



THOROUGHbred SPORTS CAR CLUB



The club for people who enjoy Aston Martin and other fine marques

AUGUST 2013

top



gear



THE E-TYPE SUPPLEMENT

WITH GUEST EDITOR TERRY DALY



THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTS CAR CLUB



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TOP GEAR SUPPLEMENT

E-TYPES FOR EVER

TERRY DALY



Well, I thought the title was just a little better than Volvo's for Life.

My life long love affair with the E-Type Jaguar began in 1961 when I was only twelve years old. My dad wasn't a real car enthusiastic but when the E-type was released sometime in 1961 the whole family was transported in our FB Holden station wagon one Sunday morning to the Sydney CBD to view this new Jaguar. When we arrived the dealership was shut (car dealerships didn't use to open on Sundays) but there was a crowd of several hundred people looking through the window of this new wonder car. I still recall this beautiful white E-Type looked like a car from another planet especially when you compared it to an MGA or an XK150, or, in fact, any other car available at the time. Never in my wildest dreams did I ever think I could ever afford one.

Fast forward to 1976 and my dream became a reality. I purchased a Series 1 2+2 Gunmetal Grey with Dark Blue interior E-Type Jaguar. Whilst I enjoyed the car and drove it regularly the extra height (only 3 inches) of the 2+2 over the Fixed Head Coupe (FHC) distracted a little from the E-Types great curves. I sold it for a tidy profit of \$1500 to purchase a V12 2+2 in Sable brown with Cinnamon Interior. This particular car came with the Chromium-plated steel wheels and a sunroof. It was really a lovely car to drive and felt more like a luxury saloon than a sports car. I remember once on a wet day the E-Type spun. It was a tight corner and those Dunlop Aquajets just didn't grip as required. No damage to the car but it certainly made me pay more attention when driving in the wet. I sold the car in 1979 for a tidy profit of \$2000. I actually sold the car to a Bondi Pizza Café owner and he insisted in paying me in cash and in small notes.

Next purchase was in 1982 and it was a Series 2 convertible in Black with Cinnamon interior. It was a nice car in a great colour scheme but what I really wanted was a Series 1 4.2 Convertible. I sold the car for \$25000 in 1985 and made a profit of \$3000. It was sold to a guy at Church (where I should be instead of writing this article) Point and just the other day I bumped into it's new owner in Brookvale.

I then started my search for either a black or midnight blue Series 1 4.2 E-Type Convertible. Unfortunately, there were very few cars available in any colour scheme and generally what was available needed work or a total restoration. In October 1986 I heard about a Primrose and Black Series 1 4.2 convertible that had just come out of a two year body off restoration. The car was in Queensland and the owner was a seller at the right price. \$44000 later and the car was mine! Absolute top price for any E-Type at that time.

However, the story doesn't finish there. I often admired it's sheer beauty and thought it needed a friend, but this time a Series 1 FHC. Then I would have the best of both world's with one for summer and one for winter.

By sheer luck I stumbled on a Series 1 3.8 Coupe in Old English White with black interior from a deceased Estate. The guy had done the restoration at home in the garage over several years and despite being a "home restoration" it was pretty good effort. I purchased the car and sent it to Gavin King at Concour Sports Car Restoration for completion. A few months and a few thousand dollars later I started driving the car. It's rego number was EE 3800. However, despite all the work I just couldn't get the car to my 100% liking. So I decided to sell it and look for a Series 1 4.2 FHC, a better car to drive. That 3.8 FHC lives somewhere around Bowral. Of interest, one of the guys who came to look at the car was TSCC Member Colin Watts.

I had often admired Roselee and Les Johnson's Golden Sand Series 1 4.2 FHC. It had been the subject of a total restoration and would look great beside my Convertible. After a couple years (yes years and see separate story) of negotiation the E-Type was finally mine! Year 2007. So it's now been 52 years since I first saw that white E-Type and over that period I have been lucky to have owned six. Something I would have never thought possible as a star gazing 12 year old in front of that dealership!

E-Types ForEvErthe next question is what is Forever as I drive off into my sunset years !!



TOP GEAR SUPPLEMENT

E-TYPE STATISTICS/1

TERRY DALY



Jaguar E-Type Statistics and Possible Values

The Jaguar E-Type (XKE in the USA) was officially launched at the Geneva Motor Show in March 1961. The show car was a 3.8 Series 1 Fixed Head Coupe (FHC) in Gunmetal Grey. It was the sensation of the show and the most talked about car for the next decade.

The design was based on the aerodynamically styled D-Type of the fifties. The car offered the good old XK 6 Cylinder engine in the XK150 3.8 litre S triple carburetor engine mated to the 4 speed Moss box and an all new independent rear suspension. The interior was very different from the XK150 it replaced and the dash layout was based on the Mark 2 Jaguar. It was offered in FHC and convertible (OTS) until 1966 when a 2+2 model was added.

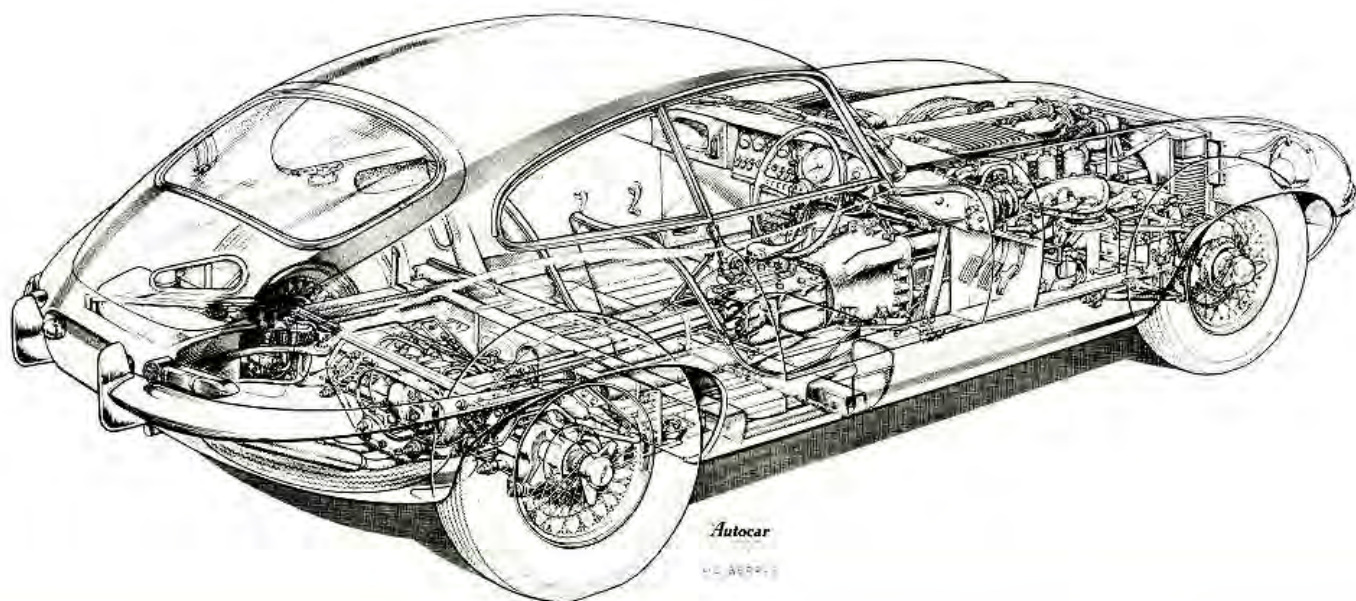
The very early Series 1 3.8 cars had flat floors and external bonnet locks and outside the 12 Lightweight racing models are the most valuable. They came in FHC and OTS body styles. The flat floor was redesigned early in it's life and the bonnet were moved inside.

The first major upgrades appeared in 1964. They were basically mechanical with the engine increased to 4.2 litres, which produced better torque, and this was mated to a new all-synchromesh 4 speed gearbox. A new matt black dashboard and far more comfortable seats were part of the upgrade. Most people believe the Series 1 4.2 to be the most desirable of the E-Types (and the author agrees).

In 1966 /1967 Jaguar released the family friendly 2+2 which was 9 inches longer which enabled fitment of two small seats. It was priced at a premium over the two other styles. The extra length now made it possible to add an automatic gearbox to the range which was a very valuable feature for the US market. This market also forced the introduction of the Series 1 ½, the main difference being the exposed front headlights, i.e. the very attractive glass covers were removed.

Then in 1968 Jaguar released the Series 2 in all three styles. The FHC, OTS and the 2+2. The bodies of the cars were roughly the same with the nose section of the bonnet redesigned to allow for a 70% larger mouth. At the rear a full width bumper bar and enlarged tail lights were the main differences. The 4.2 litre motor was retained in the Series 2.

In 1971 Jaguar released it's final variation, the V12 Series 3. It dropped the FHC so you could only buy the OTS or the 2+2. It had a great 5.3 litre V12 motor but the weight of the car had increase by 4.8 cwt. It was all about refinement and as one motoring writer said "...never has power been delivered so sweetly and with so little effort.." And so the E-type entered it's final years of production.



THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

This sectional drawing of the Coupé model is reproduced by courtesy of "The Autocar" and provides much information concerning design and general construction.

