



## The Pavilion Gardens Buxton (196)

Wed, 7th Jul 2021

**Estimate:** £38000 - £45000 + Fees

**1969 Jaguar E-Type 4.2 2+2 1 of just 1,041 RHD examples made**

**Registration No:** UFJ 532

**Chassis No:** 1R35305

**MOT:** May 2022

- Supplied new via Howells of Cardiff to P.G. Lane Esq of Tredegar and originally finished in Signal Red with Black leather
- Treated to an extensive bare metal restoration during the mid/late 1990s and only c.3,000 miles since
- Just two owners in the last thirty-four years with a history file that dates back to 1986
- Desirable home market, matching numbers, manual gearbox car

Introduced in late 1968, the Jaguar E-type Series II could be had in Roadster, Fixed Head Coupe or Fixed Head Coupe 2+2 guises. Known in America as the XKE Family Coupe, the latter variant had a notably spacious feel thanks to its elongated wheelbase, raised roofline and larger glasshouse. Equipped with a pair of foldable rear seats, it otherwise benefited from the same fully independent (torsion-bar front / coil-sprung rear) suspension, rack and pinion steering and disc brakes as its two-seater siblings. Powered by a 4235cc DOHC straight-six engine developing a quoted 265bhp (or 246bhp in twin Stromberg carburettor federal specification), it could be had with various options including automatic transmission, power steering and air conditioning. Only in production for a couple of seasons, it nevertheless managed to outsell its two-seater equivalent (approximately 5326 vs 4855) and thus helped convince Jaguar to adopt its basic platform architecture for the forthcoming Series III cars. However, only 1,041 Series II 2+2 Coupes were made to right-hand drive specification.

According to its accompanying Jaguar Heritage Trust Certificate, chassis 1R35305 was built on 28th April 1969 and supplied new via Howells of Cardiff to P.G. Lane Esq. of Tredegar. Initially finished in Signal Red with Black leather upholstery, the same livery was chosen when the Jaguar was restored in the mid/late 1990s. Stripped to bare metal, the bodyshell reportedly had the following parts either replaced or refurbished: bonnet, doors, rear hatch, windscreen, door handles/locks, chrome body fittings, carburettors, fuel pump, distributor, clutch, brakes, exhaust system/manifolds, starter motor, wiper motor, heater fan, alternator, radio, ignition system, horn, indicator arm, instruments, suspension bushes, shock absorbers, steering rack/mountings, wheel bearings, radiator and forward wiring harness. Resprayed in cellulose, undersealed and given a cavity treatment, the E-Type also benefited from a thoroughly retrimmed interior: seats, door cards, carpets, headlining, dash top, soft trim and Webasto sunroof. Understood to have covered a mere 3,000 or so miles since work was completed, 'UFJ 532' is rated by the vendor – its custodian of the last fourteen years – as being 'very good' (bodywork, paintwork, electrical equipment) or 'excellent' (original engine, four-speed manual gearbox,

electrical equipment). Offered for sale with paperwork dating back to 1986, restoration invoices and MOT till May 2022.