



J A G U A R

JAGUAR 1945 MODELS

FOR 1945, the Jaguar cars which were so outstandingly successful in 1940 are presented basically unchanged but with many detail improvements. Although illustrations and descriptions of the Drophead Coupe and the Open "100" Model are included in this abridged catalogue, no delivery dates can be given for these models as production will for some time be concentrated on saloon models only.

The same high degree of quality that characterized Jaguar cars in the past is maintained in these post-war models which offer the same fine road performance and perfection of detail that placed them in the forefront of pre-war quality cars.



S P E C I F I

THE 1½ LITRE

Engine 73 mm. bore \times 106 mm. stroke; 1,775.8 c.c. (Treasury rating 13.23 h.p.); overhead valves; three-bearing counterweighted crankshaft; aluminium pistons; chrome iron cylinder block; steel alloy connecting rods; machined combustion chamber; cooling by pump circulation with by-pass thermostat control; forced lubrication throughout by submerged oil pump; Tecalemit oil filter; coil ignition; S.U. horizontal carburettor with water heated induction manifold; 14-gallon rear tank with reserve tap; single dry-plate, light action clutch; four-speed gearbox with synchro-mesh on second, third and top; underslung all box-section frame; 12 in. Girling brakes with heavily-ribbed Millenite drums; Burman-Douglas steering with Bluemel adjustable steering wheel; hypoid gear final drive; four-door, four-light saloon body with air conditioning system incorporating de-mister (on special equipment models only); full five-seater; flush-fitting sliding roof; Vaumol hide upholstery; polished walnut finish interior fittings; front seats adjustable; folding rear arm rest; all-enclosed luggage accommodation; spare wheel carried beneath rear locker; twin electric windscreen wipers; speedometer; rev. counter; clock; self-cancelling trafficators with warning light; cigar lighter; large powerful headlights; twin horns; easy jacking; all-electrical equipment Lucas de Luxe; Dunlop "90" tyres; wheelbase 9 ft. 4½ in., track 4 ft. 7 in. Overall length 14 ft. 5 in., width 5 ft. 5½ in., height 5 ft. 0 in. Ground clearance 7 in. Dry weight 25 cwt.

THE 2½ LITRE

Engine 73 mm. bore \times 106 mm. stroke; 2,663.7 c.c. (Treasury rating 19.84 h.p.); overhead valves, pushrod operated; counterweighted crankshaft carried in seven bearings; aluminium pistons; chrome iron cylinder block; steel alloy connecting rods; machined combustion chamber and ports; detachable head; cooling by pump circulation with by-pass thermostat control; submerged oil pump; forced lubrication throughout; complete circulation oil-filter; special Lucas coil and distributor ignition; twin S.U. carburettors with thermo-electric starting carburettor; single-plate clutch; twin air cleaners; synchro-mesh four-speed gearbox; underslung frame box-section throughout; 14 in. two leading shoe Girling brakes with heavily ribbed Millenite drums; Burman-Douglas steering with Bluemel-Douglas steering wheel adjustable for height; hypoid gear final drive; four-door saloon body, with special air conditioning system incorporating de-mister; all-metal sliding roof; full five-seater; folding rear arm rests; Vaumol leather hide upholstery; polished walnut interior fittings; front seats adjustable for height and reach; illuminated tool-container in locker lid; spacious all-enclosed luggage accommodation; twin windscreen wiper with independent operation and concealed electric motor; speedometer; rev. counter; ammeter; oil-pressure gauge; electric clock; self-cancelling trafficators; P.100 headlamps; Lucas de Luxe electric equipment; Dunlop "90" tyres, 5.50 in. \times 18 in.; spare wheel and tyre carried beneath rear locker; wheelbase 10 ft., track 4 ft. 8 in. Overall length 15 ft. 6 in., width 5 ft. 6 in., height 5 ft. 1 in. Ground clearance 7 in. Dry weight 31½ cwt.



