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## 1962 Jaguar MK II

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Lot sold	<b>USD 45 196 - 56 495</b> EUR 40 000 - 50 000 (listed)	Drive	LHD
Year of manufacture	1962	Condition	Original condition
Country VAT	FR	Location	
Lot number	7	Exterior colour	White
		Car type	Saloon

### Description

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French registration

Chassis N° 220136DN

Same owner during 25 years

Nice old restoration

Historical records

With its numerous successes at Le Mans the Jaguar marque was riding the crest of a wave at the end of the 1950s. In 1959 it replaced its first compact saloon, the 2.4/3.4, retrospectively known as the MkI, with the comprehensively revised MkII. Available as a 2.4-litre, a 3.4-litre and a 3.8-litre, it could legitimately claim to be the fastest four-door in the world – and at the wheel of a 3.8-litre Bernard Consten won the Tour de France Automobile three times, between 1960 and 1963.

The MkII is a true four-seat grand tourer, with an aristocratic twin-cam engine, elegant styling, and a typically British charm. The interior, trimmed in leather and walnut veneer, is comfortable and luxurious and the car handles with poise despite its relative heaviness, thanks to a well-conceived chassis. As a result of its numerous qualities, it has become the most sought-after four-door saloon in the world of classic cars.

This car is a 3.8 MkII equipped with a 4-speed mechanical gearbox with overdrive. It was first registered in March 1962 and has had only two owners in the last thirty years. While the car belonged to a collector from Versailles since 1990, it is a passionate of English cars living in Burgundy who acquired it in 1995. He instantly sent his MkII to the Piéto garage, a specialist of the brand in the

Côtes d'Armor region. The car leaves restoration at the end of October 1996, after long hours of work. The mechanic has been overhauled, the bodywork repainted in its original color, while the blue leather upholstery, woodwork and carpets had been redone by its previous owner in 1990. The cost of the restoration by the Piéto garage amounts to almost 105,000 francs. All the work is detailed on invoices, accompanied by photos taken by the garage. Its owner will continue to carefully and regularly maintain his Jaguar. A recent invoice of 2490 € reveals the dismantling and cleaning of the carburetors, the greasing of the bearings and the replacement of the clutch receiver. During our test drive we appreciated the general behavior of the car, but especially the fantastic torque of the 6 cylinder. Thanks to the electronic ignition, the car starts effortlessly and the idle speed is very stable. Accelerations are frank and braking is compliant. Restored 25 years ago, this car looks good and the work done in the passenger compartment remains of excellent quality.

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