

restoration candidate he could find. The car was recommended by the Beverley Hills Motor Club who were able to provide numerous photographs to demonstrate the integrity of the car - it really was a fantastic starting-point for such a project.

In 2011/12, due to unforeseen circumstances, our vendor bought the car from his friend. In our vendor there could be no better person to oversee a restoration project, having worked in the aviation industry where exacting standards, an appreciation of engineering excellence, and the mindset for doing-it-right are the norm.

The car has quite simply been transformed from a US-spec E-Type into one of the most tasteful and well-restored examples we have ever offered for sale. It has the look and feel of a UK-supplied car, albeit still in its original LHD configuration as it was felt to alter this was not in keeping with the restoration ethos. Importantly, it retains its original chassis, engine and gearbox, plus many other features (the majority of body panels, glass, seat frames, chrome work, steering wheel, radio, chassis-plate, stone shields etc.) which were all painstakingly refurbished and reinstated. If it could be preserved, it was.

The car has also been painted and trimmed back to its factory specification as per the accompanying Jaguar Heritage Certificate.

This extensive restoration work started in earnest in 2013 with the complete refurbishment of the bodyshell which was taken back to bare metal by 'Body Beautiful (Cars) Ltd'. of Bridgnorth. Amazingly, the only panels which required replacement were the two outer door skins which were damaged. 'CFS Motors' of Coventry rebuilt the original engine including new pistons, con-rods, chains, valves and valve guides, and the head was suitably upgraded to run on unleaded fuel. The rear crank oil seal was changed internally to the more reliable lip seal, whilst the original Moss gearbox was fully rebuilt by an ex-Jaguar factory technician who started building E-Type gearboxes in 1966! The rear differential was fully rebuilt and the rear axle carrier was completely refurbished. All brake callipers were completely overhauled and rebuilt with new stainless steel pistons and installed with all new brake pipes & flexible hoses. Furthermore, all suspension components were either replated or painted to original spec, a fully reconditioned steering rack installed with new track rod ends and the suspension was fully and correctly set-up using original factory specification equipment. The car was fitted with a new clutch, water pump and correct finned, aluminium radiator, plus a new stainless steel exhaust, and the original manifolds recoated with Vitreous Enamel. 'Aldridge Trimming' of Wolverhampton set about making the cabin look absolutely period correct and even the car's original steering wheel was refurbished by Moto-Lita.

The restoration was completed in June 2018 and was fully documented with a photographic record showing every stage of the work undertaken.

This immaculate car now offers a new owner the best of both worlds - not only a Series 1 with matching-numbers, and many original parts, but also a level of restoration and improvement that is hugely reassuring and confidence-inspiring. This car is ready to be fully enjoyed and really appreciated.

N.B. The vendor has set in motion the process of applying for a UK registration number (period 3 numbers/ 3 letters type) and is assured it will be assigned to the car (with a corresponding V5C document) before (or very soon after) the auction.

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