C A T I O N S

THE 3½ LITRE

Engine 82 mm. bore, 110 stroke; 3485.5 c.c. (Treasury rating 25.01 h.p.); overhead valves, pushrod operated; counterweighted crankshaft carried in seven bearings; aluminium pistons; chrome iron cylinder block; steel alloy connecting rods; machined combustion chamber and ports; detachable head; cooling by pump circulation with by-pass thermostat control; submerged oil pump; forced lubrication throughout; complete circulation oil-filter; special Lucas coil and distributor ignition; twin S.U. carburettors with thermo-electric starting carburetter; single-plate clutch; air cleaners; synchro-mesh four-speed gearbox; underslung frame box-section throughout; 14 in. two leading shoe Girling brakes with heavily ribbed Millenite drums; Burman-Douglas steering with Bluemel-Douglas steering wheel adjustable for height; hypoid gear final drive; four-door saloon body with special air-conditioning system incorporating de-mister; full five-seater; all-metal sliding roof; Vaumol leather hide upholstery; polished walnut finish interior fittings; front seats adjustable for height and reach; folding rear arm rests; illuminated tool container in locker lid; spacious all-enclosed luggage accommodation; twin windscreen wiper with independent operation and concealed electric motor; speedometer; rev. counter; ammeter; oil-pressure gauge; electric clock; self-cancelling trafficators; P.100 headlamps; Lucas de Luxe electric equipment; Dunlop "Fort" tyres, 5.50 in. x 18 in.; spare wheel and tyre carried beneath rear locker; wheelbase 10 ft.; track 4 ft. 8 in. Overall length 15 ft. 6 in., width 5 ft. 6 in., height 5 ft. 1 in. Ground clearance 7 in. Dry weight 31½ cwt.

THE "100" MODEL

(2½ or 3½ Litre Chassis)

Engine (3½ litre) 82 mm. bore x 110 mm. stroke, 3,485.5 c.c. (Treasury rating 25.01 h.p.); (2½ Litre) 73 mm. bore x 106 mm stroke, 2,663.7 c.c. (Treasury rating 19.84 h.p.); overhead valves, pushrod operated; large diameter seven-bearing counterweighted crankshaft; aluminium pistons; chrome iron cylinder block; steel alloy connecting rods; steel-backed bearings; machined combustion chamber; detachable head; cooling by pump circulation with by-pass thermostat control; submerged oil pump; forced lubrication throughout; complete circulation Tecalemit oil-filter; special Lucas coil and distributor ignition; twin S.U. carburettors; special short chassis boxed and cross-braced for extreme rigidity; special outrigger spring brackets giving wide spring track for utmost stability; Luvax C.M.P.C. hydraulic shock absorbers front and rear with additional friction type in front; 13 in. two leading shoe Girling brakes with Ferodo B.Z. linings; deeply ribbed Millenite brake drums; Le Mans type two-seater body; aluminium panelled, and with luggage accommodation behind seats; 14-gallon rear tank with reserve supply; quick-lift filler caps to radiator and petrol tank; four-speed gearbox with synchro-mesh on second, third and top; large diameter headlamps fitted stoneguards; fold-flat windscreen and two detachable aero-screens; radiator stone guard; 5 in. 120 m.p.h. speedometer; 5 in. rev. counter; ammeter; oil-pressure gauge; temperature gauge; petrol gauge; clock; cigar lighter; twin horns; full all-weather equipment including tonneau cover with Zipp fastener; Dunlop splined hub knock-on racing type wheels with Dunlop "90" 5.25 in. x 18 in. tyres (Dunlop "Fort" on 3½ Litre model); spare wheel and tyre at rear; wheelbase 8 ft. 8 in., track 4 ft. 5 in. Overall length 12 ft. 6 in., width 5 ft. 3 in., height 5 ft. 3 in. (hood up); Ground clearance 6 in. Dry weight 23 cwt.

