

Jaguar E-Type, 1967

1E 15499 Lot



The Story and Resurrection of a Milestone Car

Among the last of the original Series 1 cars (which ended at 1E 15888 for LHD open cars), this E-Type was fully disassembled, skillfully rebuilt, and magnificently detailed into the Opalescent Silver-Blue beauty you see here.

It was subsequently shown in one national Concours in Santa Fe, New Mexico 2015, and won its class among significant competition. Since then, it has been kept in a private garage in Alabama, remaining largely unknown. Until this weekend.

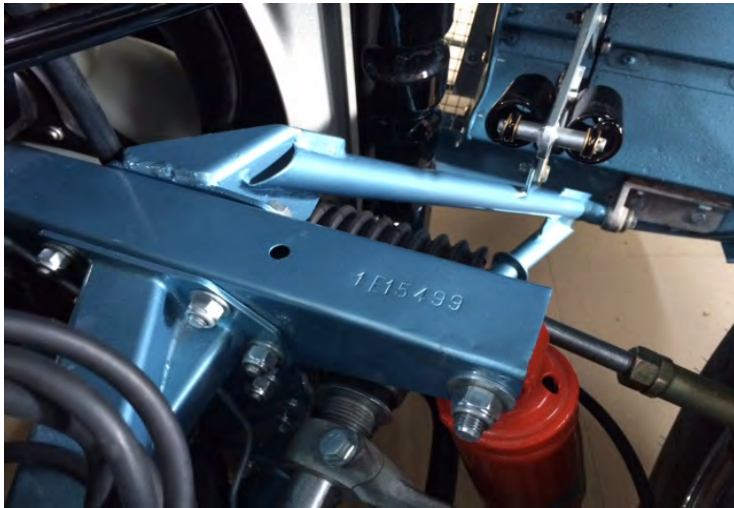
Brief History

According to the Jaguar Heritage Trust Certificate, the car was built May 1, 1967 and sold new to Mr. James Armstrong on May 24 from the Eastern Canada distributor.

From the affixed data plate, the Chassis number matches the front crossmember number, the engine number tag matches the head number, and the gearbox matches the Heritage Certificate.



Chassis number 1E 15499; Engine number 7E 13246-9.



Body identification number 1E 15499 on right front suspension.



Engine number 7E 13246-9 from plate matches stamped number in head.

The car was later sold to an owner in the U.S., eventually making its way to Philadelphia where a full engine rebuild was commissioned in 2012.

It was determined to be worthy of a more comprehensive renovation, it was sold to the current owner who began a full restoration in June, 2013.

Over the next two years, the car was thoroughly renovated by Chuck Rumschlag of The Color Works in Las Lunas, New Mexico. Judges at the Sante Fe invitational Concours 2015 approved.

*From pretty pitiful to pretty prize winner.
Nothing that an unintentionally
bottomless budget, 2 years, and
incredible talent can't cure!*



After delivery to its new home in Alabama, some improvements and fettling ensued, keeping the restoration very fresh.

Yet many steps – and weird turns - lead to this finished result.

The High (and low) Points

When commencing the work, this E-type was a running and driving example, yet very tired. Let's call it exhausted. The engine was fresh, showing only a few hundred miles from completion, but the remainder of the car needed attention.

Having renovated multiple E-types, Chuck Rumschlag began disassembly and cataloging the car.

Every component was removed: all body, suspension, brakes, electrical, and trim until there was *nothing left* to remove.



The Jaguar's bonnet is very complex; not for beginners. This shows the multitude of original fasteners, superior fitment, and level of finish where most people do not look.

The car had original body identifiers (frame numbers) the sub-frame appeared original, yet the damaged replacement bonnet necessitate a proper replacement and renovation of this complex piece.

Also, as with many roadsters, the trunk floor had corrosion, yet other panels were in very restorable condition.

Surprisingly, many of the parts revealed extremely sound metal, yet were thoroughly worked, resurfaced, and treated with rust-inhibitors prior to paint for longevity.

Framing the Issue

The support structure is the most important part of any build. The Jaguar's semi-monocoque body and subframe assemblies were dutifully disassembled, sandblasted, corrected as needed, rust-treated internally, and painted.

Yet an ingenious, invisible upgrade was on the way.



Will this ever be a car again? We wondered many times. Okay, I did.

Since many E-types – especially open cars – suffer from frame-twisting and occasional cracking, this car was vastly strengthened with rigid tubes inserted into the frame members and ‘tied’ within the structure. (Known as ‘sleeving’.)

This process results in an E-type uniquely stronger than it ever was new, yet is completely invisible. Long-term effects on ride quality and chassis safety are serious positive benefits.

