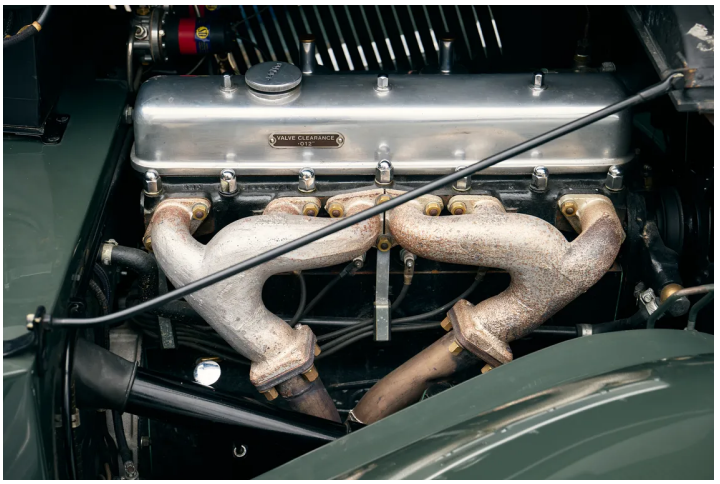






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1947 JAGUAR MK IV

1947 Jaguar 3 ½-litre Mark IV Factory Demonstrator

- Factory test and demonstration car
- As featured in The Autocar in March 1948
- Outstanding concours restoration
- Offered from a private collection

A historically significant example offered in outstanding condition, this 3 ½-litre Jaguar was a factory test and demonstration car, featured when new in an extended test report and photos by Autocar magazine.

In gorgeous livery of Sherwood Green over Suede Green interior, chassis 612175 was built on 9 December 1947, and dispatched on 10 February 1948. Registered GVC 677 she was sold to Parkes Ltd., and then to Arthur Albert Hook at a farm address near Grunnislake, Cornwall, in the Tamar Valley near the Devon border.

Appearing in the 19 March 1948 edition of The Autocar, a week's testing revealed praiseworthy technical features like strong acceleration combined with refinement from the 3 ½-litre Jaguar overhead valve inline six touching 96 mph, powerful Girling rod drum brakes, big Lucas P100 headlamps, and a very comfortable ride from beam axle and semi-elliptic suspension. These features, the stylish body of "specialist coachbuilder" character and beautifully finished interior apparently impressed:

"It is the manner of the performance of the whole, and the style of the car, from the imposing radiator and sleek bodywork to the luxurious nature of the detail appointments, that combine to produce a car of outstanding merit and appeal...after a week's trial ... it was regretfully relinquished with a feeling of admiration for its qualities as a front-rank car."