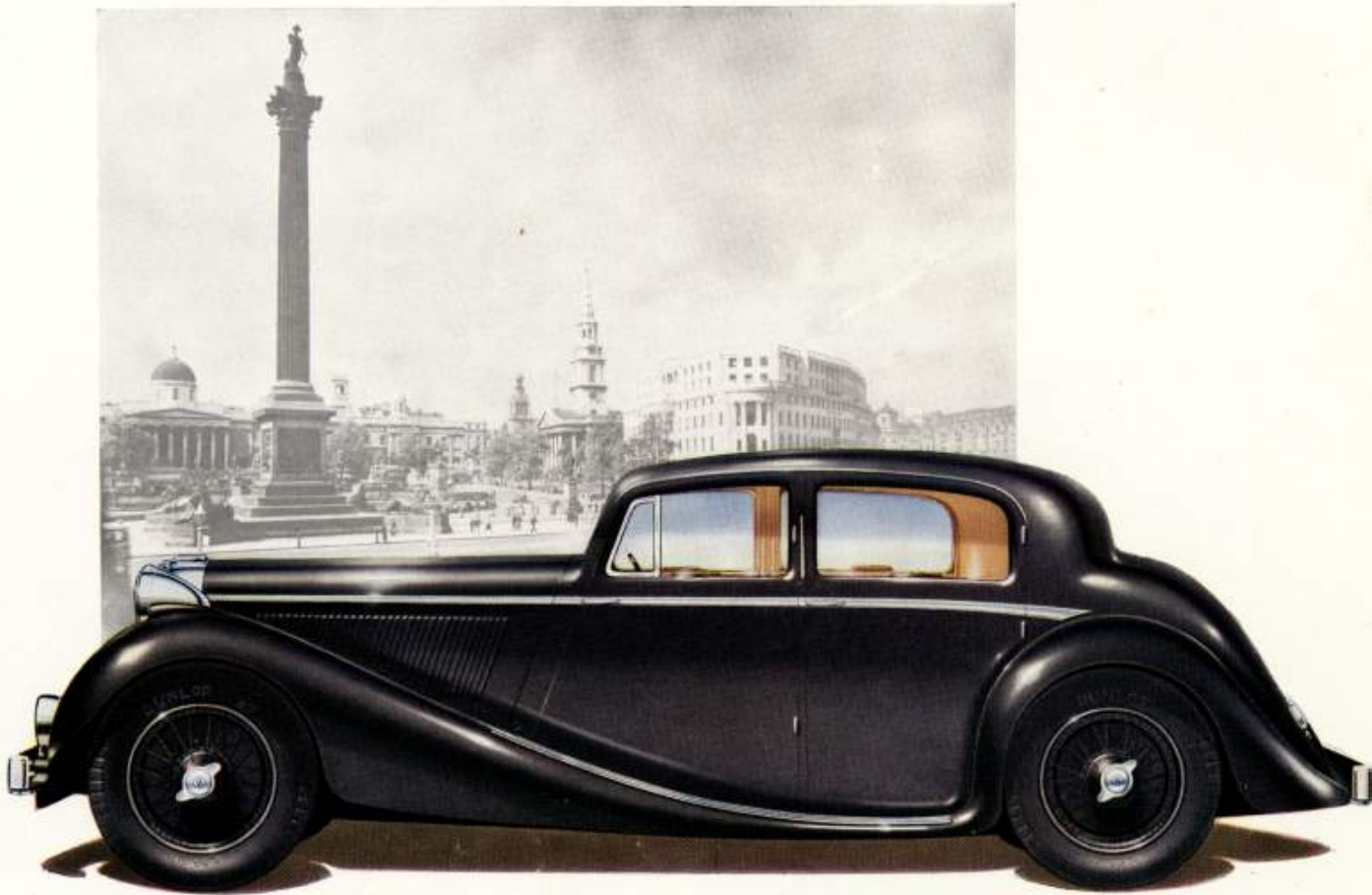


COLOUR SCHEMES

The colour schemes listed below are standard, and it is regretted that no deviation can be permitted due to the prevailing material shortage.

COACHWORK	INTERIOR
SUEDE GREEN IVORY BIRCH GREY BATTLESHIP GREY LAVENDER GREY GUNMETAL BLACK	SUEDE GREEN RED—BEIGE RED—SILVER-BLACK RED—SILVER-BLACK RED—SUEDE GREEN RED—SILVER-BLACK RED—BROWN—SILVER-BLACK BEIGE—PIGSKIN GRAIN TAN

We reserve the right to amend the specifications contained in this folder from time to time as may be considered necessary. The guarantee for Jaguar cars may be examined at any authorised Jaguar distributors or dealers, or will be sent on application.

