



THE VICARAGE MARK II JAGUAR

This is no ordinary twenty year old Jaguar. She is a Vicarage Mark II.

She has been completely rebuilt from a bare metal body shell, to a standard we think Jaguar would approve. Every nut has been renewed, every part reconditioned where renewal was impossible.

No expense has been spared to ensure that this is the finest Mark II Jaguar available today.

A POTTED HISTORY

The Mark II differs from a modern car in practically every detail. The line, derived from the XK, was designed by Sir William, not on a computer or in a wind tunnel, but in his backroom.

The view from the driver's seat is like no other – the bonnet curves away to the lithe polished chrome back of the leaping Jaguar; the sidelight 'tell-tales' glow red at night, the bonnet shimmers from the heatsoak of the big double overhead camshaft engine.

The instruments are impressive too, laid out in what Jaguar called 'aircraft style' – minor dials to the left and two large dials in front of the driver, white on black, a speedometer marked to 140 m.p.h. and an electric rev-counter reading to 6,000 r.p.m. Everything marked in English, of course – no international symbols here – there's an old-fashioned quality to everything the driver touches.

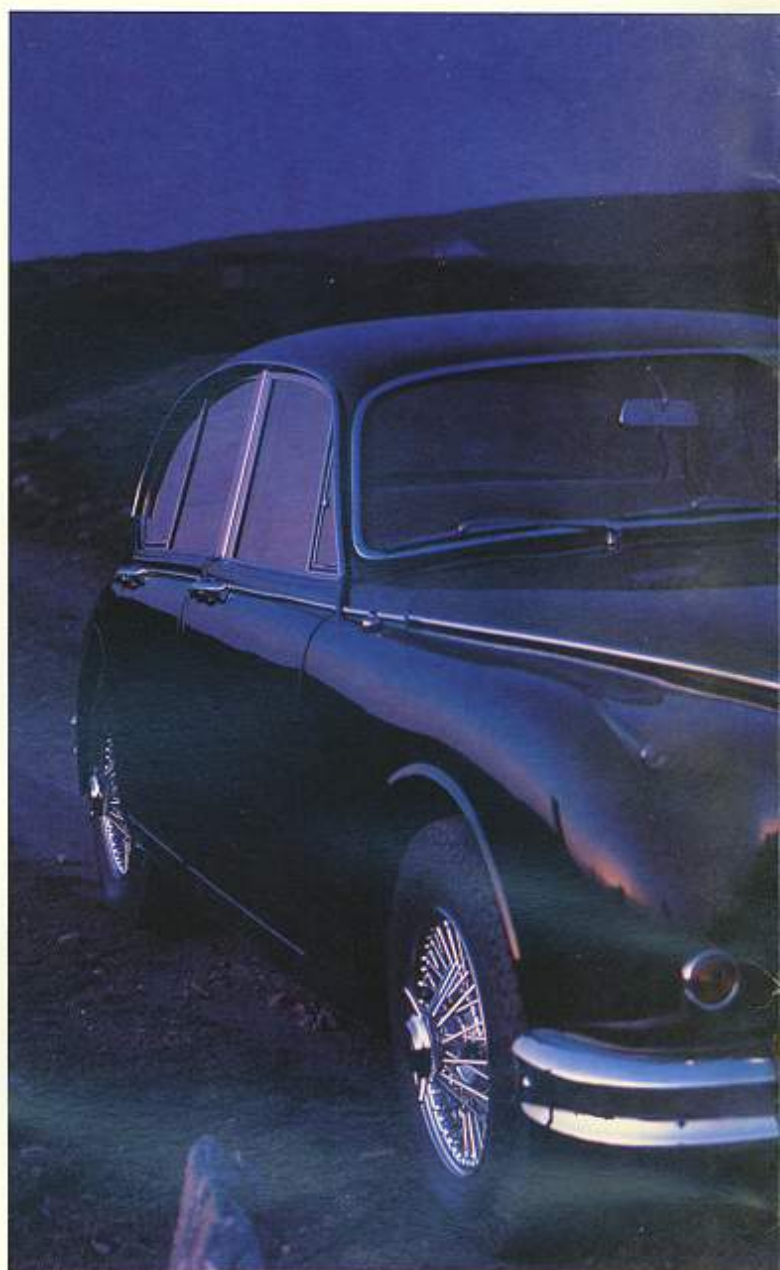
Passengers feel it, too. That familiar smell of new leather when you open the doors, the satisfying 'clunk' when they close on their zero-torque locks, four interior lights, separate heating for the rear seat passengers and polished walnut everywhere.

