



Jaguar Lightweight E-type

49 FXN

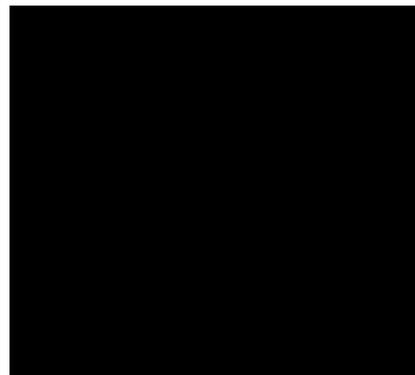
Front Cover: 49 FXN'S FIRST OUTING WITH REVISED BODYWORK AT THE EASTER GOODWOOD MEETING, 1964
Right: PROBABLY THE MOST AERODYNAMIC OF ALL THE LIGHTWEIGHT E-TYPES
Below: PETER LUMSDEN IN THE WET AT GOODWOOD IN 1965



Jaguar Lightweight E-type

49 FXN

Jaguar built only **12 aluminium Lightweight E-types** in period. Of those, only two were modified with distinctive low-drag bodywork. And, of those, **49 FXN** boasts the most glorious history of them all . . .



PETER LUMSDEN ATTACKS DRUIDS BEND AT BRANDS HATCH WITH THE UNIQUE JAGUAR LIGHTWEIGHT IN 1965



ONE MINUTE TO GO BEFORE THE START AT LE MANS 1964

From low-profile club meetings to the Le Mans 24 Hours, 49 FXN – forever known as the ‘Lumsden-Sargent’ car – has been used and enjoyed for well over 50 years. But what makes it unique is the work that was carried out by a small, highly motivated, scientifically focused team over the winter of 1963-’64. This was a car that was equally at home around the twists and turns of Brands Hatch as it was on the Mulsanne Straight, a sure sign that its development went beyond that headline-grabbing bodywork. The key players were 49 FXN’s joint owners – Peters Lumsden and Sargent – and Sami Klat, who’d been studying mechanical engineering at Imperial College London. The final piece of the jigsaw, and very much the unsung hero of the story, was the garage run by Jack Playford and his sons, Brian and John. It was there that Lumsden and Sargent had originally met – the firm prepared, respectively, their Lotus Elite and Jaguar D-type – and Brian Playford, in

particular, was tasked with implementing many of Klat’s modifications. He did so with great skill. “It was a group effort,” explained Lumsden. “Without any one of us, we wouldn’t have achieved what we did. It was a co-op; no one was ‘primus’. We all had the same objective – how can we beat the other buggers?!” Klat first met Lumsden and Sargent when, in early 1963, he invited them to give a talk to the college motor club following their impressive result in the previous year’s Le Mans 24 Hours. The two men had finished fifth overall in their first E-type, 898 BYR – a very early roadster that Sargent had bought in 1961 and which had since been heavily modified. During the talk, the Peters mentioned that they needed a French speaker to go to Le Mans with them for the forthcoming Test Weekend. They were running the Costin-Lister coupe and would need help with scrutineering. Klat originally went along as an interpreter, but it soon became clear that this brilliant young engineer had numerous other talents.

“At Le Mans, the Lister wasn’t quite ready,” Klat later recalled, “so Frank [Costin] and I worked through the night to prepare it. I asked a lot of questions and, given a few Calvados and some coffee, he was happy to talk. He was certainly ahead of his time – that Lister spaceframe is still very light and rigid, even today.”

By the time of the 24 Hours proper – in which the Lister retired – Lumsden and Sargent had acquired 49 FXN. “I should think that Peter arranged the Lightweight deal,” recalled Sargent. “He was in regular touch with the factory. I think he organised the whole thing and I was just told that we’d got a Lightweight!”

On 7 May 1963, Jaguar’s Derrick White and Tom Jones sent a memo to Bill Heynes,

copying in Lofty England, among others. It was entitled ‘Specification of Lumsden GT E-type – 1963’. Chassis S850663 was given body number R5864 and engine number RA1348-9S, the 3871cc unit having a 35/40 cylinder head, fuel injection, aluminium block and a dry-sump system. The gearbox was noted as being ‘4SS-1 similar to C21315 E-type four-speed all synchro’, and when it was first built 49 FXN had an axle ratio of 3.31:1. On 4 March 1964, however, Lumsden would write to Christopher Leaver at Jaguar requesting a crownwheel and pinion to give a ratio of 4.27:1.

