
1951 Jaguar XK 120

Lot sold	USD 75 587 - 89 330 GBP 55 000 - 65 000 (listed)	Drive	LHD
Year of manufacture	1951	Condition	Used
Mileage	18 659 mi / 30 029 km	Location	
Gearbox	Manual	Exterior colour	Other
Chassis number	671554	Car type	Other
Lot number	160	Engine number	W36558
		Exterior brand colour	Silver

Description

You can now book a one to one appointment (up to one hour) to view this lot at our central location. Please contact the member of staff associated with this lot to secure your appointment. The health and safety of both our customers and team remains the utmost priority, we are therefore operating to strict COVID-19 guidelines and full instructions will be given when making your appointment. From 27-years loving ownership by our charming vendor Body-off restoration by the owner and his pal over a number of years Chassis shot-blasted. Smart red leather interior by Don Trimming A photographic record of the restoration accompanies the car Good history file containing numerous invoices and the Heritage Certificate Home-restored with no attempt at Concours quality and appropriately guided Several decades ago, old British sports cars were bought by impecunious enthusiasts simply because they wanted to own a 'sports car'. If (when) they broke down, they were fixed using whatever parts were available, if they were scratched an aerosol can from Halfords would sort that out and if something more substantial was required, there was always your brother's mate Brian who worked at Patrick Motors and did a bit of welding and spray painting at home at the weekend. MGs, TRs, Sunbeam Alpines, Jaguar XKs it didn't really matter, you were young and the Sun was always shining. Fast forward a few years and 1950s Jaguar XKs tend to fall into one of two categories. They are either 'Barn-find' cars in need of total restoration but offering serious potential at fairly optimistic asking prices or a totally restored example with 5 years of invoices from a celebrity restorer offering instant access to Goodwood, Monaco or Accrington Masonic Lodge Classic Car Day at an even more

substantial sum of money. It is, therefore, really refreshing to offer something a little different. According to its Jaguar Daimler Heritage Trust Certificate, this particular XK120 OTS LHD was built on 13/09/1951 and was fitted with a manual gearbox, and finished in Silver with 'Duo Blue' trim and a Gunmetal soft top. It was despatched on 26/09/1951 to legendary California Jaguar importer, Max Hoffman. We understand that it returned to the UK around 1990, still in left-hand drive, and was purchased by our vendor as an unfinished project in 1993. Supplied with the car are a couple of articles from the Jaguar Enthusiasts Club about John Bayliss and his XK120 and it's probably better if we quote from there; "Originally Silver Grey, it has been painted in other colours but it's now finished in non-Jaguar silver, the owner's preference. It's fitted with the Jaguar 3.4-litre XK engine mated with a correct but not matching gearbox. In fact, no numbers on this vehicle match, but it's driving "the legend" which matters, not counting the numbers. The wire wheels, not original, are fitted ostensibly to aid brake cooling, but really because the owner thinks they look rather good. The drum brakes are original - it's not intended to drive the car beyond their stopping capacity. Restoration commenced in 1994 by stripping the body and all components from the chassis and removing various modifications which might indicate earlier attempts to turn it into a stock car racer. The chassis was shot blasted, found completely sound, and primed by GB Engineering of Kidlington. The front wings and rear inner wings needed repair as did the headlamp pods and these were sourced from Classic Panels (England). Keeping strictly to his budget, only the components that needed work were stripped and repaired. New shocks were a must after evidence of bodged repairs were found and the only extravagance was the fitting of wire wheels and hubs. Don Trimming of Birmingham made the hood and tonneau cover. All work on the body and chassis, including lead loading and spraying in two-pack acrylic, was done at home by the owner and his good friend Ken who just happens to be a panel-beater and bodywork man. The aim was to produce an enjoyable and practical motor car which is not quite run-of-the-mill at an affordable cost. No attempt has been made towards Concours or even near-Concours preparation as this was not remotely possible within realistic financial constraints. Now the car is used regularly throughout the year and proves that with diligence, patience and research it is possible to rebuild such a car on a budget." Supplied with the car are a number of invoices and receipts, the Heritage Certificate, correspondence from the JEC, the V5C and photographs of the car's restoration. We know that it might sound a bit of a cliché but this is a completely 'useable' classic. It's not a Concours restoration or a 'trailer queen' that you have to keep one eye on all day, running up the mileage doesn't matter at all and you can park it, top-down and unlocked in the corner of a field when you visit a country show. Very simply it's a smart 70-year Jaguar that might just bring back a few memories of your first ever sports car. Lot No. 160 - 1951 Jaguar XK120 3.4 Roadster <https://youtu.be/OJcKMtLsZ4gtrue>

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