In some ways, though, the car is surprisingly modern. There are servo assisted disc brakes on all four wheels, power windscreen washers, two speed wipers, heated rear window, headlamp flasher and much more – all standard equipment, of course. Vicarage have added modern essentials like hazard warning lights and a concealed four-speaker music system.



The real difference is on the road. By today's standards this is a heavy vehicle and it has the steady motorway or main road ride found only in a big car.

The engine was designed for performance, a refined version of the legendary XK unit which so successfully powered the racing Jaguars of the '50s, leading to 1957, their last year of competition, where they took the first four places at Le Mans.



The engine delivers 220 b.h.p. smoothly and progressively in an endless surge but is so refined it is inaudible at idle and will pull in fourth from 15 m.p.h. without snatch. But it is the Mark II's torque, at any speed in any gear, that distinguishes it from today's small high-revving engine.

This is a car for the experienced driver. After all, the 3.8 was the fastest four-door car of her day.

The power is not cushioned by an automatic gearbox. There are five gears. Four are via an all-synchromesh manual box and the fifth is an electrically operated overdrive, a pleasure to operate by a mere flick of the lever on the column. The precision of a four-speed box and smooth clutchless changes in and out of overdrive.

A RACING CERT

Launched at the Motor Show in 1959 the Mark II quickly found a very special place in motoring history.

In America it was hailed as the first true sports sedan, twice winning the coveted 'Best Imported Car Award.'



On the Australian race track it ended the reign of the mighty Galaxies, Impalas and Mustangs.

In Europe it beat the best; Mercedes and BMW had no answer. It won the classic 'Tour de France' four times and it became a favourite of the golden boys of racing – Duncan Hamilton, Stirling Moss, Graham Hill, Roy Salvadori and Bruce McLaren.

It's hardly surprising that the 3.8 Mark II became one of the most respected police pursuit cars.

A year after its launch, Autocar described it in these glowing terms:-

'Very few cars indeed set out to offer so much as the 3.8 Mark II Jaguar, and no one can match it in terms of value for money. In one compact car an owner has Gran Turismo performance, town carriage manners and luxurious family appointments.'

It was the ideal touring car, big enough for the family, but compact enough to handle all conditions and incredibly well engineered.

LOVE AT FIRST SIGHT

I first fell for the Jaguar Mark II in my student days in the early '60s when, one day, a brand new 3.8, in Carmen red with chrome wires, pulled out of a garage and stopped me in my tracks. At that time I couldn't afford a bicycle, let alone a new Mark II, but it was love at first sight, and I knew then that I would never be satisfied until I owned such a car.

Over the last few years I have had my fair share of motor cars but I have always missed the thrill of the Mark II. Occasionally, I would look at a second-hand model, but that was usually a sad encounter. To see what was once the pride of British motoring reduced to a hulk of filler and rust was heartbreaking.

Then about a year ago, I decided that the only solution was to have a Mark II restored.

I wrote to Vicarage and was invited to visit their workshop. I was delighted with what I saw and understood why it would take six months to build my car.

Vicarage were rebuilders, not restorers, where only the best would do.

I wanted to use my car regularly for long fast journeys, so ordered a 3.8 manual with overdrive. I discussed a high ratio rear axle but decided not to sacrifice any of that performance simply to improve an already reasonable fuel consumption (I get low twenties on a run).

I chose the colour of the body and the interior, of course, and also selected from a long range of options.

The people at Vicarage were terribly patient with me, explaining each part of the building process time and time again, describing the tiniest part in minute detail.

When the day eventually came to take delivery, I was in a state of barely controlled excitement. The car arrived on a low loader covered by a huge white dust sheet. When she was unveiled I could not believe my eyes. Every piece of glinting chrome set off the incomparable British Racing Green coachwork. For a moment I felt light-headed and found it difficult to focus.