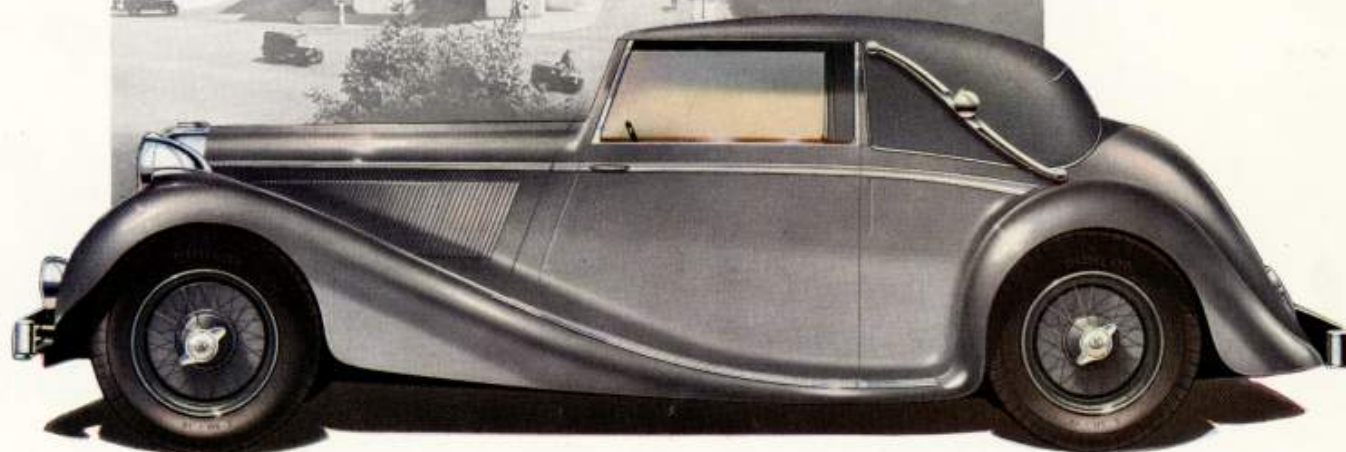


THE 3 $\frac{1}{2}$ LITRE SALOON

Outstanding by the sheer merit of its splendid performance, this beautifully proportioned Saloon is firmly established in its leadership of contemporary design. Instantly responsive, either to bursts of vivid acceleration or long sustained periods at high speeds, this car can be handled with an ease that is as satisfying as it is exhilarating. The comfort afforded to driver and passengers is of the most luxurious order, whilst every detail of appointment is carried out with that high degree of refinement found in all Jaguar models.