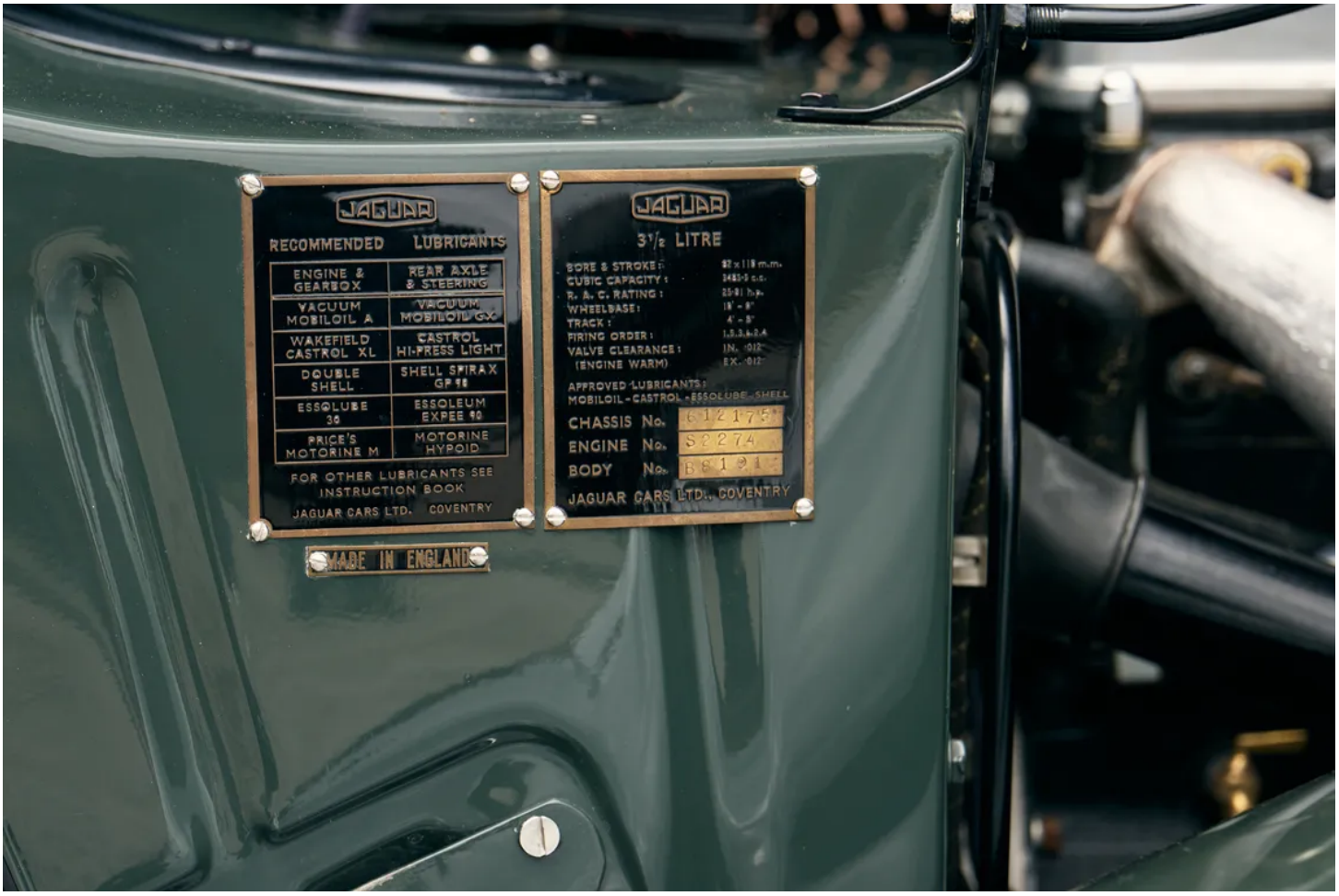
After wartime work including fuselage production for Gloucester Meteor jets and repair work on heavy bombers, Jaguar recommenced production of its pre-war range with detail improvements, securing steel allocations for the export drive and acquiring its own engine production line from Sir John Black of Standard Cars. Jaguar was renamed in 1945 after SS due to wartime associations became in the understated words of Sir William Lyons "a sector of the community not highly regarded."

In 1948 the 3 ½-litre was the top of the range saloon, with a steel box section chassis by William Heynes and all steel body as introduced in 1938, contributing to a roomier interior versus the earlier ash frame. With handsome coachwork and well-appointed interior, the 3 ½-litre helped Jaguar break into the vital U.S. market. After the introduction of the MK V, the 3 ½-litre became colloquially known as the Mk IV, but this designation was apparently never used officially by Jaguar.

Exported to the United States in 1979, a near 15-year restoration followed in the 80s and 90s, to the very highest standards. A successful period of concours appearances followed at many events in America including the JCNA and Antique Automobile Club of America national championships, garnering praise and recognition for the quality of the restoration, which has been maintained in outstanding condition and selectively refreshed where necessary.

Now back in Britain and offered from a European private collection at our London mews, this Mk IV 3 ½-litre is likely one of the finest in existence and historically significant as a factory demonstrator featured in The Autocar. Offering stylish classic motoring with a good turn of performance, she would be welcome as an entry in suitable concours, or as stylish and capable transport to any number of motoring events.