Had this all been a dream? I hardly dared move but eventually found myself behind the wheel. I started the engine, it was real. I touched the walnut dashboard, it was smooth, polished to a glass-like finish, I caught that heady smell of leather – this was a dream come true.

I could not find a single fault. From every angle, the car was perfect.



After the first 500 careful miles, I decided it was time for the first long run – a weekend in Cornwall.

The motorway was a joy and although still running in meant keeping to a restrained 2,500 r.p.m., we found ourselves cruising along in overdrive at just under 70m.p.h.

People's reactions were fascinating, ranging from astonished disbelief to envy matching the colour of the car. It was not just the joy of a new car, it goes much deeper. A mixture of pride and deep respect.

Rather than use the major road all the way, we decided to take the wilder route across Dartmoor. The evening was beautifully clear and warm enough to open the front quarter lights. It's a pity these useful little windows no longer feature in modern cars.

We have a small cottage set amongst the hills near Falmouth and we arrived there about 9.00 that evening. Whether it was adrenalin, I don't know, but I felt positively refreshed after that first four-hour journey.

The following morning we took a trip to see some friends who live in an elegant Queen Anne house set high above Falmouth. We travelled via the King Harry ferry which crosses the River Fal. The old chain driven craft makes a fair old racket but hardly disturbed the inner peace of the Jaguar.

The weather was spectacular so we decided to stock up the hamper in St. Mawes and head for a suitable picnic site. The little port is not noted for its wide streets, quite the contrary, so it was with some trepidation that we descended into the town centre.

The Mark II's road manners in confined spaces were impeccable. The steering was light and gentle, and the turning circle, I discovered is only just over 33 feet.









Sunday began rather early as I had instructions to obtain a selection of fish fresh off the boat. The first part of the journey to the quay was made in darkness and I was terribly impressed with the powerful quartz halogen lights fitted by Vicarage.

We decided to have a quiet Sunday lunch at Helford Passage but the enforced early start (if I have to get up early, then so does everyone else) gave us ample opportunity to explore the various delights of the Helford River.

Lunch was wonderful. We sat outside and admired the view, especially the Jaguar which we'd parked directly in front of the tavern, by sheer chance, of course.

The afternoon was spent touring all those odd little places tucked away in the middle of the Royal Duchy. Pushing through the tight lanes was sheer enjoyment. The Power-Lok limited slip differential stopped any axle hop or tramping on uneven surfaces and the car's tendency to understeer when really powering through tight bends became a predictable pleasure.

Later in the afternoon, we drove through a short shower and in another moment of devilment, I managed to get wheel spin in third gear.

Someone once described the 3.8 as quite a beast, 'It calls for an experienced driver to take full advantage of the great potential.'

I was beginning to understand what they meant.



To make up for my indulgence, I promised to visit a romantic spot on the north coast we had discovered in our earlier days. To my great relief, the old ruins of tin mines are still standing high on cliffs just below St. Agnes.

As we sat watching the sun slip slowly into the sea, I contemplated that the weekend had been a wonderful experience, old acquaintances had been renewed, new friends had been made. Which just about summed up my feelings about this most beautiful classic car.

I resolved to drop the chaps at Vicarage a short



message of appreciation.

I remembered some words, the closing statement from a very early Jaguar brochure:-

'In technical excellence and in appointments and fittings, the Mark II Jaguars represent the most advanced and lavishly equipped luxury cars ever to be presented by this company whose standards are acknowledged to be amongst the highest in the world.'

My thanks to Vicarage Classic Car Company for recreating such engineering excellence.



DRIVE CONFIGURATION

Type:	XK - Cast iron block, six cylinders in line, overhead camshafts working in aluminium alloy, hemispherical combustion chamber cylinder-head.
Camshafts:	Overhead, one inlet, one exhaust.
Capacity:	3781cc (230.65 cu.in.).
Compression Ratio:	8:1; Optional - 9:1.
Bore & Stroke:	87 x 106 mm (2.425 x 4.173 in.).
Maximum Power:	220 bhp @ 5,500 rpm (gross).
Maximum Torque:	240 ft lbs @ 3,000 rpm (gross).
Carburettors:	Two 1.75 inch HD6 SU.