Once 49 FXN was complete, Jaguar Cars Ltd sent an invoice to Lumsden at the address of Buckmaster & Moore, the stockbrokers for which he worked. It simply

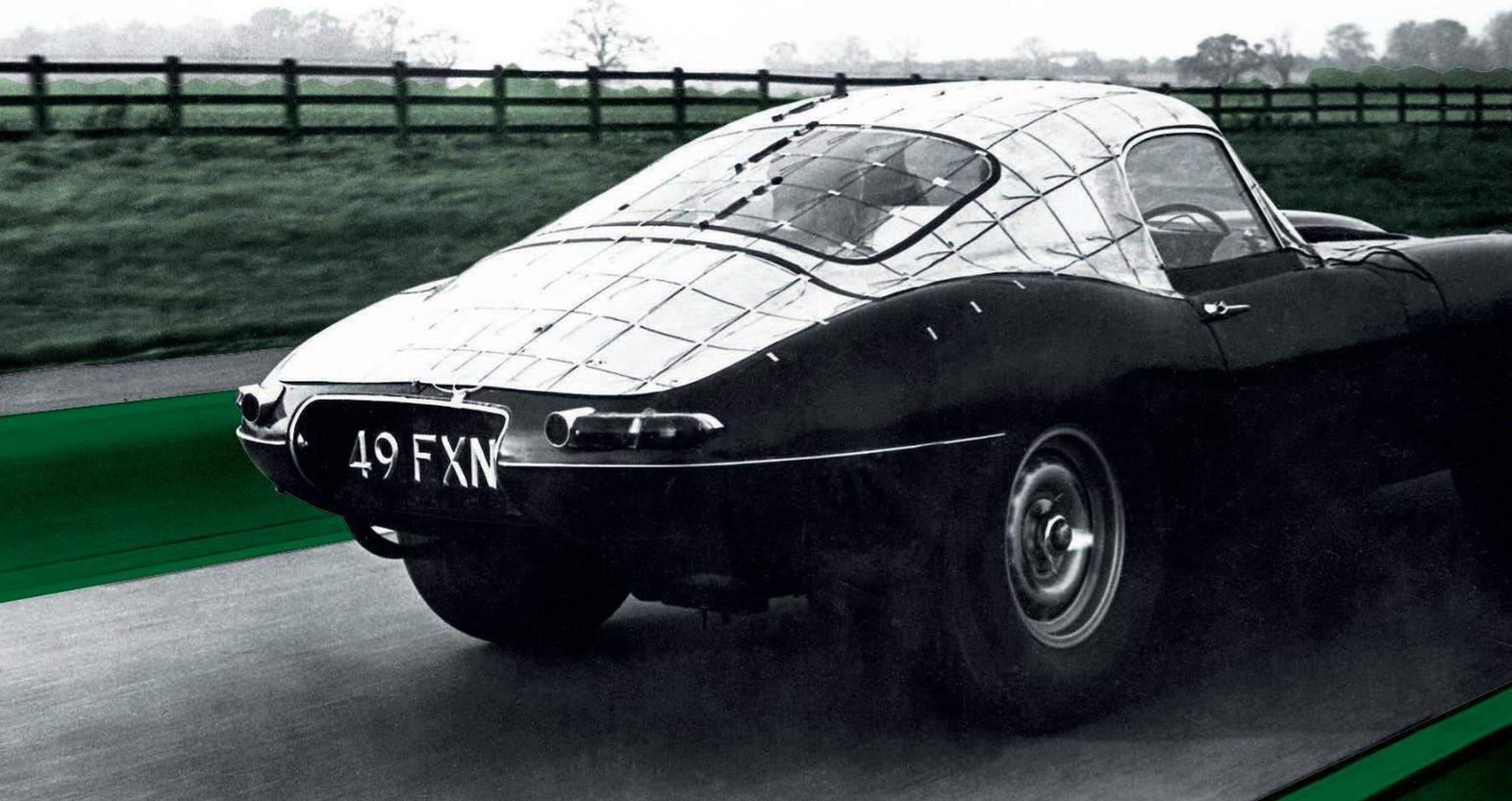
said, ‘Reference Jaguar E-type Chassis S850663. Engine number RA1348-9S. Preparing car for competition use – £1500’.

For its first outing, Lumsden and Sargent entered the Lightweight for the Nürburgring 1000km on 11 May. Both drivers adored the Nordschleife – Lumsden would later refer to it as being “the Valhalla” – but it would be a baptism of fire. The GT cars were divided by engine capacity into six classes, with the Over 3-litre category being an all-Jaguar affair – 49 FXN was joined by four standard E-types plus the Lightweight of the ‘German Peters’, Lindner and Nocker.

In terms of overall GT honours, the Lightweights would be battling the five Ferrari GTOs from the class below. In practice, Lumsden and Sargent split the GTOs after

Right and below: 49 FXN IN ITS ORIGINAL LIGHTWEIGHT GUISE AT THE NURBURGRING IN 1963





posting a best of 10 minutes 0.5 seconds, good enough to be 10th fastest overall, and in the race itself Lumsden leapt into third as the field raced behind the pits into the North Curve. He was still well positioned when they came back into view at the end of the lap, only to peel off.