TOP GEAR SUPPLEMENT

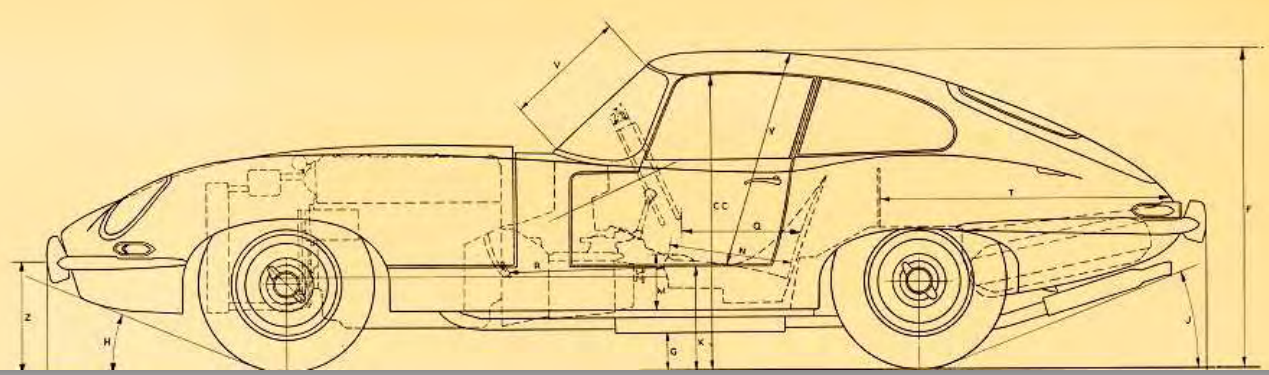
E-TYPE STATISTICS/2

TERRY DALY



The following table is from www.xkedata.com/stats/ which details all the models and the numbers produced. Interestingly, the Series 1 3.8 had a build run of 31693 whilst the final model, the Series 3 only had a build run of 15287, less than half of the first variant. Another interesting statistics is only 19.48% of E-Types built were in right hand drive.

Jaguar XKE	Data	Built	%	Data	Built	%	Data	Built	%
Series 1	5139	25536	20.1%	1755	6157	28.5%	6894	31693	21.8%
3.8 Litre	2590	12758	20.3%	1055	2740	38.5%	3645	15498	23.5%
Fixed Head Coupe	1093	5872	18.6%	611	1798	34%	1704	7670	22.2%
Open Two Seater	1497	6886	21.7%	444	942	47.1%	1941	7828	24.8%
4.2 Litre	2549	12778	19.9%	700	3417	20.5%	3249	16195	20.1%
Fixed Head Coupe	831	4248	19.6%	301	1582	19%	1132	5830	19.4%
Open Two Seater	1284	5887	21.8%	205	862	23.8%	1489	6749	22.1%
Two Plus Two	434	2643	16.4%	194	973	19.9%	628	3616	17.4%
Series 1.5	1097	5624	19.5%	219	1102	19.9%	1316	6726	19.6%
Fixed Head Coupe	332	1566	21.2%	72	376	21.2%	404	1942	20.8%
Open Two Seater	484	2480	19.5%	71	321	22.1%	555	2801	19.8%
Two Plus Two	281	1578	17.8%	76	405	18.8%	357	1983	18%
Series 2	3216	15924	20.2%	539	2885	18.7%	3755	18809	20%
Fixed Head Coupe	811	3785	21.4%	219	1070	20.5%	1030	4855	21.2%
Open Two Seater	1618	7853	20.6%	156	775	20.1%	1774	8628	20.6%
Two Plus Two	787	4286	18.4%	164	1040	15.8%	951	5326	17.9%
Series 3	2416	11301	21.4%	847	3986	21.2%	3263	15287	21.3%
Open Two Seater	1427	6119	23.3%	429	1871	22.9%	1856	7990	23.2%
Two Plus Two	989	5182	19.1%	418	2115	19.8%	1407	7297	19.3%
Totals	11868	58385	20.3%	3360	14130	23.8%	15228	72515	21%
Fixed Head Coupe	3067	15471	19.8%	1203	4826	24.9%	4270	20297	21%
Open Two Seater	6310	29225	21.6%	1305	4771	27.4%	7615	33996	22.4%
Two Plus Two	2491	13689	18.2%	852	4533	18.8%	3343	18222	18.3%



TOP GEAR SUPPLEMENT

E-TYPE STATISTICS/3

TERRY DALY



You can also use the xkedata.com site to search the history of nearly 16,000 E-Types. For example, this E-type fixed head was first owned by the famous 1960s model Karen Young who appeared on the Aston Martin stand at the 1967 Earls Court motor show and who later, with this very E-type, featured in the June 1970 issue of Motor magazine, a copy of which is supplied with the car. The car is now for sale in Australia on Carsales.

[←](#) [→](#) [↺](#) [🏠](#) [www.xkedata.com/cars/detail/?car=1R20486](#)

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Welcome! We're tracking **15,263** Jaguar E-Type cars, with **146,514** photos! ([Learn More](#))
[xkedata.com](#) > [cars](#) > [detail](#)

1R20486 Browse similar cars: < 1R20481 ALL 1R20491 >

JAGUAR CARS LTD. COVENTRY, ENGLAND.

MODEL	4.2 Jaguar E-Type	EXTERIOR	Light Blue
BODY STYLE	Fixed Head Coupe	INTERIOR	Dark Blue
SPEC.	Right Hand Drive		
		DISTRIBUTOR	Henlys Limited London
CHASSIS No.	1R20486	DISPATCHED	27 October 1969
ENGINE No.	7R8127-9	DELIVERED	
BODY No.		CITY	
GEARBOX No.		STATE	
DATE BUILT	13 October 1969	COUNTRY	Great Britain

MOST RECENT INFORMATION

TITLE DATE	1969	EXTERIOR	Light Blue
LAST SEEN	2012	INTERIOR	
CONDITION	Rest: Nice		
ENGINE		CITY	
OTHER No.		STATE	
GEARBOX		COUNTRY	Australia

SRD888H



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TOP GEAR SUPPLEMENT

VALUES IN AUSTRALIA/1

TERRY DALY



Approx values of the E-Type today

Well, what a challenge this was. On 31/07/2013, a total of 18 E-types were for sale across Australia. Those for sale were on online sites (Carsales and Drive), in Unique cars and in various Jaguar and other car magazine. The cars for sale were 11 of the 2+2 variant, four V12 convertibles, two S1 4.2 FHC and one S1 3.8 FHC. The prices for these cars were in the range of \$50000 for a S2 4.2 2+2 to \$180000 for a V12 Convertible with 11000 miles from new.

So I decided to seek help from the trade and known E-Type experts.

Firstly, I tried to establish how many E-types were in Australia. The opinions started at approx 500 to a number closer to 1200. I contacted Roger Payne from ACT who was at one stage keeping a register of E-Types in Australia. Roger estimated there were approx 1000 registered for the road (either Historic or on full rego) and maybe somewhere between 200 and 500 in sheds and barns either waiting for restoration or just lying idle. I personally know of five cars that are under restoration (one was started 17 years ago)!

So who did I talk to :

- Ian Cummins, a known E-Type expert
- Jeremy Best who runs Ian Cummins Classic Cars
- Tony Pallas, an E-Type restoration guru
- Chris Haigh who has been around E-Types since Adam was a boy.

I also did some research over the internet and asked questions on what had been sold lately and at what price.

I then averaged the five values of the various models (to the nearest \$5000)and you have the "best guess" at what E-Types are now worth. Of interest, only one model, the Series 1 3.8 FHC, had an exact match across all parties. The car with the biggest variance was the Series 1 3.8 Flat Floor OTS. The highest price was \$200000 with the lowest price at \$150000.

I did look at both the US market and the British market and like Australia asking prices seem to be rising! Good if you currently own one, bad if you're thinking of buying one.

Some other points raised in conversation. Automatics and LHD to RHD conversion are worth approx 10% less than the prices quoted and Concours cars, such as John Moody's Series 3 V12 OTS and Robert Harrison's commemorative V12 E-type command a substantial premium.

What do the E-Type experts in the TSCC think?

What you will need to pay for a Jaguar E-Type:

<u>Model</u>	<u>Dollars</u>
Lightweight E-type (only 12)	3 million plus
S1 3.8 Flat Floor Convertible	185,000
S1 3.8 Flat Floor FHC	160,000
S1 4.2 Convertible	160,000
S1 3.8 Convertible	150,000
S3 V12 Convertible	130,000
S1 4.2 FHC	125,000
S1 3.8 FHC	115,000
S 1 ½ & S2 4.2 Convertibles	100,000
S 1 ½ & S2 4.2 FHC	80,000
S3 V12 2+2	75,000
S1 4.2 2+2	60,000
S1 ½ & S2 2+2	50,000

NB The above is for excellent cars at near Concours standard.

After looking at the above I think I need to give Shannon's a ring and increase the insurance value on my cars..

TOP GEAR SUPPLEMENT

COLOURS & TRIM/1

TERRY DALY



Looking through the many photos I took at the Jaguar National Rally in ACT in 2011 one would think that the Jaguar E-Type was only available in limited colour combinations. Of the 110 E-Types that were present at the 50th anniversary of the marque approx 25% were red! Apparently when many cars came up for restoration or a much needed respray many owners changed the colour to red which is why we have so many red E-types. Looking at the same photos Old English White, Gun metal Grey and British Racing Green also featured strongly.

However Jaguar offered the original 3.8 E-types in 20 exterior colours and 13 interior trims.

The exterior and Interior colours offered on the 3.8's were:

Exterior Colours	Interior Trim
Pearl Grey	Red
Mist Grey	Dark Blue
Carmen Red	Biscuit
Imperial Maroon	Tan
Claret	Beige
Old English White	Black
Primrose Yellow	Cream
British Racing Green	Suede Green
Sherwood Green	Light Tan
Cotswold Blue	Dark Blue
Black	Grey
Opalescent Blue	Light Blue
Opalescent Dark Green	
Opalescent Gunmetal	
Opalescent Silver Grey	
Opalescent Silver Blue	
Opalescent Bronze	
Opalescent Golden Sand	
Opalescent Maroon	Maroon

Several of the above exterior colours were available with up to 4 different interior trims. A few such as Cotswold Blue was only available with a Dark Blue interior.