TRANSMISSION

Four-speed single helical gearbox with synchromesh on all forward gears mounted in line with engine and driving through single dry plate clutch. Laycock de Normanville overdrive.

Ratios:	1st and reverse 12.7:1; 2nd 7.0:1; 3rd 4.83:1; direct top 3.77; overdrive 2.93:1.
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FINAL DRIVE

Hypoid, semi-floating, in Salisbury 4HA live rear axle, Thornton Powr-Lok limited slip differential standard on 3.8.

Ratios:	3.54 (automatic), 3.77 (overdrive).
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WHEELBASE

8ft 11.38 ins.

TRACK

Chrome Wire Wheels: 4ft 7.5 ins front, 4ft 6.3 ins rear.

SUSPENSION

Front: Independent, subframe mounted with semi-trailing double wishbones, coil springs, adjustable telescopic dampers and anti-roll bar.

Rear: Trailing link by cantilever semi-elliptic springs, incorporating twin parallel radius arms, Panhard rod and adjustable telescopic dampers.



STEERING

Burman recirculating ball and 15 ins adjustable wood rim steering wheel; 4.8 turns lock-to-lock. Power steering optional. Turning circle 33.5 ft.

BRAKES

Dunlop design disc with vacuum servo assistance; square quick-change pads. 11 ins discs front; 11.375 ins discs rear.

WHEELS and TYRES

Chrome wire-wheels 15 ins diameter 5K, knock-off type with chromium two-spoked or continental type spinners. 185HR x 15 tyres.

DIMENSIONS

Length 15ft 0.75 ins, width 5ft 6.75 ins, height 4ft 9.75 ins.

WEIGHT

29½ cwt unladen distributed 60%/40% rear approximately.

ELECTRICAL SYSTEM

Lucas 12 volt by alternator and single battery, negative earth. Lucas distributor.

Lighting: Quartz halogen.

Braided Wiring Harness: as per original.

PERFORMANCE (MANUAL WITH OVERDRIVE) - Standard Tune

Maximum speed 125 mph.

Speeds in gears: 1st 35 mph, 2nd 64 mph, 3rd 98 mph, direct top 120 mph, overdrive 125 mph.

Acceleration 0-60 - 8.5 seconds; standing ¼ mile 16.3 seconds.

SPECIFICATIONS FOR 3.8 MODEL

- * Chrome Wire Wheels
- * 4-Wheel Servo Assisted Disc Brakes
- * Stainless Steel Exhaust
- * Kunifer Corrosion Resistant Brake Pipes - Silicon Brake Fluid
- * Gas Filled Adjustable Shock Absorbers are fitted, so that each customer can adjust the ride to suit his needs
- * Alternator
- * Quartz Halogen Lights
- * Fog Lamps
- * Hazard Warning Lights
- * Two-Speed Windscreen Wipers with Electric Screen Washers
- * Heated Rear Window
- * Four-Door Courtesy Lights on a Delay Timer
- * Cigar Lighter
- * Map Reading Light
- * Illuminated Glove Box
- * Illuminated Luggage Compartment
- * Wood Rim Steering Wheel
- * Adjustable Steering Column
- * Front Inertia Reel Seat Belts and Mounting Points for Rear Seat Belts
- * Leather Upholstery including Door Panels
- * Reclining Front Seats
- * Arm Rests and Glove Pockets in all Doors
- * Front and Rear Ashtrays

OPTIONS

- * Left or Right Hand Drive
- * 3.4 Litre Engine
- * Automatic Transmission
- * Limited Slip Differential on 3.4 (standard on 3.8)
- * Power Assisted Steering
- * Pressed Steel Wheels
- * Head Restraints on Front Seats
- * Inertia Reel Rear Seat Belts
- * Sun Roof - Steel or Fabric (manual) or Steel (electric)
- * Air Conditioning
- * Electric Windows
- * Quality Stereo System - with 4 Concealed Speakers and Semi-Automatic Electric Aerial
- * Fully Carpeted and Trimmed Luggage Compartment - black or as interior
- * Lambswool Over-Rugs

