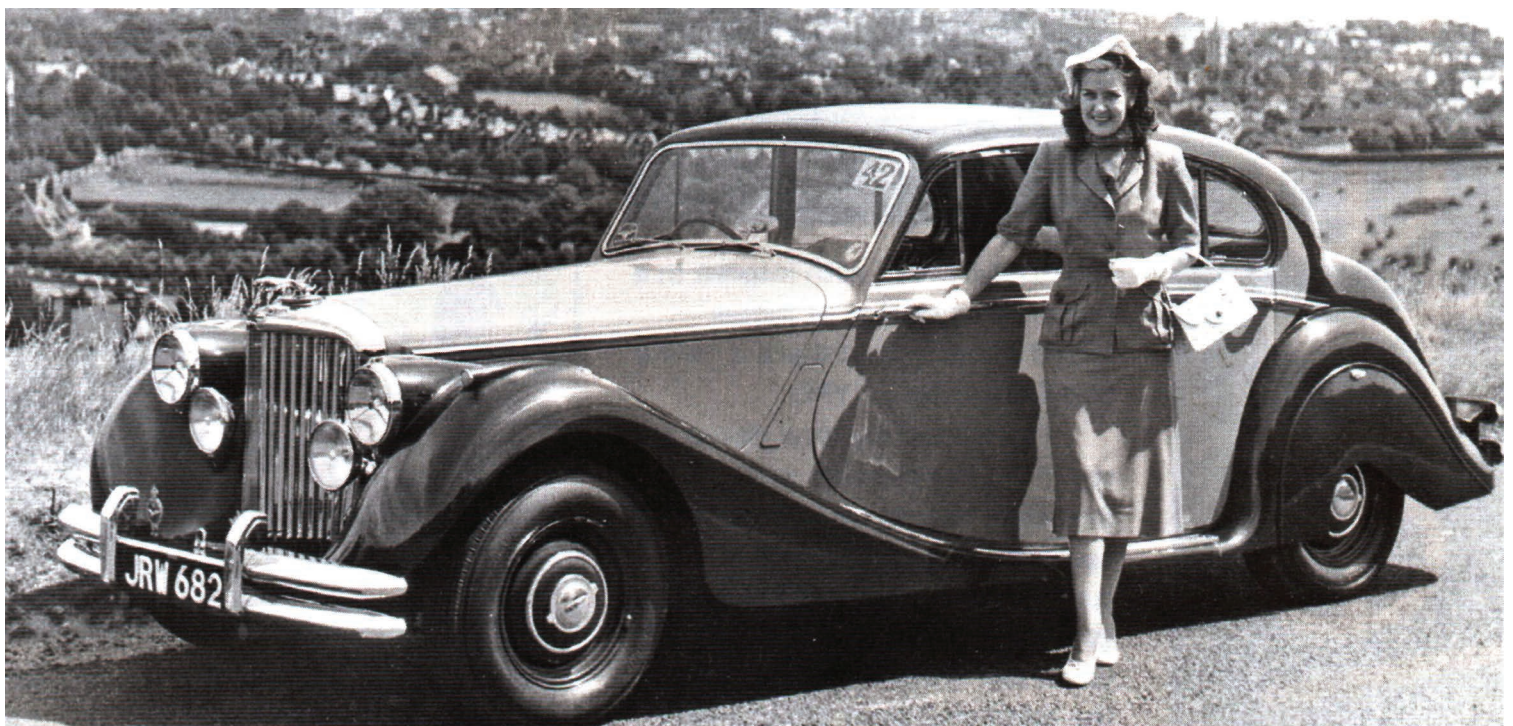
In construction however, the two body types were different: The Mark V saloon had an all-steel body, but the drophead coupé body was built on a traditional wooden frame. *(Continued Page 14)*



The Mark V was incredibly reliable and was the first Jaguar to be widely used by the police with mileages of 200,000 being quite common.

Feature - Mark V (1948-1951)

Jaguar adverts for the Mark V often used stylishly dressed women and the occasional chauffeur to promote the Mark V.



Feature - Mark V (1948-1951)

(Continued from page 12).

With only two doors access to the rear seat was naturally difficult, and once installed, rear seat passengers found their vision somewhat restricted, as they had no side windows or quarter lights, and the rear window was only a narrow slit.