At the release of the Series 1 4.2, some of the above colours were dropped and others such as Warwick Grey, Willow Green, Beige and Dark Blue were added. The colour schemes for the interior trims remained at 13.

With the introduction of the Series 2 five more Exterior Colours were added : Ascot Fawn Light Blue, Sable Brown, Regency Red and Signal Red and Cinnamon was added as an interior trim. So it looks like you could buy a Series 2 E-Type in three different shades of Red.

Seven more colours were added when the Series 3 arrived. Those being Fern Grey, Turquoise Green Sand, Heather, Lavender Blue, Azure Blue and Silver Metallic. New Interior trims included Moss Green, French Blue, Russet Red, Olive, Terracotta, Cerise and Antelope.

So in summary, the E-Type was released with 37 Exterior Colours and 21 different Interior Trim colours.

One of my favorite colours was Midnight Blue! It isn't listed as an E-Type colour in this book I'm reading. I can only assume that the real Jaguar colour was Dark Blue.

If I was to do a body off restoration of an E-Type I would chose a Series 1 4.2 Convertible. It's exterior colour would be Black and it would have a light grey interior. I would finish it off with a set of triple lace 6 inch chrome wire wheels encased with tyres containing a small whitewall, like those on my 4.2 Convertible. What an absolutely beautiful E-Type that would be. However, with the costs of such restorations being very expensive, such a beauty could set you back between \$200,000 and \$300,000 depending on how much you have to pay for the donor car.

TOP GEAR SUPPLEMENT

E-TYPES IN ADS/1

TERRY DALY



A small amount of research shows that there were many ads using E-Types, the sixties being the main era. In my book, the one that Jaguar really missed was the opportunity to supply the E-Types for the SAINT TV series starring Roger Moore. Volvo jumped at the opportunity with it's new P1800 and the car become an overnight star.

Even today E-Types are still featuring in ads and just as recently as July my E-type featured in an ad on Clovelly Beach. This ad will be released in Spring, it's was all photographic, and will be featured in Shopping Centre posters, Catalogues, and as a feature in one of the fashion magazines. As the ad hasn't been released yet, I'm not at liberty to disclosed the product. However, what I can say is the ad is based on a similar photo shoot in Monte Carlo in the sixties that used a Opalescent Blue Series 1 E-Type Convertible.

So what's involved in 2013 to make a still photographic ad? A lot more than most think!

You need, in this case, seventeen people. Two people from the Agency, the Marketing manager from the client, the photographer Georges Antoni, two photo assistants, a Digital Assistant, a Stylist, an assistant Stylist, a Makeup artist, a Hair stylist, three models, a catering person for food and coffee, a facilities person with his all purpose truck, the E-Type driver and the Producer!

The Shoot starts at 0700 am so that some photos can be taken as the sun rises. However, with all the fancy reflectors and technology, it seems they could manufacture a sun rise anytime during the day. The shoot goes on throughout the day with the models inside the E-Type, leaning on the front guard, standing beside the door or grabbing stuff out of the boot. In total they take about 1700 photos of which only 15 will be finally required !

Of particular interest was the location. It was in the Clovelly beach car park that is right on the Bondi to Coogee walk. Right from 0630 am through until I left at 0400 pm many of the walkers stopped to admire and ask questions of the E-type. Many took photos with their phones while one gentleman went all the way back to Bondi to get his camera. It seems that the newer generation haven't seen an E-Type before, whilst the older generation haven't seen them around for years. I guess if you're not in the car club movement you wouldn't know where to see these lovely cars.

I've attached a few photos of the shoot. Can you guess the product and the company?



TOP GEAR SUPPLEMENT E-TYPES IN ADS/2 TERRY DALY



TOP GEAR SUPPLEMENT

E-TYPES IN ADS/3

TERRY DALY



TOP GEAR SUPPLEMENT E-TYPES IN ADS/4 TERRY DALY



This is the advertisement looking for the right car:

We're looking for a beautiful, classic convertible (see ref). The colour should echo the tones in the shoot – ideally a soft blue like the reference, or perhaps a yellow or other tone that works with the RX Sun campaign theming.





THE SERIES I



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

Shown with fibreglass detachable hard top which is offered as an optional extra.

TOP GEAR SUPPLEMENT

THE LAST FLAT FLOOR S1/1

RICK MARKS



The car was built in January 1962 and is reputedly the last flat floor roadster built. Despite the tag on the photos it is Opalescent Bronze which pre-dated Golden Sand of the later cars. Early history is vague but it is a genuine RHD UK delivery according to its heritage certificate.

The car was fully restored by Classic AutoCraft (Steve Sullis) from 1989-1992 for the well known entrepreneur, Mike Gore of Sanctuary Cove fame.

It was sold in the mid 1990's to an enthusiastic collector in Toowoomba and I bought it from him in 2001. I sold it to Paul Samuels in 2003 (when I bought his Lotus Eleven Le Mans) but bought it back a couple of years later.

Complete engine rebuild in 2009 by Ivo Gianatti (Classic Car Garage) and used infrequently since.

TOP GEAR SUPPLEMENT

THE LAST FLAT FLOOR S1/2

RICK MARKS



TOP GEAR SUPPLEMENT

MY 3.8 S1 CONVERTIBLE/1

ADRIAN WALKER



E-TYPE HISTORY - ADRIAN WALKER

XKE Series 1 3.8 litre Manual Convertible

From when I was a small child, and more recently whenever I saw Norm Johnson's amazing BRG Jaguar XJSS, I wanted a British racing green E-TYPE convertible. Seeing the BRG D-type Jaguars whip Mercedes, Maserati and Ferrari at Le Mans several years running put the icing on the cake for me.

There has been a JAGUAR continually in my shed since I was a lad, the first being an XK120 Jaguar convertible which my brother Lionel and I restored, and my shed currently has 3 Jaguars, a Ferrari and my good lady's Alfa Romeo.

One day several years ago, while Lorraine was overseas as she reminds me (see Rear photo) I was on a TSCC club run and we gathered at the notorious kiosk opposite Richmond RAAF base. Several people were sipping coffee and discussing car things and BRG the colour... I think Terry Daly, Roland Clark and Brian Marshall. I made the comment that BRG was one of my favourite colours; Brian Marshall said " I have a BRG E-type.. Actually I am thinking of selling it at the moment ".. My ears pricked up..." coupe ? ".. " no.. convertible ".. came the reply.. So we swapped phone numbers etc..

A few days later I called him and we made arrangements to visit his Dural property, and took this beautiful E-type Convertible 3.8 Series 1 manual for a drive..

It drove like a new car and looked really great.. "How much do you want for it ? " I asked him.. So I paid him and a few days later the car was mine!!

TOP GEAR SUPPLEMENT

MY 3.8 S1 CONVERTIBLE/2

ADRIAN WALKER



He had owned the car since 1996 I think, and it had been "rotissary" restored in Queensland at 61,000km. It was now showing 77,000 and he gave me some photos along with a heap of receipts including the restoration papers and service history since.

Upon owning the car for a few weeks a few mechanical-tuning-teething problems emerged. However my brother Lionel is an engineer and we have both owned and fiddled with Jaguar restoration and been in motor sport continually for many years, so finding and solving "bugs" is an everyday thing for us ... including sometimes building our own engines.

So a few dollars on bits and pieces, and in my workshop I fine tuned all the "bugs" out. One of which was severe overheating, an inherent problem in all early Jaguars, particularly E-Types, which are only just able to handle English weather. I won't bore you with the technical details of various problems and solutions-anyone interested can talk to me separately. As I don't fix other people's Jaguars for a living, I can readily share all those secrets. This is what car clubs are for.

Current This E-Type now runs like a top ... a very very fast car indeed.. and tuned to perfection.. sounds wonderful with a nice crackly exhaust note.. Performance figures.. Taken from generic magazine road tests

- 0-60mph 6.5 secs
- Standing Quarter Mile 14.5secs
- Top Speed 150 mph... You can work out the Kms
- Power 265 bhp
- Torque 353 Nm

When I bought the car it was fully road registered, and I converted this over to historic plates and I currently use the car for Club runs and car shows..

I have 3 cars in my collection on Historic plates - in my view a wonderful idea.

TOP GEAR SUPPLEMENT

MY 3.8 S1 CONVERTIBLE/3

ADRIAN WALKER



To me the E-Type convertible is the closest thing to a D-Type Jaguar that a mortal man can acquire.. Recently seeing Motormate Ch7 program film with 4 or 5 D-Type Jaguars being driven out the Coventry factory gate, down the streets of Coventry to the airport, onto a cargo plane for a trip over the channel to Le Mans... made me realize how much like that car my E-Type is. At the other end they drove sedately off the plane, through the sheets of Le Mans and out to the circuit. Amazing !

This is why my E-type had to be BRG.. Seeing a recent film of Mike Hawthorn doing a lap of Le Mans in his D-Type which Les Johnson-Jim Peters sent me, made me realize what a HIGH diff ratio they had.. The E-Type differential is high enough not to need Overdrive,, and the gear ratios are beautiful. I hear a lot of people muttering and complaining about Moss gearboxes etc.. I have no complaints at all.. I love the Moss gearbox,, When I was test driving this E-Type, Brian Marshall sitting next time said "You drive this car so gently". Most people testing his car must have crunched the gears. I suppose it depends if you can drive properly or not. I have driven Jaguars for many years on and off the racetrack with Moss gearboxes. They suit me just fine.

