


CLASSIC DRIVER



1959 Jaguar MK I

Lot sold	USD 74 492 - 88 036 GBP 55 000 - 65 000 (listed)	Drive	RHD
Year of manufacture	1959	Condition	Used
Chassis number	914517DN	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	407	Car type	Other

Description

Probably the best Mk1 you can buy subject to a superb 20-year 'roisserie' restoration VGC 915 - First registered in Coventry in April 1959 Uprated 3.4-litre engine rebuilt during the restoration. Only 200 miles since rebuild Large detailed history file. Rare Mk1 front wings sourced from a non-rusty California car Before restoration, this Mk1 competed in various national races during the 1970's This remarkable, right-hand drive Mk1, was enjoyed by its first two owners before being purchased by a Mathew Dodson who enjoyed the car on the road but also campaigned it in club racing in 1976 and 77. Indeed, in the accompanying impressive history file, there is a copy of a racing review of a B.R.S.C.C meeting at Snetterton on the 31st May 1976. In July '77 the car was sold to Barry Byford, who in turn sold it to his friend Philip Grigg in 1979. The Mk1 was enjoyed for a few years until it was laid up in the '80s. Philip, who still owned the car, was inspired by the car's former owner, his friend Barry Byford, who had worked on classic Jaguars including XKs and C-Types and it was decided that between Philip, Barry and their friend, Bernard Hankin, they would use their undoubted expertise and engineering backgrounds to restore this Mk1 to the highest of standards. The restoration was carried out over 20 years by the three friends, with the aim of having the best Mk1 available at the end of the process. Incredible attention to detail is clearly evident. For example, on the strip down, it was found that the original Mk1 wings had at some point been replaced by wings from a later Mk2,

presumably as they had corroded. In their search for Mk1 parts, an incomplete Mk1 bodyshell was found in the dry state of Arizona and both front wings with the small connecting panels were found to be in excellent condition. With the benefit of Barry's fabricating, welding, lead loading and panel beating skills, and using all original and correct Jaguar parts, the body was accurately rebuilt and prepared to be painted in its new colour of Jaguar British Racing Green. The engine was upgraded from the original 2.4-litre to a 3.4 with alloy sump and was completely rebuilt and balanced by VSE Engineering to Barry's specification. We could go on as to the level of attention to detail that leaps out from the car and you almost get the feeling that the three friends were in competition to see who could be the most fastidious, but really interested parties should just come and see this amazing car for themselves and review its fascinating history file. To summarise, the ethos of the restoration was to use original parts, most of which have been unavailable for many years, and credit must be directed at their tenacity scouring the globe for original rust-free Jaguar body parts in preference to rusted out or repaired panels from easier sources. Interestingly, unlike most Mk1s, this car still retains its original Mk1 pressed steel front subframe. For clarity, the donor bonnet catch-panel retains the original LHD part number, a trace of which can be seen under the paint, and no attempt was made to mask or alter it, as it remains part of VCG 915s restoration history. Our vendor firmly believes this could well be the best Mk1 you can buy anywhere. So much love and passion have gone into this car over a 20 year period and that really needs to be seen in the metal to be appreciated. Having only covered around 200 miles since all of this impressive and painstaking work, this remarkable motor car is now ready for its lucky next owner. We welcome any inspection of this amazing old Jaguar.

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