Jaguar had offered drophead coupés since 1937, and the Mark V version clearly resembled the previous model. These were (and still are) very stylish motor cars, and very practical with the versatile hood which could be used in three different ways – fully closed, fully open, or in the intermediate 'de ville' position with only the front portion of the hood folded back.

Press Reception

The first Australian magazine to report on the Mk V after it arrived was Australian Motor Sport which told readers, "Jaguar

has succeeded where others have failed in producing a design that retains traditional character, yet embraces all modern developments necessary for fine appearance and performance. "In summing up we might say that this is an even better Jaguar than previous models, capable of an even better performance, but a car that is still unmistakably a Jaguar, and is now more than ever the finest car of its class in the world."

Reliability

One of the best remembered aspects of the Mark V was it's almost total reliability, a trait which endeared the car to thousands of owners all over the world. It often remained in everyday use many years after most of its contemporaries were on the scrap-heap. The Mark V was the first Jaguar to be widely used by the police with mileages of 200,000 miles being quite common.

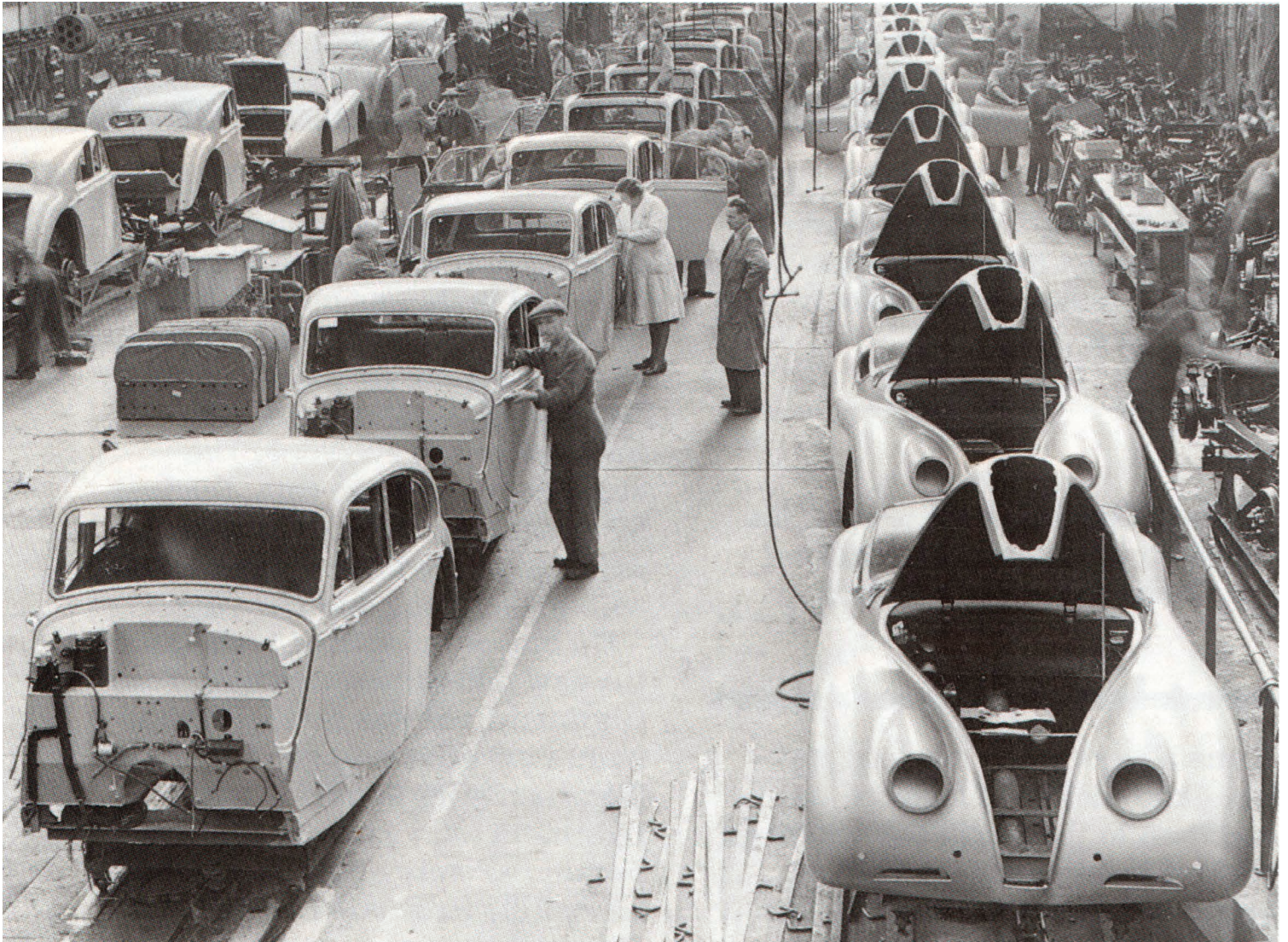
The Mark V Name