"I did a good start," he later recalled. "I was a fool, though. There was an awful banging noise from the rear and I couldn't think what had gone wrong, and I called into the pits. I should have just gone on, on the basis that if it didn't bang before it couldn't be that serious. Anyway, I went in but found nothing wrong."

Lumsden and Sargent fought their way back up to fourth before the former was caught out by typically inclement Eifel weather: "It was raining but the car was going well. The rain was ceasing and I thought I was only about 20 seconds behind the chap who was third, so I kept the pressure up. I came over one hill to find that it had been hailing and raining on the other side, and a little voice said, 'You are now going to leave the circuit'. And I did.

"I don't know what happened to the car. I just shut my eyes and waited. By the time it was finished it was quite dented at both ends so I can only assume that it went end-over-end – I was going quite fast at the time. Anyhow, I was alright."

That was more than could be said for 49 FXN, which was immediately sent back to Jaguar and rebuilt around a new tub. It reappeared at the Guards Trophy meeting at Brands Hatch in August 1963, before taking part in the Tourist Trophy at Goodwood later that month – Lumsden finished ninth overall, just behind the Ferrari 250LM of Roger Penske.

Sargent closed the 1963 season with victories in club meetings at Silverstone and Brands Hatch, after which this small band of privateers – Lumsden, Sargent, the Playfords and Sami Klat – started their programme of modifications. By the time that 49 FXN next

raced – at Goodwood in March 1964 – it would be a very different machine.

Klat first turned his attention to the E-type's aerodynamics, specifically reducing drag. A new roof section was developed that featured a broader, higher, flatter rear. It reduced lift as well as drag, and the team tested it on the M1 motorway with wool tufts attached at strategic points, enabling them to monitor airflow.

"Sami Klat was a genius," stated Peter Sargent "He was very, very clever with his aerodynamics. Of course, he was involved with all the pieces of string tied on the back. We were doing 80 or 90mph, which you were allowed to do in those days, and they all just laid down perfectly on the back of the car – it showed that we'd got it right."

Although manometers were used to measure pressure, not everything about the motorway experiment was quite so high-tech.

"We also had a big rubber mallet," says Klat, "because we appreciated that, although we had tried to calculate the airflow, our design

was far from 100% accurate. We observed the car at speed and, where the tufts weren't straight, we'd stop and bash it with the mallet! We eventually got it so the wool tufts were really smooth all the way."

In its original form, 49 FXN had run with a lot of blanking in the air intake, so Klat also lengthened the nose and reduced the size of the aperture. Again, the result was less drag and less lift. "[Costin] always paid attention to the first few feet of a car because that affects everything else," he explained. "People concentrate on the sides and the rear, but what's going on at the front can negate that – you have to consider the shape as a whole."

Klat went to great pains to position air inlets at areas of high pressure, with exits at areas of low pressure – aiding ventilation

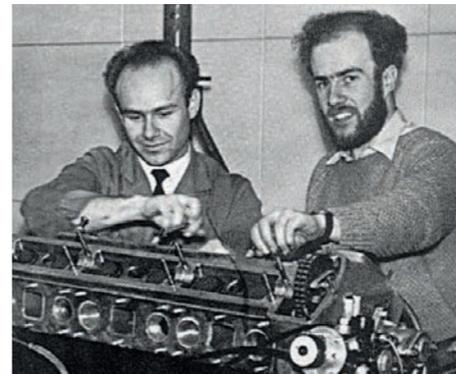
without resorting to drag-inducing scoops. They found two high-pressure areas just in front of the screen on either side, so they cut very small holes that would not disturb the airflow. One of those holes was connected so that it directed cold air on to the driver's feet, offsetting the considerable heat from the engine and gearbox. The other hole was connected to a flexible pipe so that the driver could direct it wherever he wanted.

The areas alongside the rear window, meanwhile, were found to be low-pressure points so the team made two holes on each side. One on either side was connected to the inside of the cockpit so that its occupant could get complete ventilation and the car remained cool. The second hole on one side was ducted to the differential, so again heat was being

extracted, while the other was ducted to the rear brake discs for the same reason.

During the course of testing, Klat also addressed concerns about lift at high speed: "We wanted to know if we were getting lift on the back because we had a letter from Jaguar saying that we might. We did a very simple thing: we attached a Bowden cable on to the suspension and the body, so that you could determine if there was movement. We took the front and rear cables on both sides inside the car and they were attached to a big board with an arrangement made of Meccano. This had two pins and so the driver just had to push it and it made two holes, which would give us the movement. We proved that we had zero lift.

