


CLASSIC DRIVER



1968 Jaguar MK II

Lot sold	USD 16 518 - 20 647 GBP 12 000 - 15 000 (listed)	Lenkung	Links
Baujahr	1968	Zustand	Gebraucht
Chassisnummer	J50494BW	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	376		

Beschreibung

1968 Jaguar 340 Sports Saloon
Registration no. not UK registered
Chassis no. J50494BW

Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of the immensely successful Jaguar Mark 2, sports saloon, which had set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Intended as new base models, the pair were barely distinguishable from each other, and differed from the final Mk2s by virtue of their Ambla upholstery (leather was now an option), slimmer bumpers and the absence of built-in fog lamps. Only the 240 differed significantly from its 2.4-litre Mark 2 predecessor, gaining a more-powerful version of the classic six-cylinder XK engine. The latter was fitted with a 4.2-litre-type straight-port cylinder head, twin SU carburettors and a dual exhaust system. The result was an increase in maximum power from 120 to 133bhp and a big improvement in performance; top speed increasing from 96 to 106mph and the 0-60mph time being cut to 12.5 seconds. Tested by Autosport magazine in 1968, an overdrive-equipped 340 reached 124mph, a figure only bettered marginally by the deleted 3.8-litre Mk2. Although the 240 lasted - briefly - into the XJ6 era, the 340 was axed on the latter's introduction in September 1968 and thus is one of the rarest of the Jaguar Mark 2 family.

This automatic transmission Jaguar 340 saloon previously belonged to a garage owner in France, who died while in the process of restoring it. The car then passed via a trader to a Mr Jean Chaurauqui, from

whom it was purchased by the current vendor in 2013. Since acquisition the car has benefited from extensive restoration: the cylinder head, electrics, starter motor, carburetors, radiator, cooling system and fuel tank all receiving attention, though no bills are available. We are advised by the vendor that he has driven the Jaguar from Marseilles to Poitiers, a distance of 800 kilometres, without encountering any problems. At present the car is undergoing further maintenance and servicing at the premises of Francis Trichet, a classic Jaguar specialist in Buxerolles, France. The car is offered with French Carte Grise.

Bonhams 1793

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