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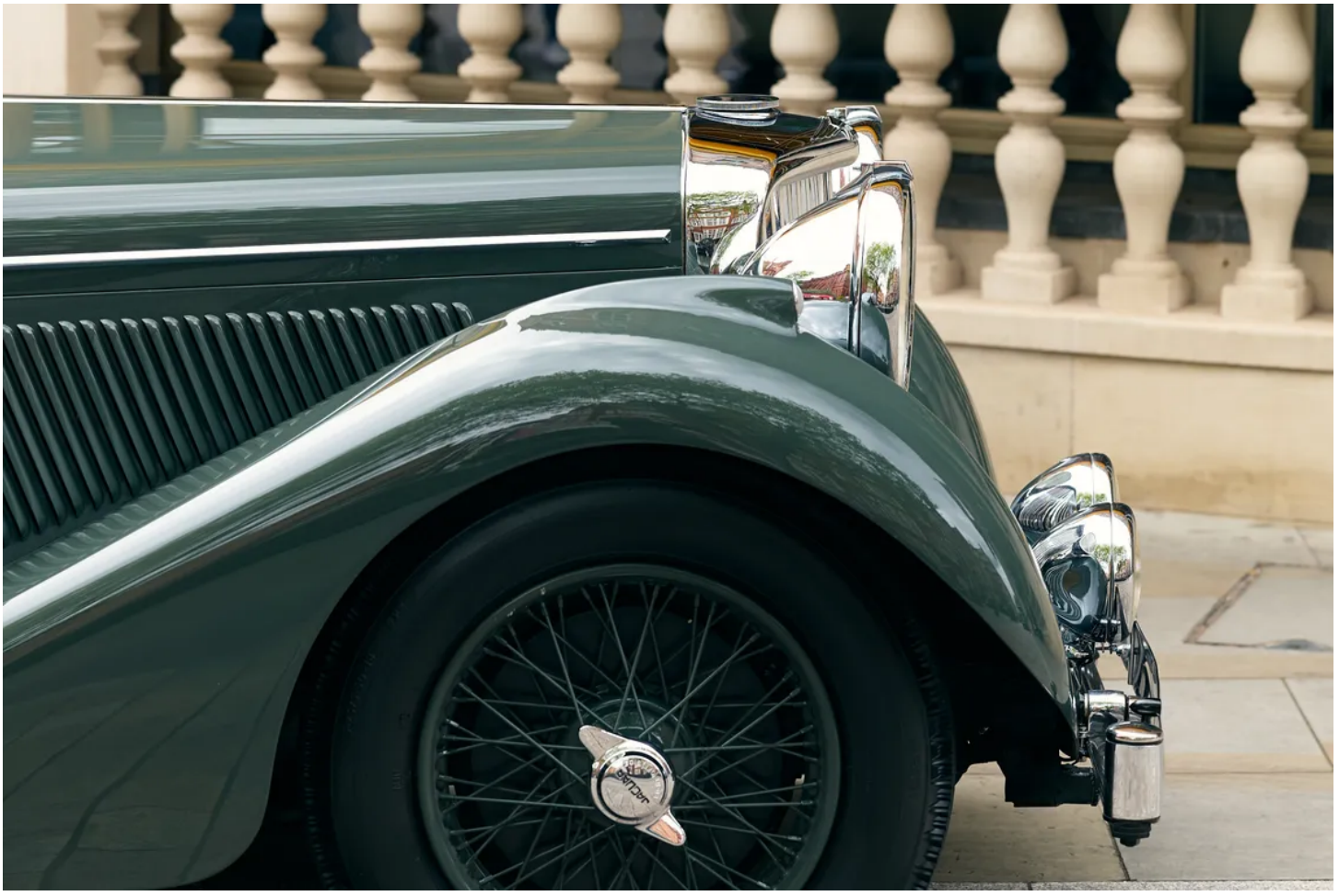







GVC 677


LUCAS




JAGUAR
3½ LITRE