


CLASSIC DRIVER



1965 Jaguar E-Type Series 1 4.2 FHC Ex-Sir John Whitmore

Lot sold	USD 125 323 - 153 172 GBP 90 000 - 110 000 (listed)	Drive	RHD
Year of manufacture	1965	Condition	Used
Gearbox	Manual	Location	
Chassis number	1E20144	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	308	Engine number	7E2196/9
		Exterior brand colour	Red
		Interior brand colour	Red Leather

Description

Guide price: £90000 - £110000.

- Originally supplied in Opalescent Golden Sand with a Red leather interior. Later painted Carmen Red
- New headlining, exhaust, top end rebuild .£12,000 in 2012
- Fresh from a glass out respray in gleaming Carmen Red. New Chrome
- Great History File. Original Delivery Inspection Sheet, Operating and Maintenance Handbook, Heritage Certificate

DLB 334C was completed on the 2nd of January 1965 and was duly despatched to its original dealership, Henlys Ltd of London. The first registered keeper was indeed Sir John Henry Douglas Whitmore, 2nd Baronet of Orsett Hall, Grays, Essex an extremely well known and established racing driver of the sixties. Born into a land-owning family, Sir John first turned to motor sports in 1956 and after a spell of rallying and sprinting began circuit racing with a Lotus 6 in 1958. In 1959, Lotus boss Colin Chapman offered him a drive at the 24 Hours of Le Mans sharing a Lotus Elite with Jim Clark,

resulting in a remarkable 2nd in class for the talented pairing. However, it's probably his association with the British Saloon Car Championship for which he will be best remembered. In his first year in the competition, 1961, Sir John won the Championship outright in his BMC Min, and in 1963 almost repeated the feat in his Mini-Cooper (and latterly Cooper S) finishing second after a series of legendary 'David and Goliath' battles with Graham Hill in his Jaguar and Jack Sears, Jim Clark, Jack Brabham and Dan Gurney in their 7-litre Galaxies. In 1965 he won the European Touring Car Championship in a Lotus Cortina by finishing first in his class in 8 of the 9 1965 ETCC races. He returned to Le Mans in 1965 and 1966 aboard a works Ford GT40 but had to retire from the race both years with mechanical problems, but enjoyed many successes as a member of Carroll Shelby's World Sportscar Championship-winning team. In 1966, at the height of his fame, Sir John retired from motor sports to pursue a career in the emerging science of sports psychology. He is the author of the influential work 'Coaching for Performance'. After many years away from motor sport, Sir John returned in 1987 and enjoyed many successful seasons of historic competition, including driving for the revived Alan Mann Racing Team, sharing cars with Alan himself at times. He finally hung up his crash helmet for the second time a few years ago and sadly passed away in April 2017. DLB was originally supplied in Opalescent Golden Sand with a Red leather interior, however, today it's resplendent in Carmen Red with the original interior showing a lovely level of patina. The car comes with a good history file containing many invoices over the years detailing parts that have been purchased to keep this venerable Series II on the road. A head-gasket failure in 2012 prompted a top-end rebuild and the downtime was used to finish a number of outstanding jobs including some trim repairs, a new headlining, new exhaust and brackets etc. Expenditure of around £12,000 was incurred at this point. DLB has just returned from a complete glass out professional repaint and body restoration. It has been treated to new chrome bumpers and other cosmetic parts before being carefully detailed and prepared for sale. In order to ensure that the car drives as well as it looks the decision was taken to introduce a number of mechanical upgrades including a power steering rack, Spax adjustable shock absorbers and Coopercraft disc brakes. The original items will be included in the sale should a prospective purchaser wish to put the car back to its original factory specification. In the history file are the original Delivery Inspection Sheet, a copy of The Jaguar Drivers Club Prospectus, an original Operating, Maintenance and Service Handbook, a Jaguar list of Service and Facilities, and the car's Heritage Certificate clearly listing the first owner. Not often do cars with this level of heritage come to market making this an ideal opportunity to own a car that belonged to one of British motorsports all-time greats.

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