

CLASSIC DRIVER



1963 Jaguar MK II - 3.8

3.8

Lot sold	USD 36 862 - 44 591 EUR 31 000 - 37 500 (listed)	Lenkung	Rechts
Baujahr	1963	Zustand	Gebraucht
Getriebe	Schaltgetriebe	Standort	
Chassisnummer	231253DN	Kraftstoff	Benzin
Zahl der Sitze	2	Außenfarbe	Grün
Anzahl der Türen	4	Automobiltyp	Limousine
Antrieb	Zweirad	Motornummer	LC73819
Innenausstattung	Leder	Markenfarbe außen	British Racing Green
Losnummer	30	Markenfarbe innen	Tan

Beschreibung

DESCRIPTION

Complementing the bigger, luxurious Mark VII and sports XK140 models, Jaguar launched a new range of compact sports saloons in 1955, known to enthusiasts today as the Mark I. Sold in both 2.4 and 3.4-litre versions, the new model proved hugely successful for the Coventry marque, combining excellent performance and luxury at a very reasonable price. A revised model was unveiled in October 1959, the Mark II addressing all the shortcomings of the earlier model, particularly criticism of the high speed handling, which Jaguar's engineers overcame by widening the rear track. With slimmer pillars and greater glass area, the Mark II also had much lighter cabin featuring a redesigned instrument panel, still with a traditional rich timber veneer but a greatly improved layout. Mechanical improvements included disc brakes front and rear as standard equipment and the option of a 3.8-litre variant of the classic straight six turned the Jaguar into a very fast saloon indeed, capable of reaching

speeds in excess of 200 km/h. Indeed a Mark II equipped with the 3.8-litre engine was the fastest saloon on the market in the early 1960s and unsurprisingly proved equally popular with both sides of the law. To cope with additional power (the 3.8-litre developed 220 bhp and 240 lb/ft of torque), Jaguar fitted a 'Powr-Lok' limited slip diff as standard. Contemporary road testers sang the praises of Coventry's latest model, commending the effortless performance, sure-footed handling and generous equipment levels. The Jaguar Mark II also enjoyed a long and successful competition career, particularly in touring car races England and Australia and examples can still be found competing in historic events around the world today. A sales success, with nearly 90,000 built in ten years of production (of which just under a third were equipped with 3.8-litre engines), the Mark II is regarded as perhaps the finest saloon ever to wear the leaping cat by many Jaguar enthusiasts. No Jaguar better epitomizes the "Grace, Pace and Space" catchcry used in period advertising and the Mark II remains an eminently usable classic saloon today, with excellent support provided by the many clubs and specialists around Australia.

HISTORY

- Sensitively upgraded 3.8 manual overdrive Mark II
- Mechanicals by specialist Graeme Lord
- Nicely presented classic British sports saloon

Ticking all the right boxes and adhering to William Lyons maxim of "Grace, Pace and Space", this wonderful Jaguar Mark II is a manual overdrive 3.8-litre car, sensitively upgraded to 'Coombs' specification by renowned marque specialist Graeme Lord some years ago. Previously owned by Col Peak and Harry Holmes, the car competed in several Grand Prix Rallies from Melbourne to Adelaide, former racing driver Spencer Martin co-driving in the 1989 edition. Well-known to Shannons, the Jaguar was purchased from our Sydney Spring Classic Auction by the most recent late owner in 2014 and has been properly well maintained but little used over the past four years. Finished in the traditional colours of British Racing Green with tan leather upholstery, the 3.8-litre engine was rebuilt by Graeme Lord for Holmes with triple SU HD8 carburettors, an upgraded oil system, forged pistons, revised cylinder head and stainless steel extractors, while the transmission has been upgraded to a later all-synchro four-speed box with overdrive. Lowered by 1 ½ inches all round, other features include a limited-slip diff, Koni shock absorbers, wire wheels, lightened flywheel and upgraded brakes; the driving experience has been significantly enhanced with the addition of electric power steering. The bodywork has several 'Coombs' style features, including a louvered bonnet with leather fastening straps, driving lights with mesh covers and rear spats. With a nice patina of use and showing just 40,521 miles at the time of cataloguing, the Jaguar still runs and drives very well, with plenty of power and a fabulous exhaust note. Currently registered on non-transferable historic plates in NSW, the car will therefore be sold unregistered and comes with a tool kit,auxillary aluminium fuel tank (not fitted) history file and an original service manual.

Note: Shannons advise that all potential buyers research all vehicles before purchase to authenticate originality.

Shannons Pty Limited



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