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## 1965 Jaguar MK II

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Lot sold	<b>USD 65 635 - 79 309</b> GBP 48 000 - 58 000 (listed)	Drive	LHD
Year of manufacture	1965	Condition	Used
Chassis number	233838DN	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	1		

### Description

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1965 Jaguar Mark II 3.8-Litre 'Coombs Evocation' Sports Saloon

Registration no. NOO 909C

Chassis no. 233838DN

A progressive development of the Mark I, Jaguar's first unitary construction saloon, the Mark II arrived in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mark II's glass area, and the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with independent front suspension by wishbones and coil springs, and a leaf-sprung live rear axle. A Mark I option, four-wheel Dunlop servo-assisted disc brakes were standard. A redesigned dashboard, with speedometer and rev-counter ahead of the driver and minor gauges grouped centrally, established Jaguar's layout for years to come. With the Mark II's arrival, the 3.8-litre version of Jaguar's XK 'six' became available for the first time in the company's medium-sized saloon. Used previously in the Mark IX saloon, this engine produced 220bhp, an output sufficient to propel the top-of-the-range Mark II to 125mph. Transmission options were a four-speed manual (with or without overdrive) or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965.

The superb example offered here has been restored and rebuilt as an evocation of the racing Mark II saloons prepared and entered by Guildford-based Jaguar dealer John Coombs in the early 1960s. A

Jaguar/Daimler Heritage Trust Certificate on file reveals that chassis number '233838DN' was originally finished in Sherwood Green with Suede Green trim and left the factory equipped with the desirable manual/overdrive transmission and power steering, which it retains. The Jaguar was retailed via Pollards Garage, Chelmsford and first owned by G R Tanner Ltd of Heddingham, Essex. Its original registration number was 'MOO 6'.

This car was fully restored in 2014 and has some £30,000 spent on it over the last five years. Works carried out include a bare-metal repaint; fully restoring the interior with new leather, headlining, carpets, and re-veneered woodwork; completely overhauling the engine, gearbox, and running gear; fitting a new stainless steel exhaust system; and fully detailing the engine bay. The car features reclining seats, a heated rear window, and a centre armrest in leather all factory-fitted 'extras' while noteworthy improvements include Coopercraft brakes, alternator electrics, and new chrome wire wheels shod with correct tyres. All restoration works are fully documented by bills and photographs on file. Described by the private vendor as in 'A1' condition throughout, this discreetly upgraded 3.8-litre Mark II is offered with current MoT, a V5C registration document, and the aforementioned restoration records, etc. The original dynamo is included in the sale together with car's original fully painted bonnet and chrome trim.

## Bonhams 1793

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