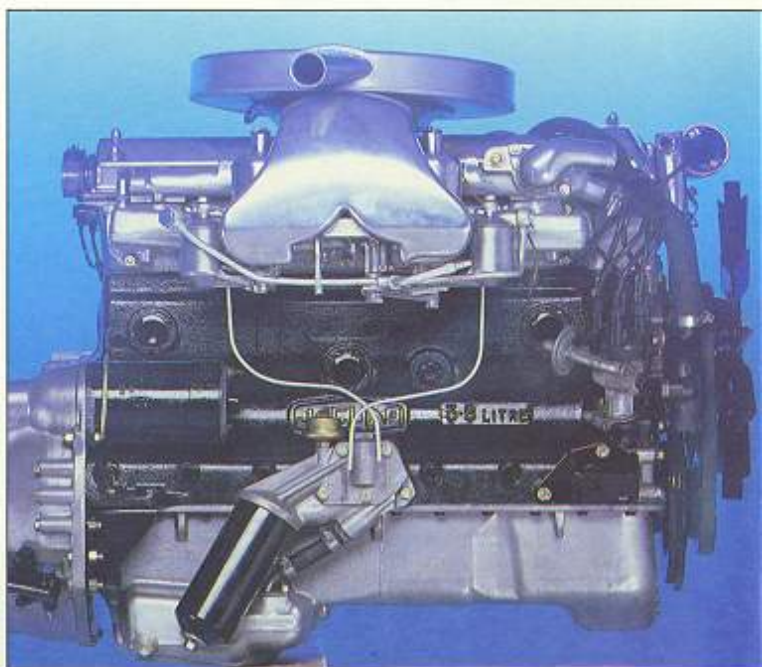
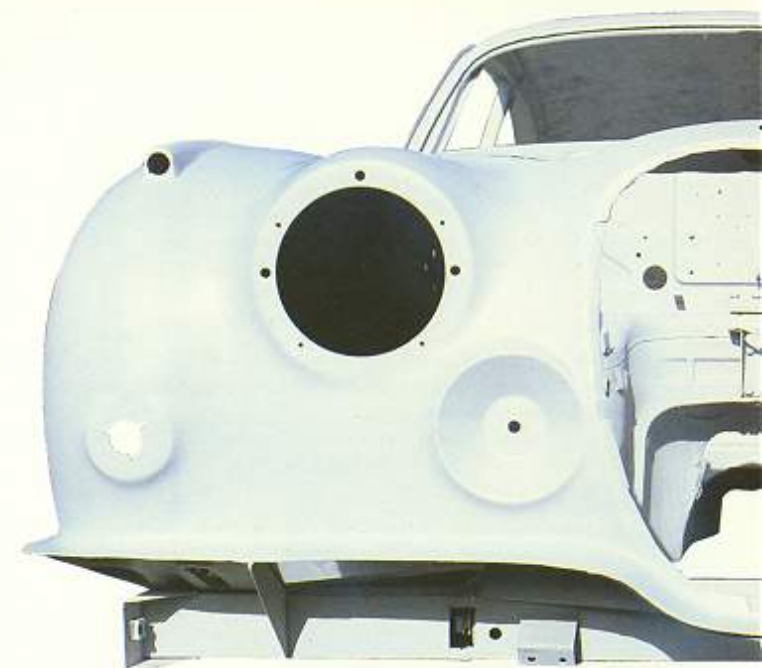
We are happy to discuss the fitting of any option the customer has in mind.