Invisible inner fortitude: This E-type went through a ‘strengthening regimen’ well beyond the factory’s flexible specs.

This is like the rock-hard abs of automobiles.



Body work, paint, chrome



E-types are notoriously difficult to get right. Much of this is due to body components and sub-assembly alignment.

Though the E-type's beauty is often measured by its outer skin, the critical alignments are underneath.

While some restorers literally 'gloss over' this part; this car was painstakingly aligned for arrow-straightness prior to paint and assembly.

Body shut lines are even and true, and should remain so for years.

Once the panels were corrected and aligned, they were painted inside, outside, and underneath in Jaguar optional "Opalescent Silver Blue", then clear-coated and expertly buffed. Even the underside of car was treated to a sound and corrosion-suppressant for years of enjoyable motoring.

An original factory hardtop (not a modern replica) was sourced and restored. All new brackets, chrome, rubber was installed. The rear windscreen was polished, showing no yellowing or fatigue which often accompanies ill-stored examples.



Why amateurs with I-phones shouldn't zoom. Even my bad photography shows hardtop's graceful lines.

Additionally, all trim, chrome, and weatherstripping was refreshed or replaced as needed. This includes all bumpers, door trims, motif bar, top trim, door handles (correctly keyed), parking, headlight, tail, and license surround chrome.

Chrome, uniform shut lines, and more chrome.



The Fun Stuff: Engine, transmission, cooling, electrical

A performance car must perform. Fifty year-old technology occasionally needs a kick in the knickers. The engine had been rebuilt, but driven little, so the ancillary components came off for pro-active renewal and service.



Carburetors were rebuilt and synchronized. Stainless steel headers replaced the fragile ceramic-coated originals (included with car) sending exhaust through a full, polished stainless steel system. A high-torque starter went in place of the overweight wheezing original. A reliable electronic distributor sends spark and a modern high-output, lightweight alternator controls the electricity. These well-chosen components make for more reliable, more fun, and more efficient performance.

This E-type starts easily, idles evenly, and pulls strongly without fuss or drama. We all have enough drama.



The 4.2 twin-cam 6 descended from winning Lemans 3 times in a row. Some say the E-type's engine room is as lovely as the exterior.

This was taken the day we finished installing correct 'Champion' plug wires, polishing the Lucas 'Sport coil', adding proper decals. At least we're not obsessed.



Twin polished resonators at end of fully stainless system. Note polished lower envelope body to dazzle (or embarrass) your envious friends.

The transmission shifts superbly, with excellent synchronizers and more comfortable ratios through the higher-geared rear end.

As E-types often suffer from marginal cooling systems (English understatement alert), this car was approached with drivability and reliability in mind. The *stock* radiator was rebuilt from the inside out, as these are perfectly adequate and more serviceable than their aluminum counterparts. Next came the smart parts.

The original and troublesome mild-steel header tank was replaced with a polished stainless steel unit for longevity. A modern Spal fan was installed and thermostatically-controlled to resolve the airflow issue. A manual override switch was discretely installed. Additionally, a modern 'racing' aluminum waterpump was added to increase water flow.

Professionally rebuilt radiator, stainless header tank, thermostatically-controlled fan (with manual over-ride) and aluminum high volume water pump help take care of cooling ills.

The car will idle, even in hot climates or creeping traffic, and maintain safe running temperatures.



Now that we're into full exoneration, Jaguars get a largely-unfair reputation for iffy electricals. Yet the fault is more often in poor grounds and home-grown wiring

'repairs'. This car's old wiring was replaced with a properly colored, cloth-covered harness, built from factory patterns, and neatly routed from front to rear.

All grounds were meticulously set and a higher output alternator was fitted, resulting in a Jaguar E-type that works as it should. Gauges, switches, bezels were all summarily inspected, refreshed, or replaced as needed.



Electricals are sound and complete; gauges gauge, fans fan, wipers wipe. Note 'hazard' flashers unique to latter Series 1 cars. The clock is a modern quartz unit. It works. Amazing.

A 'retro radio' and speakers were sourced and installed in the proper locations, though its capable of MP3 playback. (An upholstered blanking plate is included if the new owner prefers.)



Period-looking radio is fully digital, IPod ready, yet no holes were cut. Even antenna isn't visible. New speakers in original locations.

A row of toggle switches to confuse and intimidate newbies.



Interior, top, soft trim, trunk

The complete interior was replaced using "Jaguar navy blue", in leather, Ambla, wool, or correct vinyl as specified.

Deep navy leather surrounds the lucky occupants. Wooden wheel refinished by owner, pretending to be helpful.