TOP GEAR SUPPLEMENT

MY 3.8 S1 CONVERTIBLE/4

ADRIAN WALKER



I recently also saw a cable TV Car Program called Ultimate Cars where they conducted a search for "the most beautiful car in the World".. they took public votes on the Top 10 most beautiful cars in the world..

Et voila.. an E-Type Convertible in BRG, was voted Number One.. !!! Evidently Enzo Ferrari was heard to say that the E-Type was " the most beautiful car in the world " on one occasion as well.

I am sure E-Type owners the world over agree with him !!!

But I digress.. This man's BRG E-type Convertible will be seen many times at TSCC outings and Car Shows. At the Top Gear weekend car show earlier this year I heard one spectator approaching our TSCC display saying " Wow.. look at that - an E-Type!! ". I intend to keep this car till the day I get carried out feet first. it is a great source of pleasure.

TOP GEAR SUPPLEMENT

MY 3.8 S1 FHC/1

NORM JOHNSON



I purchased the car out of the Trading Post in 1983 it was still registered and had Queensland plates on it, I already had a project going so I stored it in a shipping container for many years.

When I finally decided to get it restored 20 years later I stripped it completely down to the last nut and bolt had the body dipped and sent it away for the panel work to be done. While this was happening Les and I worked through what was needed for the car and commenced sourcing the parts out actually nothing was a real problem to get hold of whether it was mechanical or cosmetic. After seeing how good Les's E-Type turned out painted in gold I thought the only colour I would settle on is silver and after seeing this bright red trim in a mate of mine's car at Bathurst one time the trim had to be a bright red. So even though I had made up my mind on the colour I decided I needed some more info so I sent to England to the Jaguar Daimler Heritage Trust as I didn't have the body number etc.

When I received the Certificate back it read built in April 1962 colour Opalescent Gunmetal with red trim. The car is now registered and on the road and is an absolute delight to drive.

TOP GEAR SUPPLEMENT

MY 3.8 S1 FHC/2

NORM JOHNSON



TOP GEAR SUPPLEMENT

GOLDEN SAND S1 FHC/1

TERRY DALY



Golden Sand Series 1 4.2 FHC Chassis number 1E 21467

This E-Type was manufactured on the 19th December 1966 and shipped to the Jaguar distributor Sagers in Bulawayo, Rhodesia for delivery to a Mr J F W Steers of Lusaka, Zambia. It left the factory as a Cream car with Light Blue interior. I have been to Zambia in 2007 and I can tell you that the roads, even in 2007, were not ideally suited to an E-Type. So what happened to the car from then? I don't know, but can only assume that some one either migrating from Zambia, Rhodesia or from South Africa brought the car to Australia as a personal import.

It first appeared on the Australian landscape in approx 1984 when purchased by Ken Parsons of St Albans. Ken remembers buying the car off some guy in Wahroonga but didn't receive any log books or history with the E-Type. It had been painted Dark Blue by this time. Ken ran the car in a few Hill Climbs and Supersprints before selling the car to Les and Roselee Johnson in approx 1987. Ken couldn't give me specific dates and the above was the best he could remember. I know that Les purchased the car for his lovely wife Roselee so from now on we will refer to this E-Type as Roselee's!

Roselee used this car for a few years before sending the E-Type to Steve Sulis at Classic Autocraft for a complete restoration. Roselee's colour of choice for this body off restoration was Golden Sand with a light tan interior. I'm not sure exactly how long the restoration took (and neither is Les) but it was completed in time to enter and win the TSCC Pride of Ownership day in 1997. A feat it did achieve in 1998!

Fast forward to 2005 and having just sold my 3.8 FHC, I was very much in the market for an outstanding Series 1 4.2 FHC. Enter Roselee's beautiful car! I initially started talking to Les about whether he was interested in selling the E-Type and he basically said it wasn't his but I could talk to Roselee. And talk to Roselee I did, on and off for just on two years. At one stage Roselee was interested in the new Mazda MX5 and if she had one of those then and only then would she consider parting with the E-Type.

TOP GEAR SUPPLEMENT

GOLDEN SAND S1 FHC/2

TERRY DALY



So off to the Mazda dealer I went, negotiated a deal on a new car, got all the brochures etc and sent them to Roselee. Still no luck but every time I saw Roselee I popped the question : Would you like to sell me your lovely E-Type ? then one day in 2007 the phone rang and the conversation went something like this: "Les here, if you transfer "x" dollars to this bank account within 24 hours you can have the car!" That was about the extent of the discussion, so within 24 minutes the money was on the way. About a week later I rang Les and asked when I could pick up the car. Another quick answer: "I'll drop the car up as soon as I get time!" I waited and then one day while I was at work the car was dropped off to Robyn with just a set of keys. I immediately took it for a drive to Palm Beach to see how it went compared to the Primrose convertible. It was apparent that when the engine was rebuilt that a slightly warmed cam had been used as this E-Type accelerated a little quicker than the Convertible. But what a great car it was and still is to drive. No Power steering, no electronic stability controls, etc, etc, just a sixties car that handles and goes well for a car of that era. However, Roselee (or maybe Les) had taken the car on a TSCC trip around Tasmania and the E-Type had more than it's fair share of stone chips on the nose. So off to Tony Pallas to have the front re sprayed and a general service. I then entered the FHC E-Type in the TSCC 2007 Pride of Ownership and the car won, ten years after it's first Pride of Ownership win. Put down three wins to this beautiful Golden Sand 4.2 FHC. But there's more, I entered the E-Type in JDCA 2011 D'Elat concour and the car won ! However, this E-Type is Robyn's preferred means of transport so the car is often used on TSCC or JDCA runs and will be for many years to come.

TOP GEAR SUPPLEMENT

GOLDEN SAND S1 FHC/3

TERRY DALY



TOP GEAR SUPPLEMENT

GOLDEN SAND S1 FHC/4

TERRY DALY



TOP GEAR SUPPLEMENT

JAG 63E/1

PETER STEFAN



For reasons that are best shared over a beer with the boys, a few years ago, I decided that what I really wanted was to own a classic car. Once that decision was made it became a nightmare to decide which one! Car show after car show Peter attended – Mustangs, Corvettes, Australian Holdens and Fords and of course Jags.

As they say, inside every man is a little boy and after remembering a certain episode in high school where an E type Jaguar went past – very fast and very loud - with most boys standing up and going wowwwwwww!!and the teacher kicking us out of the class....well I thought I should take a look at this classic icon.

That's where my good friend Colin Watts comes in. He happened to own one and invited to take me out for a morning run. All was well until he pulled over and offered to let me drive it. Well the rest is History, as they say. Because it was then I realised that these cars are not just pleasing to the eye but they are also fantastic to drive. So responsive and for classic cars they have plenty of get up and go!

So then a two and half year journey began to find the right car- which series, which motor, which body etc. There were cars available but either required too much work or were unrealistically expensive. I had my mentor Colin with me who guided me from making silly errors that would prove far too costly in the future. Our search took us just about everywhere including a day's flight to Coolangatta.

Then through word of mouth I heard of a guy who was preparing his car for sale. He was a retired panel beater and because of his age decided to move the car on.

You can imagine my eyes opening wider then my mouth in disbelief when he opened his workshop and there was an E Type back to bare metal!!! No rust, nothing... just waiting for me....

Yes - a 1963 Series 1 E Type - no rust!!

As soon as he finished it, I bought the bloody thing. The price was fair and the seller was honest.

So there you go folks – seek and you will find!!

He even gave me the photos he had taken during the restoration. These kinder give me a kick to look at.

Here is just a taste.....

And off course it has been a delight to take it to shows and show off the finished article! What about the number plate! This car is not only pleasing to the eye but absolutely delightful to drive. One of the most memorable trips was the trip to Bingara that Terry and Robyn Daly organized. I will not go into detail in case an officer of the law reads this...

I am never short of having someone join me for breakfast on weekends, even my daughters join me and Eve also enjoys those long trips... and off course it is a way of catching up with the boys.

TOP GEAR SUPPLEMENT

JAG 63E/2

PETER STEFAN



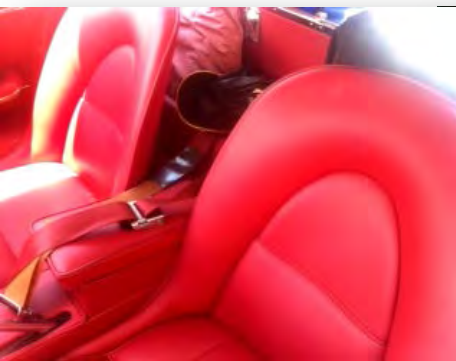
I am never tired of looking out of the windscreen and seeing **that bonnet!!** Long with beautiful curves.....better than sex (...some say).

Unfortunately since I purchased it I haven't had time to do all the things I planned to. I finally managed to replace the upholstery (unfortunately it was torn) and this has really picked up the car. I replaced the glass (scratched) and done most of the chrome. A big improvement was done in my friend Manuel's shed – we replaced the Moss gearbox with one from a later model E Type, so now we have synchro in first. A much more civilized way to drive in these modern roads we now have. It was the first time I ever did something as serious mechanically as this – engine out, replaced most seals etc....yes folks, no oil leaks!

Come to think of it, it is now over 12 months since I bought 5 new chrome wire wheels for it and haven't had time to fit new tyres on them....writing this article has played on my conscience...I'll get onto it.

Would I do it again?....too right I would.....matter of fact if it wasn't for the lack of garage space....

The car came with the original manual and parts catalogue. It was first sold by Bryson's in September 1963.



TOP GEAR SUPPLEMENT

SERIES I HARDTOP/1

GREG SANDERSON



We first saw Greg Sanderson's lovely white S1 E-Type on our run down the South Coast to Mollymook earlier in the year. The car sports a very distinctive registration, and a matching white hardtop.