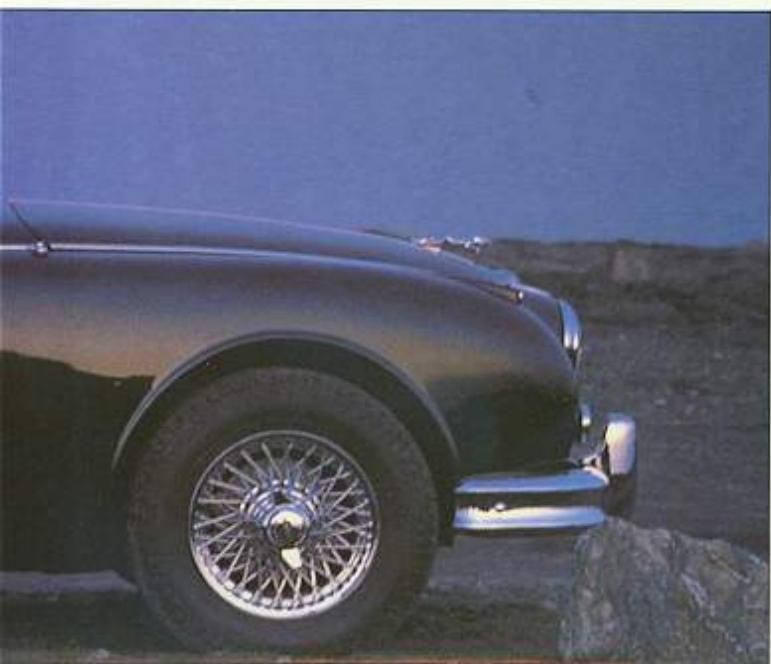
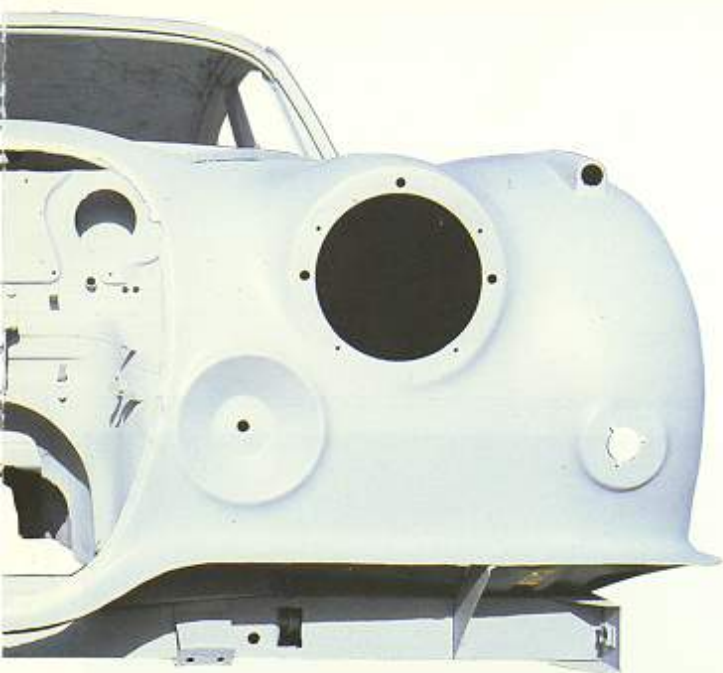
Colours Full range of colours for both the exterior and interior are available. The most popular colours are as follows:-

Exterior British Racing Green · Dark Blue · Carmen Red · Old English White · Limousine Maroon.

Interior Beige/Cream · Black · Tan · Red · Blue

We can build a car to the standard specifications if an historically accurate vehicle is required.





THE VICARAGE PROCESS

At Vicarage Classic Cars we rebuild Mark II Jaguars to an incredibly high standard.

Over £12,000 is spent on new parts alone.

And not a fibre glass panel in sight - this is no replica, no skin-deep restoration.

The process begins by stripping the body to a bare shell, not a nut or bolt is left in place. The whole thing is then blasted with 1½ tons of shot to remove all corrosion.

Any unsound areas are cut away and replaced with brand new hand made steel panels, then the perfect shell is treated with a zinc chromated primer and an acrylic twin-pack primer, advanced protection against rust.

All the chassis sections are wax-oil injected prior to assembly and the underside is treated with the latest seam sealer and stone-chip resistant protective coatings.

Painting the body shell is an art in itself.

Each coat is hand sprayed in the chosen colour to ensure a perfectly smooth finish. Gradually the layers are built up to give that deep Vicarage shine.

The doors, bonnet and boot lid are sprayed separately to ensure complete coverage and protection.

At this point some 480 hours have been spent on the vehicle and we're only half way there.

The braking and steering systems are completely rebuilt, all perishable items are replaced and all other components are shot blasted, zinc plated and stove enamelled.

The engine and transmission are totally rebuilt ensuring the kind of performance that made this car the fastest four-door saloon of its day.

The inside story is the same.