Chairman and chief stylist William Lyons and his team of body-shop assistants put together five prototype bodies with various chassis experiments in the 1946-1948 period before he was satisfied with the result, and the chosen one was known as Mark V in internal documents.

Lyons explained this in a speech given on 30 September 1948 to introduce the new car to distributors and members of the press. A photograph of the discarded prototypes survives with the Jaguar Daimler Heritage Trust

Jaguar Mark VI

There never was a Mark VI Jaguar but there were two Mark V's were fitted with an XK engine by the experimental department and used to test the XK engine over high mileages. Walter



1949 Production line. The MkV in both body styles were built on the same production lines as the XK120. This is what they called the 'mount track', with bodies in the foreground nearly ready for lifting onto the chassis. On the left, the bodies going in the opposite direction are now fitted to the chassis and being prepared for engines and transmissions.

Feature - Mark V (1948-1951)

Hassan, the automotive engineer who took part in the design and development of XK engine (and V12), stated that he remembers the XK powered Mk V as being very pleasant to drive.

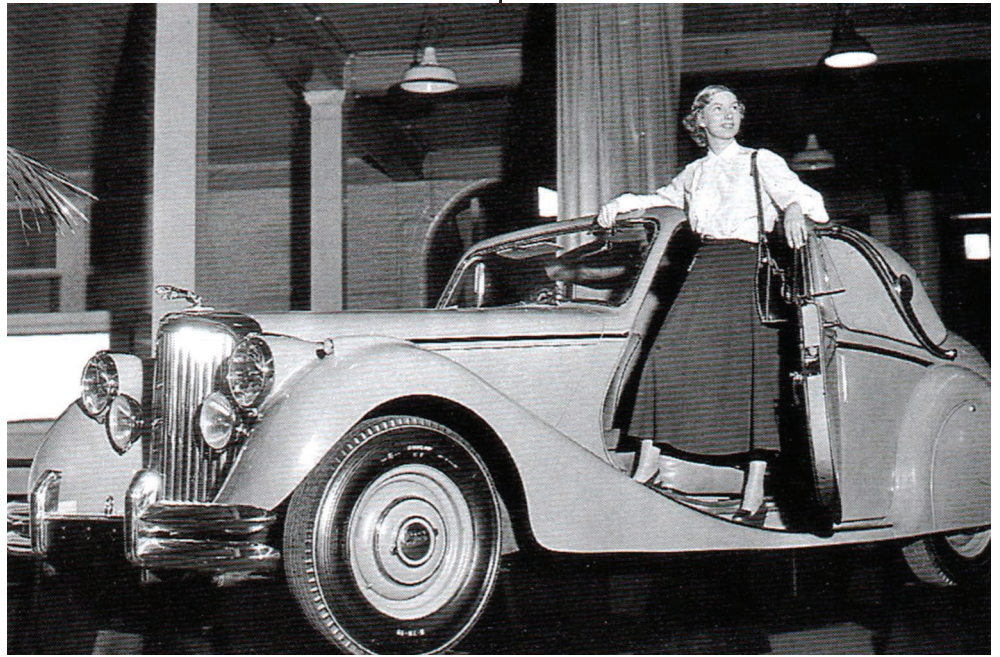
In a 1995 interview with Jaguar World, just before he passed away, FRW Lofty England recalled that there was one test mule, and a second one was built for Lyons' personal use.