The numbers are:

Engine:	R71379
Chassis:	850583
Rego:	987654

The Jaguar was purchased in Melbourne by a Mr G. Steel who commenced restoration in 1990; this was mostly carried out by the E-Type factory in Melbourne. She was then sold to a Mr Nicholas in 2003 and purchased by Sandersons in 2005.

It's a first class restoration, and the car is in perfect condition



TOP GEAR SUPPLEMENT
SERIES I HARDTOP/2
GREG SANDERSON



TOP GEAR SUPPLEMENT

1E1610/1

TERRY DALY



Chassis Number 1E 1610 Jaguar 4.2 E-Type Convertible

This Primrose with Black trim E-Type was manufactured on the 22nd June 1966. It was dispatched to the Hong Kong distributor Gilman & Co and sold to the British Embassy.

In 1968 the Jaguar was sold to an Australian citizen, named Mike (I've since had information that his name was Miklos Tiffan) who brought it back to Canberra. It was sold again in 1974 to Phil Hohnen, the Sporting Secretary of the ACT Branch of the Jaguar Club. Phil kept the car for just on 10 years before selling it to Frank Hartigan in Queensland. At this stage the E-Type had done 82702 miles as Phil had used it as his daily driver. The sale price was \$17500 and included in the sale was a brand new bonnet and a works hardtop.

Frank had recently sold his very successful business and was looking for a challenge, and that was the complete body off restoration of Chassis Number 1E 1610. Two years and many tens of thousands dollars later out came a beautifully restored E-Type convertible. Frank was fanatical to the extent of having everything rebuilt including the clock. However, the challenge with Frank was in the restoration and not in the driving. So there it sat in his Garage until I came along and \$44000 later I was driving this masterpiece back to Sydney. That was the 22nd October 1986.

I entered the E-Type in the 1987 JDCA at Penrith and got second in class to another E-type that went on to take outright victory. Basically, I was a novice at this concour stuff, the only preparation being a wash and polish.

The story doesn't finish there. A friend of Frank's, a guy called Peter U rang me out of the blue asking if I was interested in selling the E-Type and offered me \$65000 over the phone sight unseen. At that stage I had my eye on a Ferrari 365 Boxer so I said yes.

TOP GEAR SUPPLEMENT

1E1610/2

TERRY DALY



On the day Peter drove out the drive I knew I had made the wrong decision so a few days later I rang Peter and asked for first right of refusal if ever he wished to sell it. Sure enough, within a year, he had become engaged and needed money for a deposit for a house so \$63000 changed hands and the E-Type was mine again. He hadn't done many miles in it and it had recently being serviced.

Since then I have only entered it in two concours type events, the first being the TSCC Pride of Ownership in 2001, which it won, and then the 2011 JDCA D'Etat event at the All British day where it was awarded a Silver medal.

The E-Type has now done a total of 14000 miles since it's body off restoration which is an average of 518 miles per year. It's great to drive and still feels as tight as the day I first brought it. It has only let me down once and that was at this year's 2013 JDCA National Rally in Wollongong. It wasn't the car's fault, it was the case of the alternator earth strap not being attached after a service. Outside, normal grease and oil changes, the only other work the E-Type has had is a major brake overhaul in 2010.

In summary, the car is now forty seven years old, it has had a total of six owners, it gets exercised every month, and never fails to attract attention wherever it goes !



TOP GEAR SUPPLEMENT
1E1610/4
TERRY DALY



We certify that the following is an extract from an original Car Record Book:

Make and model	Jaguar E-type Series 1 4.2 litre
Body style	Open two-seater, right-hand drive
Date of manufacture	22 June 1966
Chassis number	1E 1610
Engine number	7E 9400-8
Body number	Originally: 4E 4766
Gearbox number	Originally: EJ 9166
Transmission	Manual
Exterior paint colour	Pale Primrose Yellow
Interior trim colour	Black
Hood (soft top) colour	Black
Original distributor	Gilman & Co, Hong Kong
Original dealer	Not recorded
Date of dispatch	13 July 1966
First owner	Not recorded
Registration mark	Not recorded

TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/1

TERRY DALY



Is This Australia's Toughest E-Type ?

Lurking in a Shed in the central Victorian town of Milawa (home of Brown Bros Wines) is probably Australia's toughest E-Type. This two owner, 1967 Series 1½ FHC has 330,000 miles on the clock and most of these have miles have been done on dirt roads and paddocks.

It's Bernie's everyday transport and used as any other farmer would use a ute, rounding up cattle, carrying hay, and driven the 30km to Wangaratta for supplies etc.

Bernie has owned this E-type for over 25 years and in that time has made extensive modifications to toughen the "old girl up". It's on its first engine rebuild and just about everything else has had at least one rebuild and modified for better use in the country.

The body has never been touched (see the photos) but other modifications are quite extensive and sometimes unique.

They include

- Twin Mazda 626 fuel pumps
- Land Cruiser Radiator with 12 extra tubes
- Diesel Air filter with no canister
- Two stabiliser links of the Diff to the Chassis
- Volvo 4 spot Disc / Brake setup
- Heavier sway bar at the front
- Adjustable shocks at both the front and rear
- Solid mounted steering rack
- BMW Wheels. better strength and less weight
- Modified Ford electronic distributor
- Mitsubishi Coil and driver
- Computerised Ignition management system (Good for an extra 50 bhp)
- The E-Type sits about 1 inch higher than normal and produces just over 300 bhp.

TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/2

TERRY DALY



So what's it like to drive ? On Tarmac it feels like a very solid car, somewhat noisy due to the 2 Inch Exhaust system. However, once on dirt it really handles with tremendous acceleration out of corners and can snap sideways in any gear. Yes it still has the Jaguar 4 speed gearbox but runs a hand built Aluminium Flywheel.

However, when Bernie isn't out enjoying his E-type, he's restoring a Series 1 convertible not to Concourse specifications but to a Specification that would make it a very pleasant country E-type. Also waiting work is a couple of Mark 2's (one to have a V12 with a 6 speed box) and the other to country specs and all this work is carried out in a good old Australian country shed.

For those Concourse folk, Bernie's E-type gets a yearly wash and the paintwork is original.....!



TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/3

TERRY DALY



TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/4

TERRY DALY



THE SERIES 1 RESTORATION PROJECT



TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/5

TERRY DALY



THE SERIES 1 RESTORATION PROJECT



TOP GEAR SUPPLEMENT

WORLD'S TOUGHEST E/6

TERRY DALY



THE OTHER PROJECTS





THE SERIES II



TOP GEAR SUPPLEMENT

CHERRY RIPE/1

NICK JACQUES



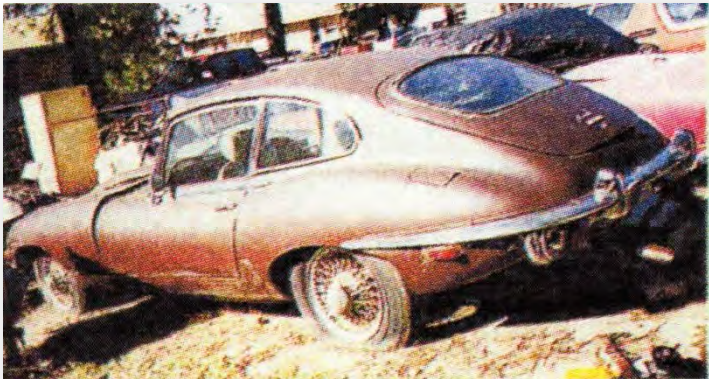
How Virginia and I Came to Own and Enjoy an E-type

My interest in, should I say addiction to, cars started at an early age, for at 4 years old I was fascinated by the three-wheelers that used to pass our family home in England. I later became aware that these were Aero Morgans, somewhat of a rarity these days. Young love being fickle, one year later I fell in love with a (then) new square bodied Ford Prefect 100E that used to regularly pass by (odd taste I know – but I was only five and it looked like a Dinky toy). As strange as it might sound, one of these nearly became my first car, but my father and I were gazumped by a fellow who turned up 10 minutes before us to view the vehicle in question and handed the owner a deposit.

A year after obtaining my driving licence, I became the proud owner of my sister's Mini 850 as she was working in the UK. I became well known in the neighbourhood for being able to extract Mini engines in under 35 minutes and replace them in under an hour using only a couple of pulley wheels and a piece of rope attached to the cross beam of our carport. Rebuilding and hotting up engines taught me a great deal about mechanics. It also taught me how to become a contortionist and to finally accept my father's doctrine – if it ain't broke, don't fix it (meaning, tinker by all means, but don't strip down major mechanical parts just for the "pleasure" of it) – though it took time-poor maturity to accept that he was right. Scavenging wrecker's yards looking for replacement bits and pieces was the order of the day during my late teens/early twenties as I was a poverty stricken undergraduate student with a \$2.00 weekly allowance, except of course during the Christmas summer vacation when I managed to earn a little extra money to keep the Mini on the road.

In truth, I owe most of my mechanical knowledge to my father who was an engineer, although as a child I liked to pull things to pieces, see how they worked and take pride in putting them back together again. Dad not only taught me how to do things correctly and the importance of cleanliness when rebuilding, but also how to be a bush mechanic when necessary. Dad owned many (now) classic and "exotic" cars including Jaguars. In fact Mum and Dad set off on their honeymoon in one of Sir William's Wolseley Hornet-Swallow Specials modified to MG F-Magna specifications with twin SUs and a four speed gearbox (like father like son, eh!).

