


CLASSIC DRIVER

1951 Jaguar MK V

- Lot sold
USD 85 887 - 98 157
GBP 70 000 - 80 000 (listed)
Year of manufacture 1951
- **Country VAT** GB
- **Gearbox** Manual
- **Chassis number** 640220
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 88
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** Z3720
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Description

- Delivered new to New Zealand, 3.5-litre example
- Discovered in a barn in 1994 and subjected to comprehensive restoration
- Prize winner at Easter 2003 National Jaguar Rally (NZ), imported to UK in 2011

The Mark V was unveiled on 30 September 1948 and launched on 27 October 1948 at the London Motor

Show, sharing the stand with the XK120. Whilst the XK120 stole the show, the Mark V vastly outsold it by roughly 5,000 cars per year as compared to 2,000 cars per year for the XK120. The Mark V retained the 1946-48 driveline including the overhead-valve pushrod straight-six 2¢ and 3¢-litre engines. The chassis was new, however, with independent front suspension by double wishbones and torsion bar, a feature of many future offerings from Jaguar. It also had hydraulic brakes and an all pressed steel body. Just 108 RHD 3 ¢-litre drophead coupes were produced as most were built for the LHD export market.

One of just eight examples originally exported to New Zealand, this impeccably restored Mk V was first registered to a Mrs Hope of Te Puke. It spent the following years in the northern region before being 'barn' discovered in 1994, in Taupo, central North Island. A restoration was commenced by stripping the car to the last nut and bolt. The chassis was then checked for corrosion and alignment. Finding no serious rust issues, it was dip-stripped in an acid bath and neutralised in an alkaline bath before priming and painting. The internal sections were 'tectel' treated. The running gear was then addressed with bushes, tie rod ends and bearings etc. being replaced. The braking system was rebuilt with new piping and PBR booster. A new radiator core was fitted with new aluminium castings (manifolds etc.) and the water pump reconditioned. The 3 1/2 -litre engine was extensively reconditioned and balanced and a new rocker shaft and felt wicks installed. The gearbox was overhauled with new seals to prevent oil leaks whilst new bearings were fitted to the differential. The body was then subjected to the dipping process; all panels were metal finished and body solder was used as per original specification. All chrome parts were triple plated. This process took many months, carried out by Steve Roberts of Wanganui, one of the most respected of New Zealand constructors.

Interestingly, when the body was completed, following inspection by their chemists, Ford Motor Company in Auckland allowed it to be placed on their assembly line for undercoating and preparation for final painting. A new wiring loom was installed and the instruments were refurbished by Parrotts of Christchurch. Other aluminium trims were replaced with brass apart from the Landau bars. Trimming in sumptuous red Connolly hide was completed by George Lee of Christchurch, examples of his work having won numerous concours events including those at Pebble Beach. The grey hood was sourced from an ex-Coventry supplier at Wembley. After completion, the painstaking work was rewarded with a premium award for Best Restoration at the Easter 2003 Jaguar National Rally (NZ).

Imported to the UK by the vendor in 2011, 894 YUE has subsequently formed part of his private collection, where it has been exercised occasionally and regularly maintained. Finished in arguably the most appealing colour combination of black with red interior, this beautiful Mk V is only being sold due to the owner's wish to rationalise his collection.

H&H Classics

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