In a letter from deputy assistant director R.E.Berry dated 1970, he recalled the standard braking system was not equal to the potential performance and it is understood that the Mark VII vacuum assisted brakes came about as a result of this testing with the XK engined MkV.

Several modified XK engined Mark V's exist including some examples in Australia. Because the XK engine is longer, it involves extending the front chassis, moving the radiator forward at least 4 inches and manufacturing a longer bonnet.

Motor Racing

The Mark V was certainly never intended as a competition model, but nevertheless performed very well in European rallies,



Bryson Industries Jaguar stand at the Melbourne Motor Show always drew a large crowd, especially when the exciting MkV DHC and XK120 were on display in 1950. Almost a quarter of all Mk V's built were exported to Australia.

especially the Monte Carlo, while in Australia it was seen in saloon races particularly the Frank Hann racer which had a long and distinguished career - even finishing the Mt.Druitt 24 Hour Race in 1954 on five cylinders after a con-rod and piston were removed!

Production

Mk V production actually overlapped the XK powered Mk VII saloon when that finally arrived in 1950, with a creditable 10,499 having been built between March 1949 and June 1951.

Collectability

Although termed an interim model, the Mk V has retained more prestige and 'collectability' than some later models. Today, the Mk V is still considered one of the most sought-after Wedding cars.

The vast majority of Mk V's imported into Australia have survived and are still relatively commonplace amongst enthusiasts.

In Drophead form particularly, a good Mk V is considered a very collectable car. The rarest Mk V of all is the drophead with just 17 right-hand 2.5-litre and 395 right-hand 3.5-litre examples made.

Pushrod engined Jaguar enthusiasts are a staunch bunch and ensure Mk V's retain all of their rightful status as a very desirable classic. ■

Editor- Thank you to Australian Jaguar Magazine (Edition 44) by Les Hughes for information obtained for this story. Photos: Jaguar Cars.



Many personalities have owned Mk V's including race car driver and tyre mogul Bob Jane who owned this low milage 1950 MkV DHC for 20 years before selling to long term club member and E-Type racer Michael Finnis. The car is on display at Michael's Goolwa Motor Museum.

Mark V's at Monte Carlo - Cecil Vard



The Irish Built Jaguar Mark V of Cecil Vard, Bill Young, Doc Jackson and Arthur Jolley at the finish of the 1951 Monte Carlo Rally. Vard was considered one of the most adaptable drivers, excellent in driving tests and on special stages during 20 plus years of rallying.

When people think of Jaguar competition cars of the 1950's they usually think of C Types, D Types and XKs, but the large saloons including the Mk V was equally successful in saloon races and European Rallies including Monte Carlo.

Monte Carlo Rally - Background

In the 1950's the rally involved over 300 competitors starting at various points around Europe and following 'concentration' routes of around 2,000 miles to bring them to Chambéry in Southern France.

The cars had to maintain the same average speeds over loose surface roads across the alps before reaching Monaco. There the leading 100 cars took part in a handicap time trial around the grand prix course and further navigation and breaking tests over the Col de Turini and other mountain passes to decide the final results.

The strict average speed requirement meant that there was little, if any time, for rest stops so many crews were comprised of three or more with the extra members giving the others an occasional break or just helping push the car out of a snowdrift if required.

1951 Rally

In 1951 Dublin furrier Cecil Vard borrowed ZE 7445, his mother-in-law's (Mrs O'Connor Cox), 3.5 litre

Mk V saloon to enter the rally. The Mk V combined the torque of the 3.5 litre SS 100 engine, the fine handling independent front suspension of the XK 120 and the comfort of a large saloon.

Cecil took advantage of the Jaguar's size to enter a team of 4 with Bill Young as relief driver, the experienced timekeeper, Doc Jackson and top-class rally navigator

Arthur Jolley. The car was standard apart from extra spotlights, demisters and a small tricolour on the grille! Cecil also fitted an extra windscreen washer tank filled with salt water to combat the screen icing up. They astonished everyone by finishing in 3rd place overall behind the hugely experienced Jean Trevoux in a Delahaye and a Ford V8.



Irishman Cecil Vard receiving his trophy with Bill Young in the passengers seat. His third overall in the 1951 Monte Carlo Rally, at the time the greatest rally in the world, was the highest place ever achieved by a pushrod-engined Jaguar.

