



By Andy Bryant (Continued from Part 2 in April magazine)

Timeline:

1978 - Purchased car

October 1982 - Full recondition of the Motor and Clutch.

September 1988 - December 1995 - Full dismantling of body and interior.

Reconditioning the engine - 1982:

From mid October through to the end of November, Peter Blank of "Peter Blank's Jaguar Spares" in Horitui near Ngarawhahia was commissioned to strip down and fully recondition the Engine and Clutch. The Gearbox had been fully reconditioned prior to the cars purchase in July 1978.

The block was bored out 40 thou" and new pistons fitted giving the engine about another 100cc.

The head and carbs were also fully reconditioned - and the inlet manifold polished and matched to the head.

2 x 2" exhaust pipes with Mini Cooper mufflers were fitted, with the pipes up close to the bodywork as possible to maintain the 7" ground clearance.

The original radiator had been previously removed and professionally repaired whilst using the spare Mk VIII's radiator.

All Mk VIII's had a double fan belt which, at high revs emitted a very distinctive whine - say at 60 mph in second gear, or 85 mph in third!!

Running in the new motor:

In mid December, a group of year 12 and 13 boys and I, in the Mk VIII, set off for Nelson Lakes and Able Tasman park, by way of the Napier - Taupo Road, Hastings, and overnight at Rathkeale college in Masterton. Next day it was across on the 10am ferry, and up to St Arnaud for a week - then to Motueka and Marahau in Able Tasman National Park. Following these two trips, I travelled separately to Christchurch where the car was left at the airport till after Christmas. More trips were made, then into the Lewis Pass, St James walkway area, under the Spencer mountains in January.

The engine throughout was kept down to 3000 rpm. Fuel consumption was 22/23 mpg. In Christchurch, the engine was serviced by Archibald's, oil change etc, brakes bled and brake servo reconnected!!

I flew down from New Plymouth with the view of properly running it in at 3000 rpm - all the way up to Picton, then direct to New Plymouth. The engine was very smooth and very torquy and the brakes very sharp all the way back to New Plymouth. This preparation and care paid off with a Hamilton JDC Clubman's race meeting coming up in February 1983 at Baypark where the car was entered. (Mt Maunganui) At Baypark, I did not use more than 4,500 rpm - driving very conservatively for once! But I can assure you, the car was very highly polished up, and performed superbly.

Andy

(To be continued as Part 4 in June magazine)

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Prices and production volumes

The Mark VII to IX saloons 1950 to 1961

| | Price new (£) | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 |
|------------------|---------------|------|------|------|------|------|------|
| Mark VII saloon | 1,276 | ■ | ■ | ■ | ■ | ■ | ■ |
| Mark VIII saloon | 1,680 | - | - | - | - | ■ | - |
| Mark VIII saloon | 1,997 | - | - | - | - | - | - |
| Mark IX saloon | 1,994 | - | - | - | - | - | - |

| | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | Total produced |
|-------------------------|------|------|------|------|------|------|----------------|
| Mark VII saloon | - | - | - | - | - | - | 20,937 |
| Mark VIII saloon | ■ | - | - | - | - | - | 10,060 |
| Mark VIII saloon | ■ | - | - | - | - | - | 6,247 |
| Mark IX saloon | - | - | ■ | ■ | ■ | ■ | 10,002 |
| Total production | | | | | | | 47,246 |

Production changes

1950

Mark VII launched.

1952

Extra studs fitted to front of cam covers. Two-speed wipers supplied. 5.5in steel wheels replace 5in. Moulded rubber wiper blades fitted.

1953

Automatic transmission became available. Telescopic rear shock absorbers fitted. Different locks fitted to boot/glovebox and to ignition. Larger eight-bladed cooling fan attached to engine. New horns fixed to radiator area instead of valances.

1954

Overdrive available on manual models. Mark VIII announced. Trafficators eliminated from all markets. Orange lenses fitted to all indicator lights at front.

1955

Front wing ventilators eliminated.

1956

Mark VIII introduced. Intermediate Speed Hold added to automatic cars.

1957

(July) Mark VIII finally discontinued. Die-cast radiator shells replaced brass.

1958

Reutter reclining front seats available. Power-assisted steering option for US market. (October) Mark IX introduced.

1959

Mark VIII finally discontinued.

1960

Brake warning light added to dashboard.

1961

Mark IX production discontinued.

Chassis numbers

| Model | Right/left drive | Chassis/vin nos commencing |
|-----------|------------------|----------------------------|
| Mark VII | RHD | 710001 |
| | LHD | 750001 |
| Mark VIII | RHD | 722755 |
| | LHD | 738184 |
| Mark VIII | RHD | 760001 |
| | RHD | 780001 |
| Mark IX | RHD | 770001 |
| | RHD | 790001 |

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