"Nobody believed us. They asked how



Left: CHIEF ENGINEER SAMI KLAT (LEFT) AND FORMER COLLEGE ROOMMATE HARRY WATSON
Below: FIRST TIME OUT AT GOODWOOD, SPRING 1964





TESTING AT GOODWOOD. SPRING 1964

we knew. We said we'd measured it. They said you couldn't measure a thing like that. And the answer is you can! Today it is done electronically – in those days it was that crude, but it was the only way. We used simple methods to find out when we would or wouldn't get lift."

The distinctive low-drag body shape that resulted from all of this testing remains the car's calling card, but it was actually only a small part of the team's work. It came into its own at Le Mans, but everywhere else the modifications that had been carried out to the chassis and engine were of far greater importance. For the former, Klat recalled that there were two key areas for improvement. Firstly, the way the front suspension geometry was set up gave roll steer, which they managed to cure. The second major problem lay with the rear suspension – the E-type was designed as a road car, so it was mounted using rubber joints.

"We felt that under braking and heavy

acceleration we had tail-wag, or rear-wheel steering," said Klat, "and the suspicion was that the rear suspension moved. So I said, 'There is only one way to test this', and that was for me to lean out of the door and feel the suspension."

Graham Hill happened to be at Goodwood testing for John Coombs, and agreed to drive 49 FXN for the hair-raising experiment: "So I went out with Graham and leant out of the door. I was wearing gloves but when I got back they were torn to shreds. He was driving flat-out and under braking I could feel a movement in the arm holding the rear suspension. We then mounted them rigidly with Rose joints.

"Many years later, Hill came to the Lebanon on a promotional tour and because I knew a bit about cars I was asked to interview him. I said that we'd met before and he replied, "Yes – you're that maniac..."

It was worth it, though. Lumsden would remember that, "It made a huge difference.

[By 1964] the car's roadholding had changed out of all recognition."

Finally, there was the question of FXN's engine. Klat was doing research into combustion while at Imperial College, so this was his particular area of expertise.

"That combustion chamber was an absolute abortion," he recalled. "It had squish, it had swirl, it had everything – you name it. When they went to the wide-angle head, the valve angles and other things changed. They ran into some problems with development and they were curing one fault by introducing another. It was, as it were, two negatives hoping to make a positive. This is why the engines never gave a hell of a lot of power. The power figures were always grossly exaggerated."

Working at first with his college roommate Harry Watson, Klat developed various modifications, including new camshafts. He even went so far as to build a second powerplant that would never have been passed by the scrutineers, but which proved

to be a useful exercise. With bespoke asymmetric pistons plus a twin-plug head and 12-point distributor, it produced 348bhp.

“It never raced, but some of the lessons were applied to the other engine,” said Klat. “For example, we had two lengths of exhaust, tuned for maximum torque or maximum power. For the short circuits, we had a short exhaust and we had an extension for the long circuits to get more power at higher revs.”

It’s fair to say that all of this effort wasn’t greeted by unstinting enthusiasm at Browns Lane. Jaguar never really committed itself to the E-type’s competition programme, and seemed to have a particularly high-handed approach to anyone who wanted to modify its cars.

“Jaguar were really good at supplying spare parts,” Lumsden would later recall. “If you wanted something, they came up with it very quickly. Technically, though, they hadn’t quite caught up with modern times. Their chief engineer once told me with great pride: ‘Do you know, we don’t have a single university

student working for us. We do it all ourselves.’ He seemed very proud of that.”

Klat clearly recalls the often-intransigent attitude from the factory: “Jaguar were against it. In their minds, it was somebody ‘outside’. But if we’d won, it would have been ‘Jaguar wins’, not the two Peters. Only [Malcolm] Sayer was helpful – he really knew what he was talking about. The rest of them were pre-war in their thinking.”

During the summer of 1964 – after the bulk of the work on 49 FXN had been completed – Lumsden sent Sayer a set of images from the aerodynamic testing that had been carried out on the M1. On 1 July, he received an enthusiastic reply, backing up what Klat has said about the famed aerodynamicist.

“Thank you very much for sending your photographs,” wrote Sayer. “You have certainly achieved a very nice flow over your hard-top and provided it gives no handling problems, it should be difficult to improve upon.

“The original lines I drew have the advantage

(as far as I’m concerned) of being quite free of the lift trouble that Ferrari and Ford have experienced; the more one widens the flattish middle part at the rear the more likely one is to suffer from lift. In your case you have obviously reached a successful compromise.’

Sayer then signed off thus: ‘Once again, thank you for the information. Other people’s experiences are invaluable.’







The heavily revised 49 FXN reappeared for the Sussex Trophy at Goodwood on 30 March 1964. The race featured a particularly good entry, including Graham Hill aboard Maranello Concessionaires' 1964 Ferrari 250GTO. After failing to get the 250LM homologated as a GT car, Maranello had instead updated its fabled GTO with shorter, lower and wider bodywork.

