


CLASSIC DRIVER

1962 Jaguar E-Type SI - 3.8 Roadster

3.8 Roadster

- Lot sold
USD 110 426 - 134 966
GBP 90 000 - 110 000 (listed)
Year of manufacture 1962
- **Mileage** 2 167 mi / 3 488 km
- **Gearbox** Manual
- **Chassis number** 877233
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 55195
- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** R5146-9
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Description

- Repatriated from America in 1989 and believed to have covered just 2,200 miles since being extensively restored the following decade

- Originally finished in Cream with Red upholstery and a Blue roof (the same livery it pleasingly sports today)

- Sympathetically improved and recommissioned during the current five-year ownership (hi-torque starter motor, improved oil filtration, polybushed suspension, new in-tank fuel pump etc)

- 'Matching' chassis and engine block numbers

Famously launched at the 1961 Geneva Salon, the Jaguar E-Type created a furore. With its stunning looks, outrageous performance and accessible price tag, the newcomer left rivals reeling and customers clamouring. While, early competition success at the hands of Graham Hill and Roy Salvadori amongst others helped cement its reputation. Built as a monocoque with an engine cradling front sub-frame, the model's combination of all-round independent suspension, rack-and-pinion steering and four-wheel disc brakes gave it excellent roadholding / handling capabilities. Fed by triple SU HD8 carburettors and topped with a 'straight port' DOHC cylinder head, its 3781cc straight-six engine was quoted as developing some 265bhp and 260lbft. Allied to a four-speed Moss gearbox, the free-revving unit reputedly enabled the E-type to sprint from 0-60mph in 6.9 seconds and onto 150mph. Seemingly borrowed from a light aircraft, the wonderful turned aluminium centre console that adorned its dashboard was complemented by scalloped 'Dunlopillo' seats and a wood-rim steering wheel. Achingly beautiful yet viciously quick, the E-type remains for many the ultimate production Jaguar.

According to an accompanying letter from Jaguar Cars Ltd, this particular example - chassis 877233 - was built on 2nd May 1962 and originally finished in Cream with Red upholstery and a Blue hood. Despatched from Browns Lane to Jaguar Cars New York, it remained Stateside for twenty-seven years before being repatriated by J.G. Johnston Esq. Purchased from the latter by M. Butcher Esq., the E-type was treated to an extensive restoration including conversion from left- to right-hand drive between 1990 and 1995. Paperwork on file indicates that much of the work was carried out by Andrew Morgan and MG Engineering of Great Yarmouth. Although, the two-seater still required fettling when acquired by previous keeper Brian Marshall of Hitchin during January 1995 as assorted bills from the likes of XK Engineering Ltd, SC Parts Group and SNG Barratt testify. Sparingly used by Mr Marshall, 'VSU 331' is thought to have covered just under 2,000 miles in his hands. Dry stored for a couple of years prior to entering the current ownership during June 2012, the Jaguar has since been recommissioned. As well as new gaskets, its 3.8 litre straight-six engine gained a new hi-torque starter motor and improved oil filtration system. Pleasingly, the cylinder block appears to be the car's factory-fitted original, while its cylinder head looks to be a correct-type replacement (from another pre-1963 E-Type). A fresh in-tank fuel pump was fitted and the fuel system gone through. The suspension was polybushed and the brakes overhauled with the rear subframe being removed, checked over and repainted too. Starting readily upon inspection and presented in its original livery, this delightful E-Type has been exhibited at several local car shows and is expected to possess a fresh MOT certificate by the time of sale.

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)

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