My passion has always been classic post-war sports cars of the 50s and 60s. Aston Martins, Masseratis and Jaguars have always held a special fascination for me, though "Cherry Ripe" was Virginia's and my first Jaguar. Unfortunately I could not afford any of these beautiful cars in my early driving days as relative poverty followed me into my post-graduate studies. All I could afford was a MGA which I purchased for \$750, but which I kept for 32 years, despite owning a raft of other cars, including three classic Rovers which Virginia and I drove as our daily transport for many years.



Our E-type sat in a Texan field for 16 years (photo from a scanned document)



A couple of documents and the last USA number plate linked to Cherry Ripe



1997 Arriving at its new home in Sydney

TOP GEAR SUPPLEMENT

CHERRY RIPE/2

NICK JACQUES



My interest in Rovers came from my brother who remains a Rover fanatic to this day having imported several from the UK. At our peak, the two branches of the Jacques family owned 7 Rovers. All of mine have now gone, the P4 100 being bought by my brother who restored and still owns it.

Life moved on, circumstances changed and our family grew up (that's a relative term!) and I found myself with an MGA requiring full restoration as the body work had deteriorated badly from lack of attention and use. Mechanics is one thing, but I have no skill with body work and the "A" required a full ground up restoration. To do this properly was going to cost far more in money and time than the replacement cost of a pristine restored Concours example. The car was also hard on the old spine, being more aptly defined as a go-cart for road use. It did have suspension of course – you went up and down in the full harness seat belts while the car travelled flat across what we now accept in Sydney as roads. So sadly, I decided the MG should go – not an easy decision.

Selling a car is one thing, but with what was I to replace it? Several cars came to mind, the only criteria being that the body had to be rust free and the paintwork as near to perfect as possible. By pure chance I came across an advertisement for a Triumph TR4 at Cummins Classic Cars so I went over to have a look at it. That particular weekend, Ian Cummins establishment looked like a mini-50s/60s-museum as it was packed solid with many beautiful classic cars as well as numerous customers' vehicles in for service. TR4 aside, I was in seventh heaven. A second trip followed with my son David, and then finally a third with Virginia to see the magnificently restored TR4. Without going into the reasons why, we decided that the TR4 was not for us, at which point Virginia asked to see a red E-Type that David had told her about. I didn't need further encouragement as I showed Virginia the car in question. We spent the next few hours jumping in and out of numerous E-Types, starting each in turn. Virginia particularly liked the 2+2 David had spotted as it was "roomy" – well compared to the MGA it was a veritable stretched limousine! She voiced that the back seat gave her somewhere to put her handbag! For my part, I felt that the engine was smoother than in the others and there was clearly no major rust. We both particularly liked the colour combination of the body and upholstery. Needless to say, weeks passed, during which time we both returned several times to road test and inspect the car inside and out over and over again. Finally the decision was made to purchase, and so on Tuesday 31st August 2004, I collected the car around noon and drove it home. I had no illusions as to what to expect from a 35 year old car, but from then on the fun and challenge had just begun!

By the end of the first week of ownership I had sent off my application form to join the Jaguar Drivers Club of Australia and started to familiarize myself with the details of the mechanical layout of the car as well as to change all the fluids and grease all the appropriate grease points, of which there are many.



1997 – 2000 – During Rebuild



2009 - Cherry Ripe next to Geoff Hender and Denyce Beasley's National Concours D'Etat winning 4.2 litre E-type FHC outside the Harley Davidson Museum, Launceston



2008 - First meeting in Geelong - the two "Cherry Ripe" cars together at last

TOP GEAR SUPPLEMENT

CHERRY RIPE/3

NICK JACQUES



The name “Cherry Ripe” comes from the fact that our Jaguar was one of two E-Types that took part in the Nestlé campaign promoting Cherry Ripe confectionary. Some of you may remember the advertisements on TV of a red E-Type covered in chocolate. And no I didn’t find any stray bars under the carpets, but the family did present me with a bag full that first Tuesday evening. Cherry Ripe also featured in an article in JagMag (Edition 117, pp 48-51) along with the other E-type used for the bill board advertisements and which was based in Melbourne. Cherry Ripe is a 1968 Series 2 2+2 manual that was imported into Australia from Texarkana, Texas in 1997 by its previous owner (Chassis No: IR40073; Engine No: 7R35237/9). It was converted to right hand drive during a period of refurbishment which included, among other items, an old stock new bonnet, off-side door skin and new footwells as well as a bare metal respray and various mechanical repairs prior to re-assembly and re-upholstering. Being a USA model, it was originally fitted with 2 Stromberg carburettors and a 3.54:1 differential. These were replaced during the rebuild with the appropriate triple SU manifold and a 3.31:1 limited slip differential. Since the power curve with the SUs was different from that with the Strombergs, an early model XJ6 Series 1 distributor was fitted as this apparently approximates the original. I have since fitted an electronic distributor from a Series 3 XJ6, which was the single best upgrade I’ve made. Interestingly, as the car is a very early example of a Series II model, it is fitted with a number of Series 1½ components. Typical Jaguar – use up the old parts bin first! This has caused a few problems when ordering replacement parts!

Cherry Ripe had covered approximately 7,000 miles between February 2000 when the refurbishment was completed and the time Virginia and I purchased it in August 2004. There is some confusion regarding the actual mileage of the car. The Texas registration certificate shows 41,000 miles in October 1985, when the last US owner transferred the car into his name, though the car was last registered in the USA in 1981. Only recently did I discover that it had sat in an open field for the intervening 16 years prior to its importation into Australia! The photo doesn’t do justice to the amount of rot in the floors, sills and bonnet, all of which were replaced by the previous owner during its refurbishment.

During the rebuild, the speedometer was serviced, which might explain why the odometer showed only 37,000 miles when we purchased Cherry Ripe. What is clear is that the engine was in very good order as evidenced by the need only to hone the bores and fit new piston rings during the engine rebuild; though the crank shaft was reground for good measure. The head was also fine. All of these data suggest that the car has not gone “around-the-clock”, but that a change in mileage may have occurred during servicing of the speedometer or that the speedometer is not the original. At a guess the odometer should probably have shown something in the order of 50,000 miles – at least we’d like to think so!



2011 - Yours truly returning to pit lane after a run at Eastern Creek Raceway



2009 - Being drooled over (wishful thinking me thinks!) in Hobart, Tasmania



2011 - Dead Eucalypts stood as silver grey sentinels as we drove across the top of the Snowy Mountains



2013 - Cherry Ripe and the new F-type V8S at the Jaguar National Rally, Wollongong

TOP GEAR SUPPLEMENT

CHERRY RIPE/5

NICK JACQUES



A thorough inspection of the vehicle commenced as soon as we procured it, with all blemishes and faults being duly noted either for immediate attention or for future correction, though some incorrect details will be left alone – one of my little personal quirks that makes me feel a car is slightly different and special. When I say immediate attention, the primary list of things to do is still ongoing some nine years later as something always arises in the mean time to postpone attention to the less immediate tasks or those that I consider cosmetic. I should perhaps say from the outset that one of my pleasures in owning classic cars is tinkering and sorting out problems and solving them in my own time, though Virginia will tell you I can become very introspective until that spark of understanding finally dawns and the problem is solved. The only items I've not been able to service since 2004 have been re-gassing the air-conditioner and the replacement of the lower front ball joints and front wheel bearings which I couldn't remove with the tools I possessed.

Cherry Ripe is no Concours car – we bought it to use and enjoy, and enjoy it we have, having toured around Victoria, Tasmania, Queensland as well as many parts of NSW both with the JDCA and friends of ours with other sports cars. After all, I believe that *stone chips are the best trophies*. It is a machine after all and it needs to be driven. When the time comes, we will restore it a second time.

If, in reading these articles, they entice you to buy an E-type, keep in mind that any 2+2 is more a Grand Tourer than a sports car – the MGs I've owned were far more nimble on the twisty stuff.

Postscript: The trials, tribulations and the fun we have had with Cherry Ripe have been recorded in *The E-type*, the magazine of the international E-type Club run by Philip Porter, for which, until recently, I have written a monthly article.



Cherry Ripe 2008 – Note the neat air conditioning vents and the high mounted alternator to allow for the positioning of the (original) air conditioner compressor (near side of engine)

TOP GEAR SUPPLEMENT

CHERRY RIPE/6

NICK JACQUES



TOP GEAR SUPPLEMENT

MY PRIMROSE SERIES 2/1

VERN KELLY



I thought I would provide a background as to the personal & emotional lead-in to my acquisition of my "E" Type.

I've never forgotten my emotions upon seeing an "E" Type "in the metal" for the first time. The year was 1961, the year of the "E" Type's release, with me aged 17 & having just left high school. A good mate & I went to the Motor Show & there, on a raised stand, was a new Jaguar "E" Type Fixed Head Coupe.

We walked around & around the car for a seeming eternity looking at it from every angle countless times, neither of us wanting to look at anything else after seeing this car.

It looked like a spaceship on wheels compared with other automotive mundanities of the era. A car that could do a then-claimed 150 mph straight off the showroom floor. There was even a (still beautiful, then & now) Jaguar XK150 "S" in the Jaguar display, but on that day the XK was rendered instantly obsolete by the gorgeous new Jaguar sports car.

I decided at that moment that, one day, I would own one. This resolve lasted for my entire working career, which necessarily & practically had to conclude before I could acquire this car. Immediately upon retirement, I spoke with an ex work colleague who shared a similar passion for "E" Types. He had just bought one from Ian Cummins Classic Cars (a white Series 2 2+2 coupe which coincidentally was subsequently owned by Club member Colin Watts) & strongly suggested that I look no further than this source for a car because Ian Cummins stocked only the best cars & specialised in Jaguars.