Sargent was able to hold off two extremely rapid Lotus Elans driven by Mike Spence and Pete Arundell, finishing in an encouraging seventh place, and the following month that low-drag shape had the chance to really prove its worth during the Le Mans Test Weekend. All the big-hitters were there, with the Shelby Daytona Coupe of Jo Schlesser and Phil Hill posting the fastest time among the GT runners – 4 minutes 2.3 seconds. Next up were the two low-drag Lightweights – both Lumsden/Sargent and Lindner/Nocker recording 4 minutes 7.3 seconds. Not only was that good enough for

second in class, it was good enough for sixth overall – an amazing achievement.

The speeds on the main straight were particularly telling. Surtees was fastest of all in the 4-litre prototype Ferrari, at 194mph. His team-mates Scarfiotti and Parkes were next, followed by the two Ford GTs – but level-pegging with Salvadori's car was 49 FXN. 'Sargent's light-alloy E-type Jaguar was not exactly hanging about,' wrote *Autosport's* Gregor Grant, 'haring down Mulsanne in the wet at 168mph.' The low-drag E-type had fulfilled its aerodynamic promise.

Next up was the Nürburgring 1000km on 31 May, and there Klat made a breakthrough with the car's Lucas injection. "On an engine, you want a graph of fuel flow relative to manifold pressure to be a smooth curve," he explained. "But with this system they could only get two straight lines. It is close enough, but not ideal in the mid-range – the car used to pop and bang."

This proved to be a real problem around the twisting Nordschleife, a circuit on which an

engine spends a lot of time in that mid-range. Klat wasn't impressed when it was suggested to him that he could simply tweak the set-up to shift the popping and banging into a rev range that they were not using so much. Instead, he worked overnight at the circuit, using solder to build up a shape on a wedge that formed part of the injection system – and cured the problem for good.

Both Peters are unstinting in their praise for Klat, but he insists that they gave him the perfect environment in which to work: "Peter Lumsden was a remarkable man and very mechanically minded. When we did the modification to the fuel injection at the Nürburgring, I'd said to Peter that I thought I could fix it when both he and Sargent complained about the rough running. He said,

'OK – it's the afternoon now and practice is tomorrow morning. Can you do it by then?'

"Somebody else might have said, 'Overnight? At a race track?!' I thought it showed real courage, but he later said that he was just looking at it logically – anything was worth trying and, if I thought I could do it, he was happy to give it a go."

In the race itself, 49 FXN did enough to be qualified as a finisher but it had stopped long before the chequered flag. "We had a diaphragm clutch in the car," said Sargent, "and the bloody clutch centre suddenly fell out."

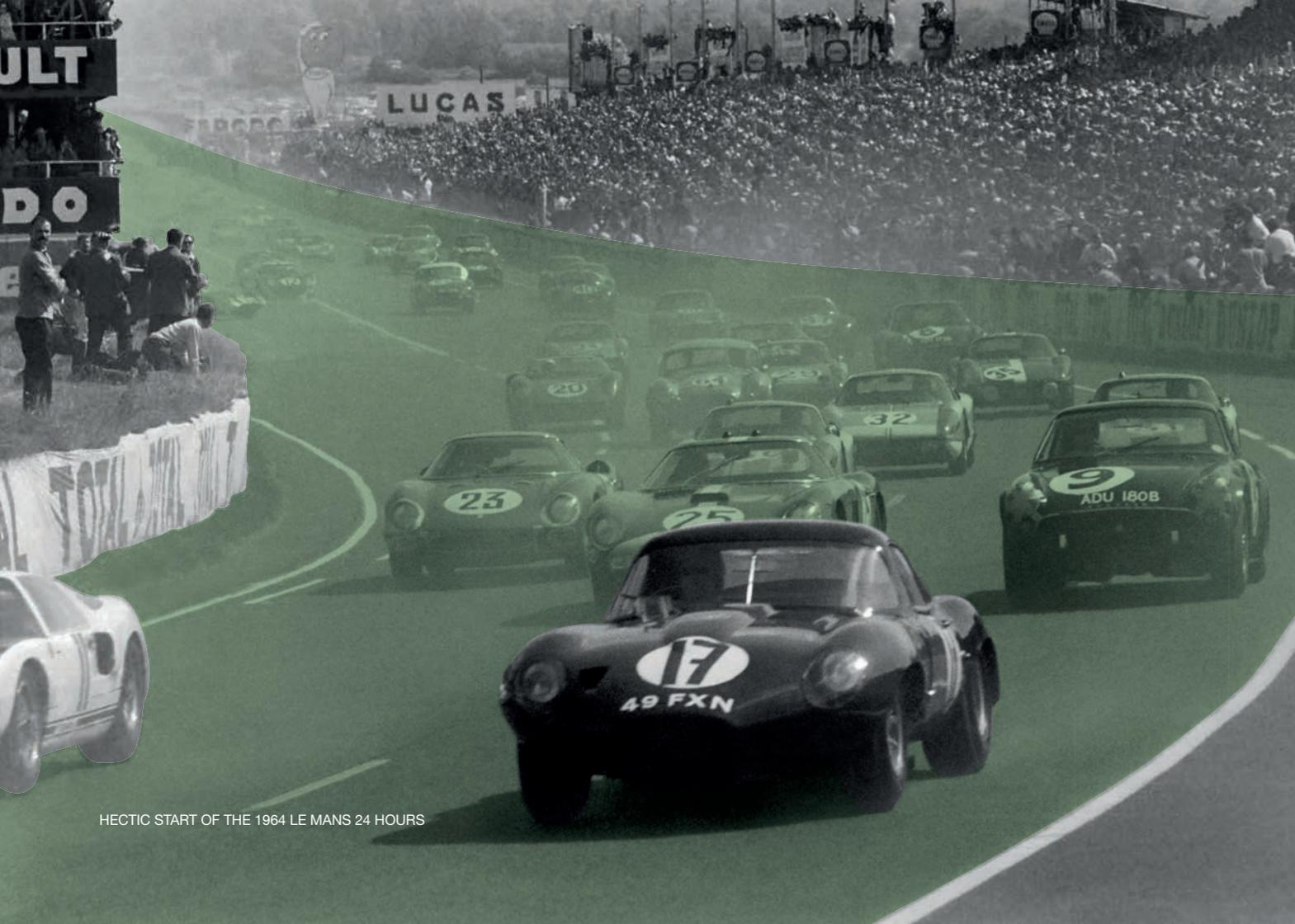
By coincidence, he retired on the exact spot at which Lumsden had his accident the previous year: "I got out of the car and sat on the bank and there was a German marshal there. He didn't speak English and I

