

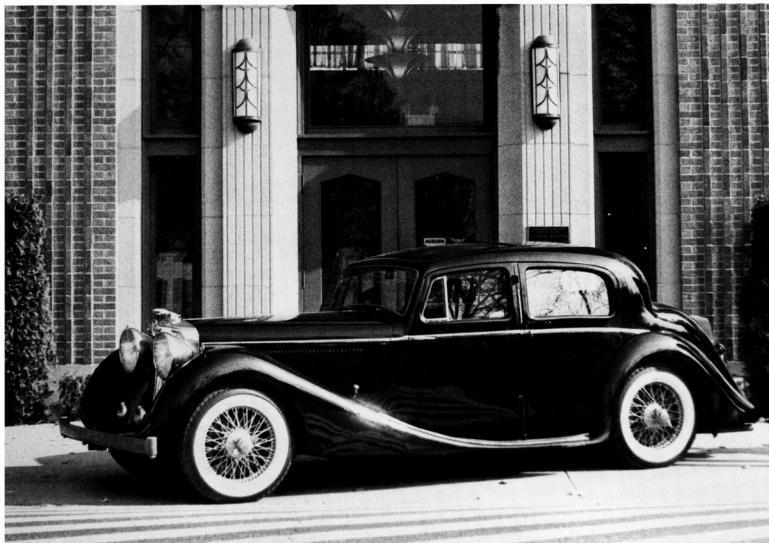
J A G U A R

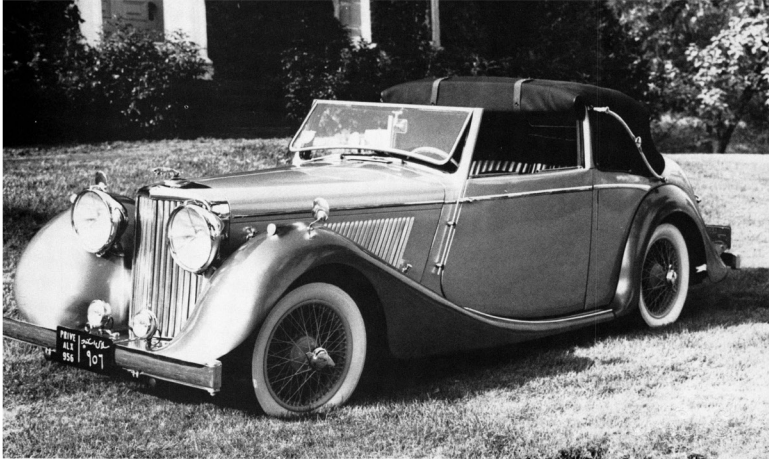


1946 Jaguar 2½ Litre Saloon
Owner: Auburn-Cord-Duesenberg Museum, Auburn, Indiana

In March of 1945 an "Extraordinary General Meeting" was held at SS Cars Ltd. in Coventry, England. Allied victory in the war was inevitable; V-E Day was less than two months away. Because of its now sinister connotation, SS was no longer deemed suitable as the marque name for the sensational automobile William Lyons had created over a decade earlier. The decision for its replacement was easily made. In 1936, aware that a distinctive car should have a distinctive name, Lyons had settled upon a breed of cat. Jaguar designated some of the SS models thereafter. Now the company would be called Jaguar Cars Ltd. And all of its cars would be called Jaguar too.

Aside from the wording on the radiator badge, a monogrammed "J" where "SS" had been and other minor changes, the new cars, which began rolling off the assembly line that fall, were much the same as their predecessors. Merely converting from wartime production had been a chore. Though the sportier models were shown in the catalogue, only saloons—like the Auburn-Cord-Duesenberg Museum car—were built in 1946.





1947 Jaguar 3½ Litre Drophead Coupe
 Owners: Ronald & Sonja Halbauer of Lawrenceburg, Indiana

Photo: John Sutton

Most early postwar Jaguars were produced for the foreign market. Britons who placed orders in 1946 sometimes had to wait six years for delivery. And they paid more dearly for a Jaguar than they had for an SS, inflation and purchase taxation in the austerity of postwar England raising the price of the 3½ Litre to £991. In 1947 the six-cylinder drophead coupes were reinstated, exclusively for export, though some natives cleverly latched on to one by ordering overseas and taking delivery in the UK.