My colleague took me to Ian Cummins to introduce me &, after a good chat, I placed an "order" for the car I wanted when it became available. I wanted a Series 2 - because of its various upgrades - Open Two Seater. I gave Ian my *preferences* as to colour (fully recognising that suitable cars didn't become available every day), running in descending order of preference right down through all the known colours, & finishing with yellow (Pale Primrose is Jaguar's official colour name).

I chose Pale Primrose as my least-favoured colour for the simple reason that I hadn't, at that stage, seen too many of them around & formed the view (totally erroneously as it turned out) from what I saw at the time that the colour seemed to be a less-favoured one & this could affect its resale value.

For several months I kept in touch with Ian & visited him various times to road test some "E" Types. After many months, he phoned me one day & said "Vern, your car's here". He outlined that it was a Series 2 OTS as I had wanted, was a nut-and-bolt restored car including an engine & gearbox rebuild & subject to a bare metal repaint.

TOP GEAR SUPPLEMENT

MY PRIMROSE SERIES 2/2

VERN KELLY



A photographic history of the rebuild, together with a hefty file of invoices & details of work undertaken on the car, would accompany the car. It had had “a great deal of money spent on it”, said Ian, & “I’d better get down to look at it before someone else bought it”. Almost as an afterthought in the excitement of hearing about the car, I asked “incidentally” what colour it was. “Yellow”, said Ian. He said that he recognised that this was my least-favoured colour, but he knew I would like the car.

So, I hotfooted it down to Ian Cummins Classic Cars, saw the car, drooled over it, thought it looked absolutely stunning. The Pale Primrose is actually a much paler, softer yellow rather than a “buttercup” type yellow, & the car looked gorgeous in the colour. Needless to say, I bought it on the spot.

Over the years, Ian Cummins has ribbed me every time I saw him, saying “love the colour” as a dig at me for thinking the Pale Primrose was initially less attractive than other colours, & that I had so changed my mind on it.

Once I joined the Jaguar Drivers Club, I saw that there were other Pale Primrose cars in the Club & it set my mind totally at rest on the issue of the colour. Also, there was President Terry’s beautiful Pale Primrose car in our Club.

I was proud to be the car’s custodian for several years, & Wendy & I had many magic times in the car at various events in both TSCC & the Jaguar Drivers Club. The car always ran like a dream, & I had absolutely no problem issues with it.

Having fully met my teenage resolve to one day own an “E” Type, & enjoying it for several years, I allowed the car to pass to a new custodian, in Melbourne. I keep in irregular contact with him & have seen the car at Jaguar National Rallies. It still looks great – particularly in that colour !!!!!

Vern Kelly

TOP GEAR SUPPLEMENT

MY 2+1 SERIES 2/1

LIONEL WALKER



In 1975 I bought a white 1970 4.2 Series 2 E type coupe after it had an engine failure, when someone had adjusted the camshaft and had not replaced the cam wheels correctly resulting in them slipping and bending most of the valves.

I rebuilt the engine and used the car as our family transport as well as for sporting events at Oran Park and Amaroo.

When our eldest girl arrived I converted it to be the only 2+1 coupe in existence by fitting a free standing baby seat between the seats and on the parcel shelf area with just enough room left for a portable cot. You can just see the outline of the seat in the Oran Park photo.

We only had the car for three years because when our second girl arrived we no more room and sold it to buy a 1969 series 1 XJ6 to be our new family car.





THE SERIES III



TOP GEAR SUPPLEMENT

CHASSIS 1S51210/1

CHRIS HAIGH



V12 SERIES 3 E TYPE FIXED HEAD COUPE

CHASSIS NUMBER: 1S51210

ENGINE NUMBER: 7S5764SB

One of only 2115 Right Hand Drive Series 3 E-Type FHC made, and a rare manual transmission version at that, it was sold new by Bryson's Sydney on November 3 1972 to a Graham Bellamy of Eastwood. Nothing of its subsequent ownership is known until purchased in 1979 by an LL Brosnan in Gatton, Brisbane, Queensland.

He owned it for ten years until selling to Guy Beddington, a former prod-sports E-Type racer from the U.K., who had it repainted in its original British Racing Green. I purchased it from him in August 1990 with just over 64000 miles recorded and drove it straight back to Sydney.

The car was very original and sound mechanically and bodily but quite tired in the engine bay and underneath so in late 1990 Graeme Lord was given the task of restoring it to concours condition. The car was stripped back to the body shell with all suspension and interior removed which exposed some rusty panels in the bulkhead and engine frame. All the rust was repaired and the bulkhead and frame repainted. All other stripped items were either re-plated, painted, or powder coated and all rubbers replaced before re-assembly with a new wiring harness and a new stainless steel exhaust system. The engine was given new head gaskets and bearings as a precautionary measure and was painted and polished to better than original. The car was then taken to WR Gentle motor trimmers in Sydney who completely replaced the interior trim.

In pristine condition, a car carrying company was engaged to transport it in a fully enclosed trailer to Melbourne where it was entered into the March 1991 Jaguar National Rally Concours D'Elegance. Unfortunately it was carried in an open car carrier and, when it arrived, looked like it had been dragged through the mud.

Much cleaning and polishing later, it won the E-Type class outright and came fourth overall beaten only by three professionally restored XK's.

It has not had very much use since and has been driven mainly on club runs and in some super sprints but also completed the JCCV drive from Darwin to Alice Springs in 2001 to commemorate the 1951 record attempt in an XK120 by Les Taylor and Dick Rendle. It now has just over 75000 mile on the clock, about an average of 500 miles per year in my ownership, and, while not Concours, is still in excellent condition.



TOP GEAR SUPPLEMENT

CHASSIS 1S51210/2

CHRIS HAIGH



TOP GEAR SUPPLEMENT

CHASSIS 1S51210/3

CHRIS HAIGH



TOP GEAR SUPPLEMENT

SERIES III/1

JOHN MOODY



My interest in Jags began in the late 50s, when my mate use to tow our race bikes all over the country with his Mark 1 Jag.

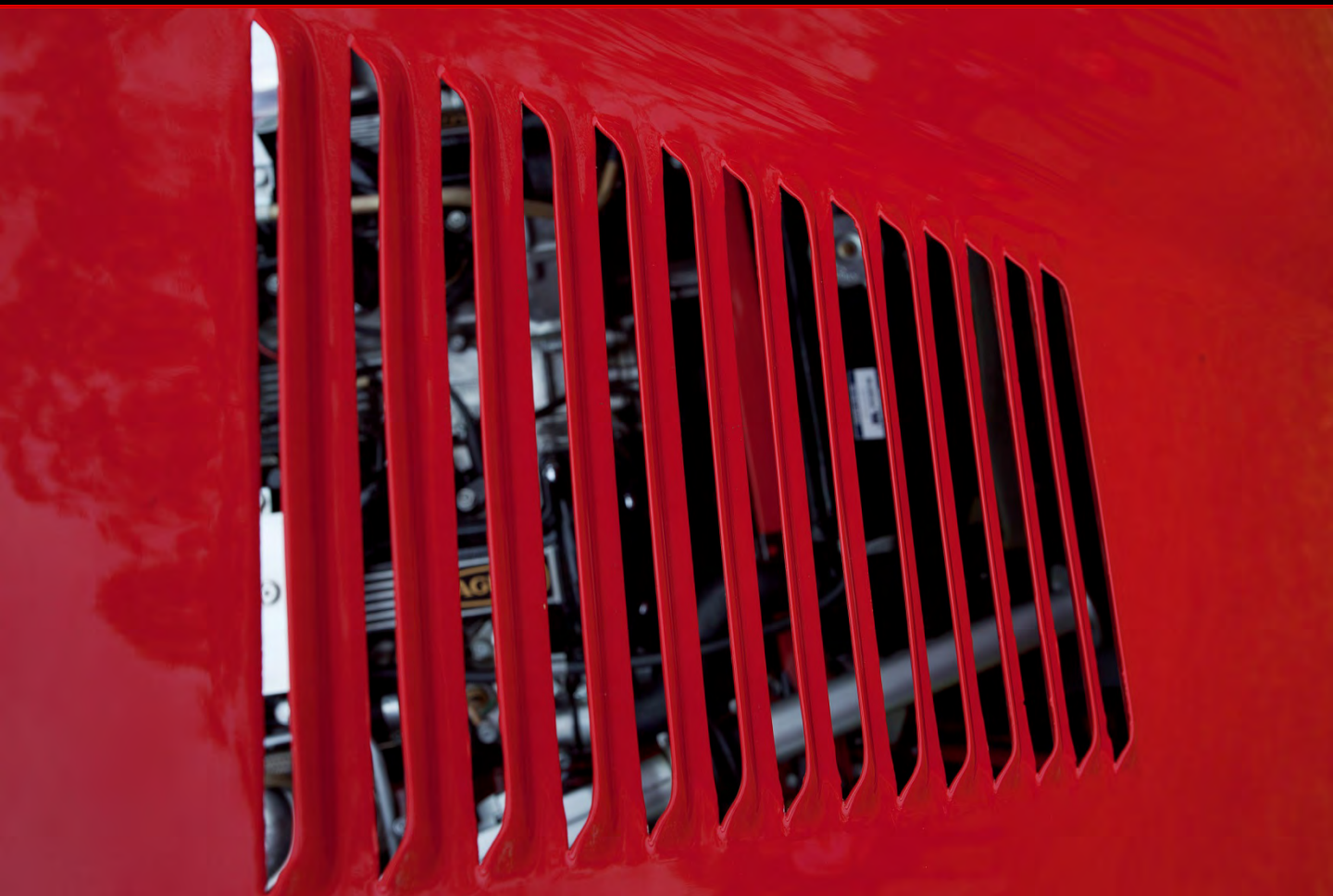
When I was racing at Bathurst in the early 60, I saw my first E Type and fell in love with it and swore one day that I would I would own one.