didn't speak German, but after half an hour we got a few words sorted. I mentioned Lumsden and he said, 'Terrible, terrible. Front, back, front, back'. I later told Peter, 'You might like to know that you did go end over end'.

"As soon as we got back, Peter rang up the factory and said they might like to know the centre fell out of the diaphragm clutch. 'Oh,' they said, 'you haven't still got that in there, have you? We stopped using that some time ago because we found the centre fell out...'"



Above: LE MANS TEST 1964 Left: CONTRAST IN REAR END TREATMENT BETWEEN THE LINDNER/NOCKER AND THE LUMSDEN/SARGENT E-TYPES IS SEEN CLEARLY AT LE MANS



HECTIC START OF THE 1964 LE MANS 24 HOURS

After 49 FXN's promising run in the Test Weekend, Lumsden and Sargent must have arrived at Le Mans for the 24 Hours with a certain amount of optimism. Ranged against them was a fearsomely strong GT entry that included two Shelby Daytona Coupes – one for Dan Gurney and Bob Bondurant, the other for Chris Amon and Jochen Neerpasch. AC itself had also developed a coupe, which would be driven by Jack Sears and Peter Bolton.

There was a quartet of 1964 GTOs, too. Ecurie National Belge entered one for 'Beurlys' and Lucien Bianchi, Maranello Concessionaires another for Innes Ireland and Tony Maggs (with no less than Jackie Stewart as reserve driver), and there were two NART entries for Ed Hugus and Jose Rosinski, and Fernand Tavano and Bob Grossman. Mike Salmon, meanwhile, had entered a Project 214 Aston for himself and Peter Sutcliffe.

It was decided that Lumsden would do

the first stint aboard 49 FXN. "It is always a very exciting thing, a Le Mans start," he later remembered. "You have to look to see who is going to run first. It's when everyone starts that matters, not when the flag comes down! In '64, it was particularly exciting because Piper's Ferrari blew the oil ring out of the oil filter at the start, so we all went up round the first curve and down through the Esses with oil all over the circuit. Eventually I saw where it was coming from, so one kept off the line of the oil. There was a lot of sliding around, so that was certainly exciting!"

Autosport reported that, in the opening few hours, the two Lightweights of the British and German Peters had been 'duelling merrily'. Lindner ran 19th for the first three hours, with Lumsden immediately behind him for two of those then just ahead of him during the third. By the time the four-hour mark arrived, 49 FXN was up to 16th overall, and was lying fifth in the GT category behind the two Shelby Daytona Coupes plus the GTOs of Ireland and Hugus.

According to Jaguar's official report, it got as high as third in class behind only the Shelybs; it was also timed at 174mph on the Mulsanne.

Sadly, however, it didn't survive the night. "The car went very well," said Lumsden many years later, "but the gearbox failed. We never really worked it out, whether it had been incorrectly assembled or whether there just wasn't enough oil to keep the thing cool enough."