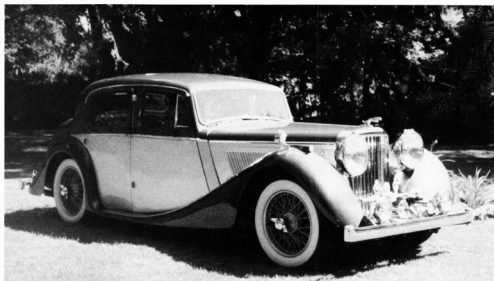
Egypt was the first home of the '47 3½ Litre Ronald & Sonja Halbauer have owned for seven years: "When cleaning the front fender wells after buying the car, considerable sand was found. We immediately thought it must have been from sandblasting during refurbishing by a former owner. Later it was discovered to be dry desert sand never cleaned from this area on the car. The original owner was a C. Saloma of Cairo. The car's days in Egypt may account for its lack of rust. We have put an Egyptian license plate on it, in addition to the requisite Indiana tag; this Jaguar would never have had an English license plate. The English instruction book provided some amusing moments. 'How to change

the lights on the doors,' it read; at first we thought our car was not correct since it did not have any lights on the doors, but then we found that 'lights' in England at that time translated to 'windows' in America. The instruction book also showed the second position of the three-position top rolled above the height of the car but we preferred to roll it under. Since then we have seen photographs of Clark Gable, Errol Flynn and Walter Pidgeon, each having had their Jaguar drophead

coupe with the second-position top rolled under. Must be an American taste. Our car was the thirteenth drophead coupe built by Jaguar after the war. With 125 hp (two S.U. carbs plus 'starting carb'), it has plenty of zip. This is a car to use for many fun trips. It is always faithful in every way."

"I love the lines of the 3½ Litre Saloon," comments John Ryon. "I've added trumpet horns and FT 58 Lucas lights which I feel add to its attractiveness."

1948 Jaguar 3½ Litre Saloon
 Owner: John L. Ryon, Jr. of Clarks Summit, Pennsylvania

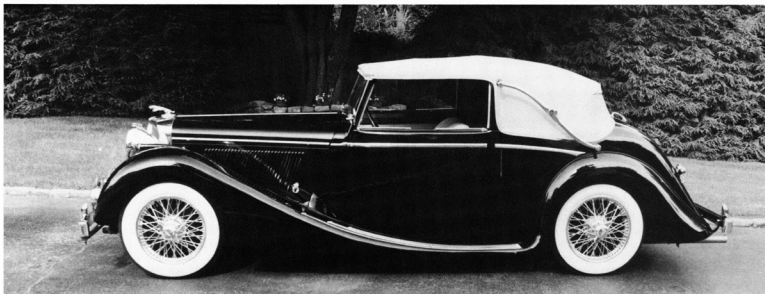




1948 Jaguar 3 1/2 Litre Drophead Coupe

Owner: Albert R. Pincus of Huntington, New York

Photos: Dennis Blachut



"My car is restored as it was originally," says Al Pincus. "but the shift ball was replaced by me with a bronze Jaguar head (the only one in the world) which I found in England. This car had been purchased new from Hoffman Motors in New York City in August of 1948. The original owner was Mrs. William Paley. Her husband was well known as the president of CBS, but Babe Paley was just as famous in social circles for her

exquisite style. She's in the Fashion Hall of Fame. This car certainly suited her. Recently I had a visit from the largest Jag dealer in the world. When he saw the car, he informed me that his dealership in Hempstead, Long Island had serviced it for many years. He gave me the final missing tool for my tool kit as a gift. Only 375 of these cars were made with left-hand drive; I think only 70 are still alive. The timeless styling and beauty

of this car appeals to me. The nostalgia of days gone by, of driving for the sheer pleasure of it, is wonderful—a remembrance of calmer times and a simpler lifestyle."

With the arrival of the Mark V in '49, the postwar 3 1/2 Litre was designated Mark IV by the press. These cars were the last Jaguars in the SS idiom. William Lyons was about to turn his car into another very smashing breed of cat.