



Imperial War Museum Duxford (155)

Wed, 20th Apr 2016, Imperial War Museum Duxford

Lot 11

Estimate: £100000 - £120000 + Fees

1968 Jaguar E-Type 4.2 Roadster

Registration No: FMA362F

Chassis No: 1E18333

Mot Expiry: Feb 2017

- 1 of just 2,387 Series 1.5 Roadsters made to left-hand drive specification

- Matching chassis and engine numbers

- Recent cosmetic restoration by renowned marque specialist XK Engineering including a bare metal repaint and re-trim in its original livery of Opalescent Maroon with Cinnamon Beige leather upholstery plus refurbished brightwork

- Cylinder head overhauled, drivetrain gone through and understood to run superbly

- UK V5C Registration Document, current MOT certificate and Heritage Certificate

For many people, the E-Type remains the ultimate production Jaguar. A car whose heady blend of styling and performance were so exceptional at its 1961 Geneva Motor Show launch they continue to cast a smooth, elliptical shadow over the marque's new sports cars some 55 years later. Its Malcolm Sayer-penned lines are thought by many to be among the most striking ever to adorn a motor car. Indeed, only a few years ago the Daily Telegraph ranked the E-Type top of the '100 most beautiful cars of all time' and, of course, none other than Enzo Ferrari beat them to it by many years when he similarly described it as 'the most beautiful car ever made'. Like the XK150 before it, it was born of Jaguar's competition successes on the race tracks of Europe. Make no mistake, this was no ordinary motorcar - it was a true thoroughbred. Allied to a monocoque passenger cell, the model's tubular front sub-frame cradled a 3781cc (later 4235cc) DOHC straight-six engine, independent torsion-bar suspension and rack and pinion steering, while its back axle played host to a sophisticated coil-sprung set-up complete with inboard disc brakes. From birth, The E-Type, or XK-E as it was known in the USA, was available either as a Fixed Head Coupe or two-seat Roadster. Like the XK120, at launch the new Jaguar was the fastest production car of its era - its 3.8-litre straight-six engine allowing a 0-60mph acceleration time of a whisker over seven seconds and a top speed of circa 150mph. Despite this, the engine size was increased from 3.8 to 4.2-litres in October 1964 and, with the change, came a sweeter all-synchromesh gearbox, better brakes and electrical systems, and more comfortable seats. Never officially referred to as such by Jaguar, the so-called 'Series 1.5' cars appeared in late 1967. Drip fed a further host of detail improvements prior to the Series 2's official introduction the following October (including a more spacious cabin layout, redesigned convertible hood, larger capacity cooling system and boot

hinge covers etc), they understandably remain particularly sought after by enthusiasts.

The apparently immaculate sale car is a 1968 case in point - one of just 2,387 made to left-hand drive specification. It boasts matching chassis and engine numbers and has been the subject of a recent cosmetic restoration by renowned marque specialist XK Engineering, which included a bare metal respray and re-trim in the highly attractive original livery of Opalescent Maroon bodywork and Cinnamon Beige leather upholstery. Additional related work included: a freshening of all the brightwork; the fitting of a new Black-coloured hood; an overhaul of the cylinder head and thorough inspection of the drivetrain. The vendor informs us that this notably desirable-looking E-Type now 'runs superbly' and is offering it complete with UK V5C registration document, current MOT certificate and one from the Heritage Trust confirming its provenance.