Mark V's at Monte Carlo - Cecil Vard

They also received the trophy for the highest placed British car, but the Irish newspapers were quick to point out, with great pride, the fact that the car was assembled and prepared in Ireland.

At the time the Monte Carlo Rally was the greatest rally in the world as well as the most keenly contested. To finish on the podium in the 1950's was a big achievement.

1952 & 1953 Rally

For the 1952 rally, Vard was offered the loan of a 2.6 litre Lagonda from Black Bull Engineering, the Irish importer. However, it proved troublesome.

So, in 1953 he reverted to his mother-in-law's Mk V with the car being checked over at Browns Lane en route to the start.

Cecil and Arthur were joined by Frank Bigger, who was an experienced racing driver and excellent mechanic. Although a private entry, they formed a one make Jaguar team with Ian and Pat Appleyard and Don 'Pathfinder' Bennett in Mk VII's, two of which had featured in the top 10 the previous year.

The rally attracted a record 440 entries and unusually fine January weather meant that 356 made it to Monte Carlo. Results were then decided by a 74km navigation test in the mountains of Col de Braus and a series of 250m acceleration and braking tests around Monaco.

The Appleyards finished a single point behind eventual winner Maurice Gatsonides, the Belgian inventor of the 'Gatso' camera. The Irish built Mk V



The Appleyard's Mk VII may have come close to winning the 1953 'Monte' but Cecil Vard's was perhaps the most memorable performance in his less powerful Mk V. Having a fruitless run in 1952 with a Lagonda, he returned in his mother-in-law's Mk V for 1953. No wonder he and Arthur Jolley looked happy coming 5th to help win the Team prize for Jaguar.

of Vard's was another two points down in 5th, just ahead of Stirling Moss in a Sunbeam Talbot.

1953 Team Award

With Bennet's car in 8th, the three Jaguars won a l'equipe Team Award for the first time. (Three highest placed cars of the one make). In 15th place was well known Northern Irish race and rally driver Ronnie Adams in his own MK VII. Ronnie had entered his Humber Super Snipe in 1952 but he declared that the Jaguar was a much better car all round and, at £650, it was just over half the price of the Humber.

1954, 1955 & 1956 Rally

From 1954 onwards, Vard drove a Jaguar Works Mk VII where he helped to secure a further team prize for Jaguar in 1955 and 1956.

In 1956 Vard's car was hit by another vehicle and the delay to repair the Jaguar cost him a chance of a win. Fortunately, Ronnie Adams in the other Works Mk VII went on to win. (Story covered in November 2020 edition of CM) ■



Two Mk V's were still at it in 1954. Here is J. Lucas & L.H. Handley on the way to finish with snow tyres and shovel on the roof. No longer could the Mk V's hope to do well against the more powerful and better breaking MK VII's. To their credit and reliability, both Mk V's (L.S. Norman) finished.

Australian Sporting Glamour - The Mark V



Frank Hann had a long and distinguished career in his Mark V winning many races. Seen here at Australia's first 24-hour motor race at Mount Druitt in 1954 ahead of an Aston Martin DB2. Frank finished the race on five cylinders. The race was one by Geordie Anderson in an XK120.



Stay Behind The Fence for Chrissakes!... Leo Geoghegan's 1948 Holden from Frank Hann's Mark V, Bathurst, Easter 1959. The cars are heading down Conrod Straight and are winding up in top gear. There were 7 other Jaguars including Frank Match's C-Type and Jack Murray's D-Type.



Club member Mal Jonas's Dad, Murray owned several Jaguars including a 1954 Mark V, seen here competing in the Collingrove Hill Climb in 1955. Murray used the Mk V for interstate trips, towing caravans and regular reliable use. Mal remembers a memorable trip to Phillip Island when his Mum drove the Mk V around the very rough Phillip Island Race Circuit with family on board and Mal's brother with his head through the sun-roof. On another occasion his Mum was at the wheel with Mal and brother on-board, chasing down Murray in his Healey 100/4 at something well over the speed limit through the Barossa heading to a Collingrove Hill Climb meeting. Editor - sounds like fun times.



This is HH Harrop and TE Saxton in their MkV on the 1953 'Monte'. Usually the car is a 2.5 litre where most competitors used the 3.5 litre version.