Thirty years later in January 1992 I purchased my E Type. It was advertised in the Sydney Morning Herald. It was a Series 3 V-12 manual roadster in need of restoration. It was owned by a gentleman who lived at Hunter Hill, moved to Kiama, then decided after he had completely stripped the car down to the last nut and bolt (all the nuts and bolts were in glass jars) that he couldn't do the restoration and I was the mug who bought it.

TOP GEAR SUPPLEMENT

SERIES III/2

JOHN MOODY



The car was originally owned by a female executive in London for 2 years, then a Qantas pilot who lived at Kellyville, a Marine Engineer from Hunters Hill who moved to Kiama and then me.

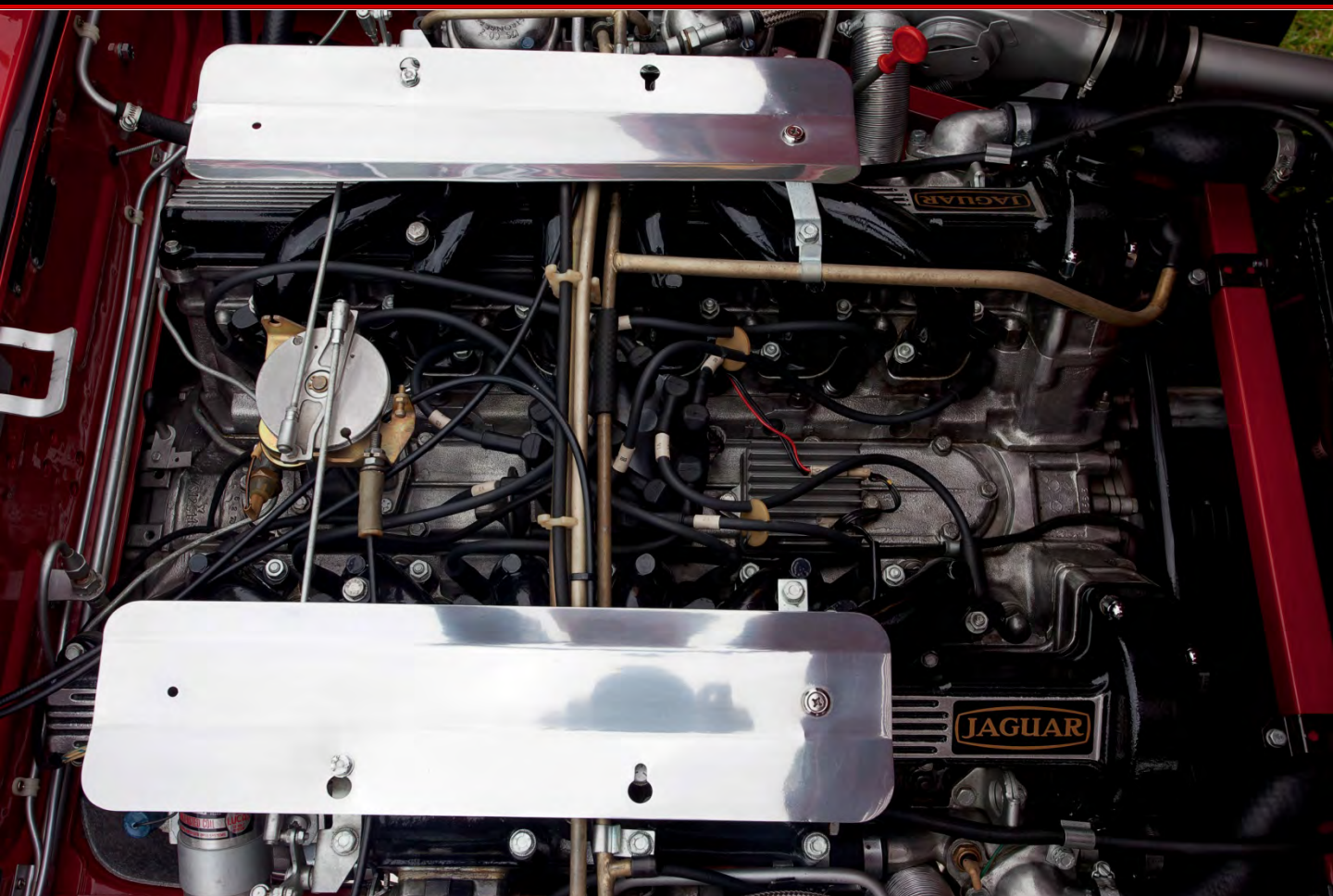
I towed the car from Kiama and it remained in my garage for 12 years until I retired and by the time the restoration was finished the car was off the road for about 20 years.

Before I started the restoration, my daughter's gave me a book called Jaguar V-12 E-Type 'A Guide to Authenticity' by Richard T. Russ which I followed to the T, and for the next couple of years I went into the Australia Day Motorfest in Sydney to take photos of under the bonnet of other Series 3 Jags to work out where some of pipes and bits and pieces went, and to my amazement all the nuts bolts and pieces all came together.

TOP GEAR SUPPLEMENT

SERIES III/3

JOHN MOODY



I did all the restoration work myself in my garage except for the Chrome Plating which was done by Hamilton Chrome and the trim work. Anything else I needed to buy I purchased from Glen Olsen at Jag E-Type Restorations in Victoria.

In 2008 and 2012 the car won Car of the Year with the Thoroughbred Sports Car Club. This year at the Jaguar Nationals it was the outright winner in the Concours d'Elegance winning 6 trophies. From 2008 until 2013 the car has been shown at the Thoroughbred and Jaguar Car club, Shannon's Eastern Creek, 10.10.10. at Manly, Sydney Motorfest and in total the car has won 36 trophies.

TOP GEAR SUPPLEMENT SERIES III/4 JOHN MOODY



The view most people get of John's V12

TOP GEAR SUPPLEMENT
ROBERT HARRISON'S SIII/1
BOB ALEXANDER



TOP GEAR SUPPLEMENT

ROBERT HARRISON'S SIII/2

BOB ALEXANDER



Rare E-Type in Australia

Robert Harrison (member of the Jaguar Drivers Club of Australia) is the enthusiastic and proud 'custodian' of a beautiful Series III, V12, E-Type, OTS. What makes it rare is that it is the 9th of the last 50 E-Types produced by Jaguar to mark the cessation of production of the iconic E-Type after a run of 14 years. Adding to the rarity is that it is one of only 16 manuals in this run and the only one known to be in Australia. All the cars were black, except for one (the 49th) that was a 'special order' in dark green for Robert Danny to match the colour of the Jaguars in his collection. Distinguishing features of these 50 commemorative cars include the black paint finish, hard top, disc wheels, and cinnamon interior. As a 'final touch' these last fifty special cars have a brass plaque affixed to the glove box lid bearing the signature of Sir William Lyons and the chassis number IS2830.

I first met Robert when he participated in the JDCA cavalcade from Sydney to Canberra in 2011 devised to mark the 50th anniversary of the E-Type. Since then I have had several conversations with him about his interests in classic cars and in particular CDH1.

Over the years, Robert has owned around 80 classic cars covering a wide variety of marques, including 27 Jaguars. He purchased his first E-Type in 1964 and the Jaguars he has owned include an SS100, XK's 120 and 150.

In late 2004 Robert heard, through contacts in Sydney, of the availability in the USA of one of the commemorative E-Type Jaguars. It was offered for sale by a specialist Classic Car Dealer on behalf of a venture capitalist company that was breaking up a collection. On a business trip to Chicago, Robert diverted from Los Angeles and took a flight to San Diego to view CDH1. He found it in a warehouse covered in dust and needing some TLC.

Robert's investigations revealed that CDH1 was originally sold by Jaguar UK on 12th October 1974 to Mr W A Friend who owned the Friend Collection located in the UK. The car remained in this collection until August 1986.

In April 1986, Walter Hill commenced the process of acquiring the car for his famed Walter Hill Jaguar Collection in the USA. His application to import into the USA was approved, subject to the condition that CDH1 would be for 'display purposes only'. The car was displayed in the Walter Hill Collection from 1986 to 2005 when it was sold to Robert.

Four months of applications and correspondence with Australian authorities to import CDH1 was rewarded in 2006 when it arrived in Australia.

At the time of import the odometer read 17,800 genuine miles and in 2013 it has just turned 20,000 miles. It was 'recommissioned' to address the effect of previous ownership, display periods and shipping across three continents. A "bumper-to-bumper" check was done before presentation for NSW pre-registration requirements of the Blue and Pink slips. The car, documents and tools are original. It has been sympathetically detailed and is well maintained.

On import the car still had the original UK number plates and Robert was able to preserve the 'CDH1' registration by obtaining a compliant set issued by the (then) RTA.

Robert entered the car in the Concours D'Elegance at the 2013 44th Jaguar National Rally held at Flagstaff Hill in Wollongong on 30th March 2013. He achieved a Silver award in this prestigious event. It is a credit to Robert for caring for this superb and rare E-Type and presenting it so well. The car can be admired at JDCA Club events and outings.

Article and pictures – Bob Alexander

Original documents – Robert Harrison 17 Apr 2013



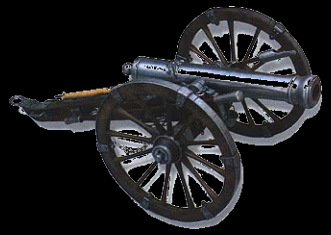
TOP GEAR SUPPLEMENT

ROBERT HARRISON'S SIII/3

BOB ALEXANDER



PARTING SHOT



John Moody's E Type at the Jaguar National Meeting in Wollongong

He won every major prize