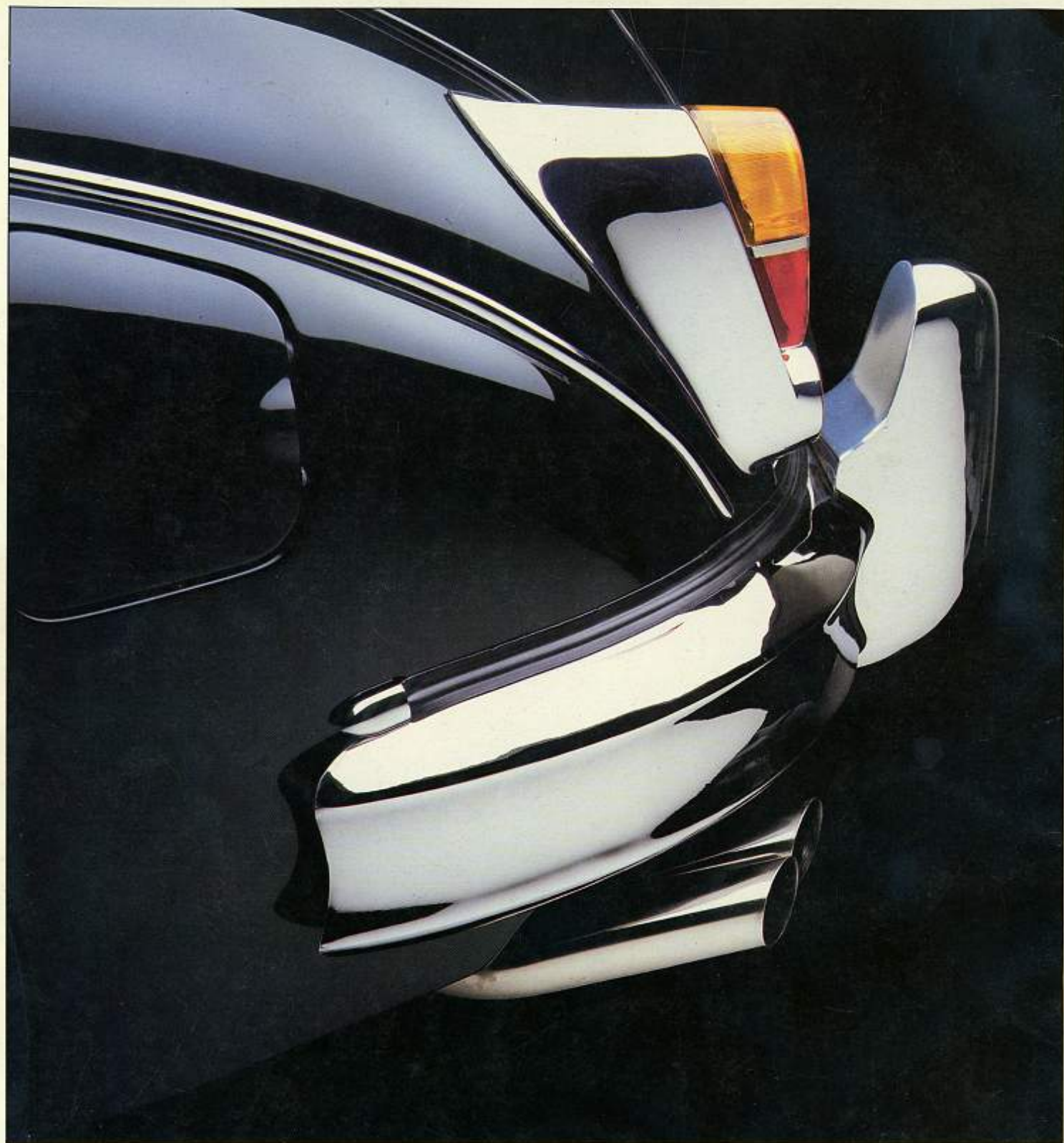
Everything is new - superb quality Connolly hide in the colour of your choice is fitted to the seats.

Deep pile carpets are fitted with optional lambswool over-mats. Additional sound deadening is introduced to enhance that special Jaguar silence, and of course the deep rich walnut is polished to perfection.

Every piece of chrome is either brand new or re-chromed to a mirror-like concours standard.

Finally, two days of hand polishing brings the car to life, ready for its pre-delivery road tests.





V I C A R A G E

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