After the car's French adventure, Peter Sargent finished second and sixth in two races at August's BARC meeting at Brands Hatch. Its next outing was at Goodwood for the Tourist Trophy, and to prove the elite company that 49 FXN often kept during this period, the grid included no fewer than five past, current or future Formula One World Champions – Jim Clark, Phil and Graham Hill, John Surtees and Denny Hulme – plus Grand Prix winners in the shape of Bruce McLaren, Innes Ireland, Dan Gurney and Richie Ginther. With E-type battling Cobra, GTO and Project Aston Martin, it was truly a golden period for GT racing.

Lumsden enjoyed a strong and steady race in 49 FXN, stopping only for scheduled maintenance and a quick clean of the windscreen, and running without any hint of drama right up until the final lap. He was challenging Ginther's GTO when the American spun at Lavant, letting the Jaguar through to cross the line in a fine eighth position overall.

That 1964 season would be the last for the famous Lumsden-Sargent partnership. While demonstrating his Steyr Puch Haflinger to the Sussex scouts at Goodwood, Sargent managed to injure his back. After almost six weeks in hospital, and six months of daily exercises, he was unwilling to risk permanent damage and decided to stop motor racing.

Lumsden carried on through 1965 with a

purely domestic season of UK meetings. He took a number of wins, including two at Brands Hatch – one on 18 July, one on 8 August – plus a 'double' at Crystal Palace on 3 July. In the first race at the South London circuit, he held off Jackie Oliver's Lotus Elan – no mean feat around the twisting layout – then topped the 15-lap All-Jaguar Scratch Race. In its race report, Autosport referred to 'the invincible Peter Lumsden'.

Among the other highlights that year was 49 FXN's fourth place in April's Sussex Trophy at Goodwood. During an impressively committed drive, Lumsden set the race's fastest lap – at 1 min 28.2 seconds, it was only 0.4 seconds slower than the outright GT record held jointly by Dan Gurney and Roy Salvadori.

Right: THE TWO PETERS RETURN TO THE NURBURGRING IN 1964
Below: PETER LUMSDEN TAKING ANOTHER VICTORY. THIS TIME SOLO AT CRYSTAL PALACE IN 1965





In early 1966, though, 49 FXN was sold when Lumsden also hung up his helmet. That was far from being the end of the E-type's story, however. It was first bought by John Scott-Davies, who raced it at club events throughout '66 and scored three wins.

Scott-Davies then sold it to Allen Gibson, who also ran it for only a single season – most often at Snetterton, where he won twice. From Gibson, it passed to David Cottingham. He mostly ran FXN in sprints, but also competed in the Pomeroy Trophy and, in 1970, drove the Jaguar down to the Brighton Speed Trials.

Cottingham sold the E-type in 1971 and, after a brief period with Brian Classic, it went to John Carden. A solicitor and amateur jockey who five times rode in the Grand National – failing to finish on each occasion and once ending up in hospital – Carden then sold it to US-based Englishman Howard Cohen. This began a 20-year spell in America, during which FXN was also owned by Sue

and Jay Foreman, Jerry Rosenstock and Lee Munder. It was occasionally raced in historic meetings during its period in the States, and was also displayed at the prestigious Pebble Beach Concours d'Elegance.

After months of negotiations by Fiskens, 49 FXN returned to the UK in 2000 when Sir Anthony Bamford bought it and returned it to serious competition. Over the course of the next three years, it was raced at blue-riband historic meetings by the likes of Frank Sytner and Willie Green – and it was Sytner who was at the wheel for its return to Le Mans in the 2001 Legends race.

From Bamford, the Jaguar passed to Viscount Cowdray, who continued in the same vein. Jochen Mass and Derek Bell both raced 49 FXN at the Goodwood Revival, but it was regular driver Ludovic Lindsay who gave the car its best result there to date – second in the 2005 RAC TT Celebration with Formula One ace Gerhard Berger as his team-mate.

In the hands of subsequent owners Ross

Warburton and its current custodian, 49 FXN has continued to compete at the top level of historic motorsport, from Goodwood to the Silverstone Classic, from the Le Mans Classic to the Tour Auto. Each custodian has added their own chapter to the history of this most charismatic and beautiful of E-types, and to see the car now is to see evidence of its various lives.

This is a car that was run by brilliant privateers and which took on the might of Ferrari and Shelby in perhaps the greatest era of GT racing. It was competitive on circuits as different as Le Mans and the Nürburgring, and even now is an instantly recognisable presence. Few cars boast such originality, such a compelling history, such a unique nature. Even among its famous peers, it stands alone.



