


CLASSIC DRIVER

1964 Jaguar E-Type Series I 3.8 Roadster

- Lot sold
USD 106 262 - 118 764
GBP 85 000 - 95 000 (listed)
Year of manufacture 1964
- **Gearbox** Manual
- **Chassis number** 881815
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 552
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- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** tba
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Description

Guide price: £85000 - £95000. <p> </p>US-supplied, left-hand drive Series I 3.8 RoadsterFrom a small private collection of carsComprehensively refurbished in 2013 - 2014Simply lovely. An absolutely classic E-Type<p> </p><p> </p><p></p><p>With Jaguar's racing successes in the 1950s still fresh in the memory, it's no wonder the E-Type captured the hearts and minds of a patriotic public at launch, and if all E-Types aged as gracefully as the car offered here, then it's easy to understand why that affection continues today. The Series I, as it later became known, was introduced, initially for export only, in March 1961, and UK cars began to appear in showrooms some four months later in early July. </p><p> Just as in their world-beating D-Types, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The cars were initially fitted with the triple SU carburetted, 3.8-litre, six-cylinder Jaguar XK6 engine from the XK150S mated to a Moss (EB) 4-speed gearbox. Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. With a claimed 265 horsepower available, the E-Type's performance furthered the standards set by the preceding XK models, firstly because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience

gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.</p><p>From a small private collection, this particular left-hand drive Jaguar E-Type Series I 3.8 Roadster was originally despatched from the Browns Lane factory on 17th July 1964 and travelled across the Atlantic to its first owner, a Mr W. Iverson of Rosemead California. After some years, the car found its way to Finland where it was fully restored during 2013 - 2014. </p><p>Our vendor purchased the car three years ago and has since had it fully repainted in Ivory. The interior is finished in black leather with a black mohair hood. Unfortunately, the history file for this lovely E-Type has been lost at some point in its various transatlantic crossings, and consequently, it is only supplied with a UK V5c and an MOT. That said, you only need to look at this delightful E-Type to see how good the bonnet and door shut lines are, along with its excellent overall finish.</p><div>
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