Proving again that true quality is often in unseen details, floors were fully sound and heat-protected with Dyna-mat, resulting in a much more insulated cockpit.



Dynamat helps reduce noise, vibration, heat-soaking of interior.

...And from the passenger side. Seats have new foam, rebuilt inner structures. Plus they smell pretty darn great.



To aid in your driving confidence, far safer 3-point safety belts with the 'leaping Jaguar' logo were installed in factory anchor points.



While most E types still wear 'Biscuit' trunks, that contrast seemed too jarring. Maybe Sir Lyons got a discount for buying truckloads of biscuit material? So I chose to finish the trunk in navy. Perhaps my punishment should be to drink warm beer.



All new trunk lining, removable cargo floors. The 'Jaguar' branded luggage was merely a fun addition for an adventurous new owner.

The car contains a full tool kit, tool roll, original 'Metallifactory' jack, jack bag, knock-off hammer and wooden 'wrench', obsessively finished and clear-coated.

Along with all the tools is some weird syringe thing I've never used and don't plan to. Plus a 3-pound book of receipts documenting the build.



Refinished trunk floor, rub strips, fuel lines, and the world's most complicated gas tank shape. Ever.



Indulge me: No one will ever look here, but even the underbelly of the passenger dash shows proper cable routing, tabs, access panels, original spot welds, full painting, and wool carpet bindery. Insanity looms in the details.



The E-type may have the sexiest 'top up' look of any car. The convertible frame was sandblasted, realigned, and repainted in correct gloss primer gray. It was then recovered in a new navy canvas top, with all new chrome latches and pull handle. The car also comes with a complete new canvas navy tonneau cover.



Soft top frame refreshed, rebushed. A new navy canvas top keeps the elements out.

Suspension, steering, brakes, wheels and tires



The Jaguar's complex and robust rear independent suspension, rear-end, and brakes were fully overhauled. The springs, shocks, and bushings were all refreshed and well-detailed, including proper respray of Koni 'orange-red' and period-correct shock decals.

'Proud papa' grin from restoration master Chuck Rumschlag. A completed rear-end (the car's!) and an assembled bonnet will do that to a person.

In the spray booth, a 'real' 289 Cobra awaits respray, while the 427 Corvette had a disagreement with a curb.

Front suspension, brakes, and steering got the same treatment, with any wear items replaced or exhaustively refreshed. All was then detailed and reinstalled.

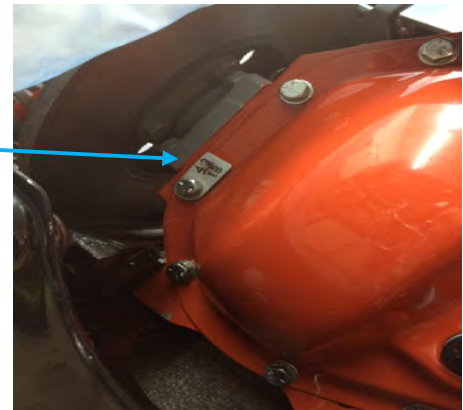


Front suspension, steering, brakes, fasteners all reporting for duty.

Since the car was delivered new to Canada, it was equipped with the preferred 3.31 rear end ratio for more relaxed cruising than the 'normal' US ratio. Shown here as "43/13".

Lastly, all 5 new polished stainless wire wheels are 6" wide, 72-spoke units, with new 'Jaguar' chrome knockoffs. Tires are originally-specified Dunlop-branded modern 205/70 series radials.

Once the suspension was 'loaded' (with weight of mechanical components) the car was properly aligned, with the wider rubber giving the car a more athletic stance and appearance.



Overall, summary

Jaguar E type #1E 15499 was not built “to a price”; it was built to preserve its rightful place in the pantheon of automotive greats.

Two years of dedicated labor, four inches of receipts, and a near open-checkbook agreement to make this car great again have resulted in a milestone car ready to enhance most any serious collection.

The fully-documented restoration log accompanies the car, along with its well-earned concours trophy, helping preserve its pedigree for the ages. I’d imagine more trophies await.

The new owners will get a ‘done’ car, minus the headaches, labor, countless parts searches and redo’s in pursuit of the quality you see here. This car can be enjoyed right away.

It runs, drives, handles and brakes supremely well and is finished to an extraordinary degree. You can enjoy it with the hard top on, soft top up or down.



No matter the choice, this car should bring a recurring smile to the new owner’s faces, whether driving or merely looking at this automotive work of art. Happy bidding, here’s to your enjoyable stewardship.

*Adams Hudson
Owner, caretaker*



Auction estimate: 175,000 - 225,000 USD