YEAR	OWNER	VENUE	DATE	NUMBER	RESULT
1963	Lumsden/Sargent	Nurburgring 1000km Brands Guards Trophy Goodwood TT Silverstone Brands Hatch Goodwood	19 May	66	Classified 32
			5 Aug	19	DNF
			24 Aug	5	9 (5 in class)
			7 Sep	15	1
			6 Oct	-	7
1964		Goodwood Le Mans test weekend Nurburgring 1000km Le Mans 24 Hours Brands Hatch Goodwood TT	30 Mar	63	=6
			18-19 Apr	15	DNF
			31 May	93	DNF
			20-21 June	17	2
			9 Aug	-	8 (5 in class)
			29 Sep	31	
1965	Lumsden	Goodwood Goodwood Goodwood Goodwood Crystal Palace Brands Hatch Crystal Palace Brands Hatch Brands Hatch Brands Hatch	13 March	120	2
			3 April	89	4
			19 April	71	5
			7 June	84	4
			3 July	22	1 / 1
			18 July	63	1 / DNF
			31 July	-	DNF
			8 August	117	1
			30 August	108	DNF
			31 October	77	2 / 5
			1966	Scott-Davies	Oulton Park Silverstone Mallory Park Oulton Park Mallory Park Oulton Park Silverstone Silverstone Oulton Park
11 April	-	1			
24 April	-	1 / 3			
7 May	29	Not classified			
8 May	134	2			
28 May	-	DNF			
30 May	-	1 / 3			
29 August	-	-			
3 September	-	2			
1967	Gibson	Snetterton Snetterton Silverstone Snetterton Snetterton	23 April	42	1
			14 May	90	7
			24 June	229	3
			16 July	69	1
			13 August	101	-
1968 1969 1969 1970	Cottingham	Santa Pod Silverstone Silverstone Brighton Speed Trials Moreton-in-Marsh	6 October	CSP7	-
			1 March	38	-
			26 May	142	-
			-	107	-
1973	Carden	Oulton Park	11 August	-	DNF

YEAR	OWNER	VENUE	DATE	NUMBER	RESULT		
1973	Carden	Silverstone Castle Combe	25 August	-	4		
			15 September	46	5 / 3		
1974		Silverstone Aintree	March	-	3 in class		
			June	-	3		
1980	Cohen	Sears Point Monterey Historics	-	-	-		
1981		Monterey Historics	-	12	-		
1981			-	106	-		
2000	Barnford	Coys Silverstone Goodwood Revival Goodwood Revival Le Mans Legends	23 July	15	4		
17 September			21	3			
16 September			25	DNF			
16 June			59	DNF			
2002		Goodwood Revival	8 September	28	DNF		
2003		Le Mans Legends	14 June	17	-		
2003	Cowdray	Goodwood Revival Tour Auto Goodwood FoS Goodwood Revival Tour Auto Goodwood Revival Goodwood Revival Goodwood Revival Goodwood Revival Goodwood Revival	7 September	-	17		
2004			19-24 April	-	-		
			25-27 June	80	-		
2005			5 September	24	DNF		
			24-26 June	76	-		
2006			26-30 April	154	-		
			18 September	26	2		
2006				Goodwood Revival	3 September	-	DNS
2007				Goodwood Revival	2 September	26	6
2008				Goodwood Revival	21 September	25	8
2009		Goodwood Revival	20 September	26	4		
2010	Warburton	International Trophy, Silverstone Coppa Intereuropa, Monza Le Mans Classic Goodwood Revival Oulton Park Gold Cup	15-16 May	82	3		
			5-6 June	82	-		
			9-11 July	10	43		
			19 September	26	DNF		
			1-3 July	49	-		
2011		Goodwood Revival	27-29 August	49	15		
		Goodwood Revival	18 September	14	DNF		
2012		Goodwood Revival	16 September	31	11		
		Silverstone Classic	20-22 July	49	15		
2013		Goodwood Revival	15 September	31	17		
		Donington Historic Festival	3-5 May	93	DNF		
2014		Goodwood Revival	14 September	-	15		
	2015	Donington Historic Festival	2-4 May	77	33		
		Goodwood Revival	13 September	-	DNF		
2016	Current owner	Tour Auto Jaguar Classic Challenge Le Mans Classic	18-23 April	220	38		
			9 July	28	-		
			9-10 July	44	18		

49 FXN
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All text excerpted and adapted by James Page from the Porter Press book "The Autobiography of 49 FXN" by Philip Porter and James Page.
See www.porterpress.co.uk

Period photos courtesy of Peter Lumsden, LAT and Philip Porter
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Above: 49 FXN ON THE FRONT ROW OF THE TOURIST TROPHY GRID AT THE GOODWOOD REVIVAL, 2005
Right: MORE THAN 40 YEARS EARLIER AT THE SAME CIRCUIT, THE ICONIC JAGUAR IS BRIMMED WITH FUEL PRIOR TO THE 1964 TT





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FINE HISTORIC AUTOMOBILES