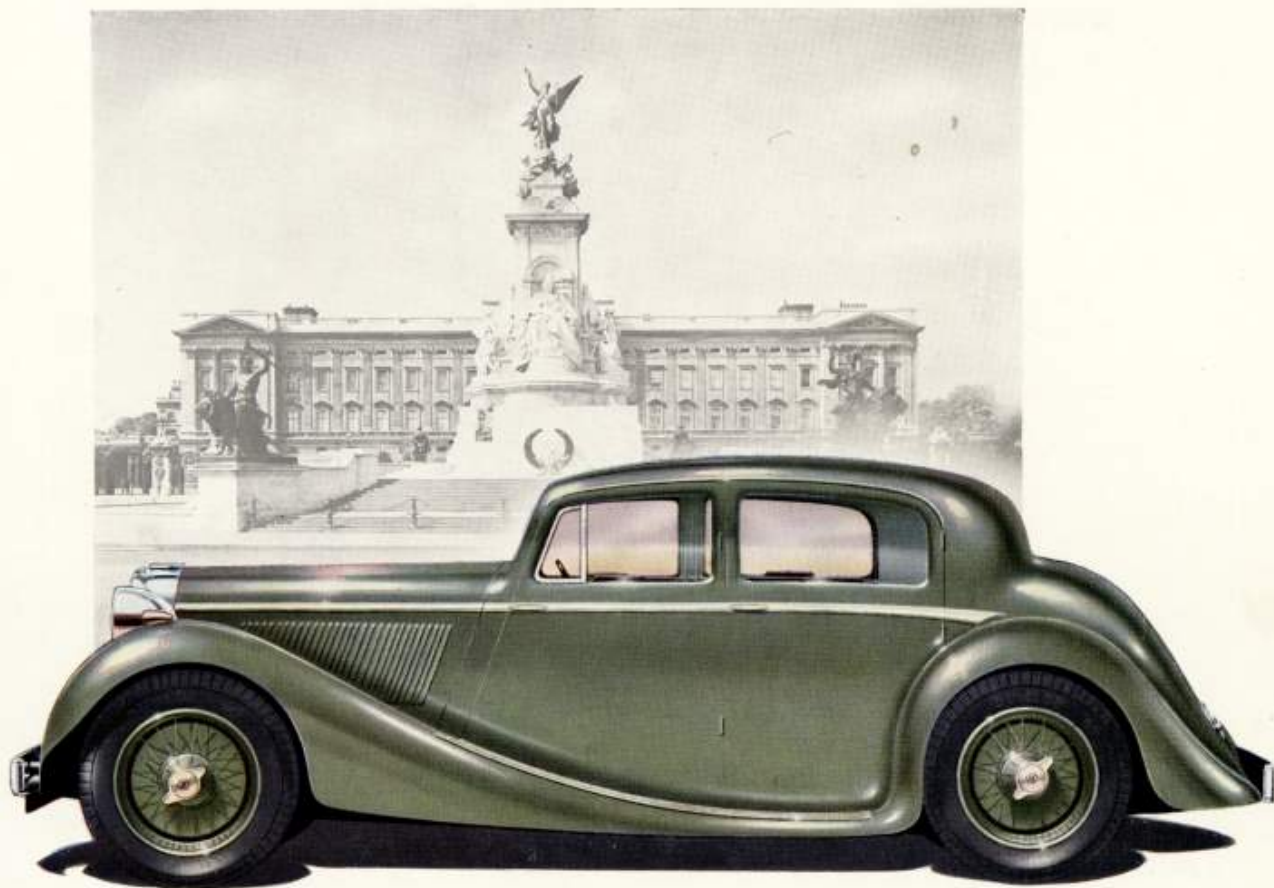


★ THIS MODEL
NOT YET AVAILABLE
FOR DELIVERY



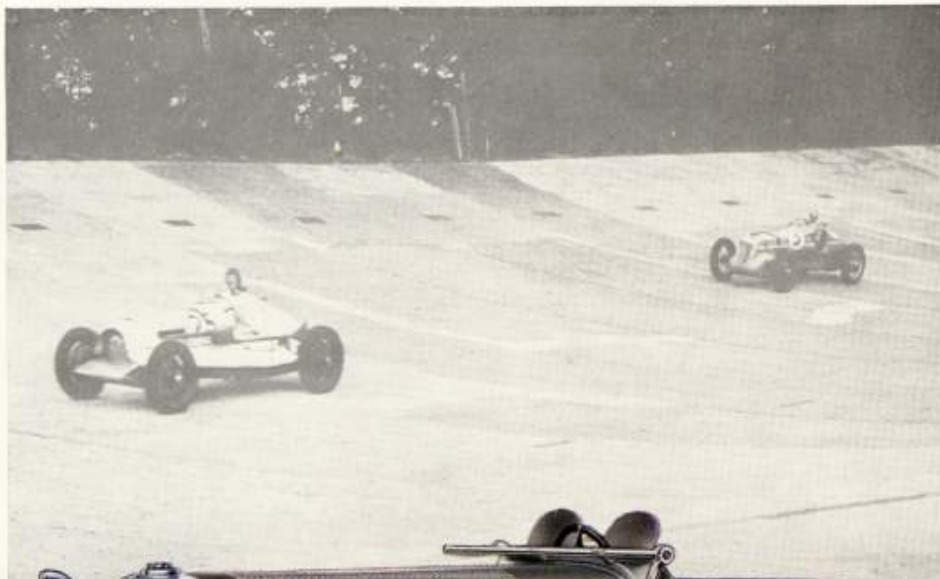
T H E D R O P - H E A D C O U P E

Elegant, practical, and with the famous Jaguar performance, this Drop-head Coupe combines the advantages of both closed and open cars. The head folds perfectly flush, or the fore part only may be rolled back. Entrance to and exit from the rear compartment is rendered particularly easy by the generous width of the doors. Seating five persons in superlative comfort, the Drop-head Coupe is available on the 3½, 2½ and 1½ Litre chassis. The model illustrated is the 2½ Litre.



T H E 1 ½ L I T R E S A L O O N

With full five-seater accommodation the 1½ Litre Jaguar is one of the outstanding achievements of the Jaguar programme. Although of moderate nominal horse power, the new O.H.V. engine develops no less than 65 brake horse power, giving a maximum speed of 75 m.p.h. Characterised by the same dignified lines as the higher powered models, the 1½ Litre Jaguar Saloon affords a degree of comfort and a measure of refined performance unmatched by any other car of its type.



★ THIS MODEL
NOT YET AVAILABLE
FOR DELIVERY



T H E " 1 0 0 " O P E N M O D E L

The Jaguar "100" has for long been one of the fastest unsupercharged cars on the road and, in the hands of private owners, has registered numerous outstanding successes in competition work. Available either in 2½ Litre or 3½ Litre form it has a performance exceeding 100 m.p.h. in full touring trim. Noteworthy for its road-holding qualities, superb acceleration and ease of control, the Jaguar "100" makes special appeal to the motorist demanding the uttermost in performance. The model illustrated is the 3½ Litre.