


CLASSIC DRIVER

1968 Jaguar E-Type Series 1.5 4.2 FHC - 'Barn Find'

- Lot sold
- **Year of manufacture** 1968
- **Gearbox** Manual
- **Chassis number** 1E21920
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 518
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 7E18183/9
- **Exterior brand colour** Gold
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Description

Guide price: £0 - £0. One of the rarest E-Types - 1 of just 375 Series 1.5 RHD, Fixed Head Coupés producedA genuine 'barn-find', lost to the world for circa 40 yearsPotentially a 'matching-numbers' example with only a few ownersMostly complete and with some historic MoTs and invoicesOffered for sale at 'No Reserve' - a real opportunity to acquire the ideal project car<p> </p><p>The Series 1 E-Type (as it has subsequently become known) was introduced, initially for export only, in March 1961 using the triple SU carburetted, 3.8-litre, six-cylinder XK engine from the XK150S. The car continued to be developed over time with the first major changes arriving in 1964 including an increase in capacity to 4.2-litres. There was never a fixed specification or official designation for this interim model, although, with the arrival of the, officially named 'Series 2', the early cars became Series 1s and the interim cars, logically, Series 1.5. These cars can be recognised by their open headlights, small 'mouth' air intake, the exhaust tips under the number plate at the rear, and the tail lights and indicators above the bumpers. It is undoubtedly one of the rarest of the E-Type variations, with there believed to have been just 375 right-hand drive Fixed Head Coupés examples produced. Enthusiasts claim that it is the best driving and most nimble derivative, and the 4.2-litre engine and all-synchromesh gearbox offered increased power and usability whilst retaining the fabulous looks of the earlier cars. Naturally there are enthusiasts for every iteration of E-Type from the early, flat-floor, Moss-gearbox, skinny-seat cars to the voluptuous and voluminous, V12 Series 3, however, those folk that really know, suggest that a 1.5 well maintained and

properly set up would probably represent the ultimate.

The car presented here is potentially something quite special. It's a right-hand drive, 1968 Jaguar E-Type Series 1.5 Fixed Head Coupé, with a chassis number allocation of 1E21920, which falls exactly into the prescribed database range of 1E21584 - 1E21959 consistent for a S1.5 RHD Fixed Head Coupé. The number 1E21920 appears to be stamped properly/consistently/reliably on its wholly original-looking chassis plate (found on the offside facing outward near the bulk-head under the bonnet) and, upon careful inspection, this same chassis number can be made out stamped into the correct location on the front A-frame. Furthermore, its engine number stamped of 7E18183-9 can also be seen in the correct location on the engine, making it again consistent with the numbers stamped on the chassis plate and the details held by the DVLA. It is unknown about the gear box number at this stage, and enquiries are being made with Jaguar as to a Heritage Certificate and its original factory specification. However, given the history of this particular car, it is highly likely to be a matching-numbers example.

From the accompanying paperwork, the car appears to have been previously registered 'HFF 879G', as per an MoT Certificate dated November 1972, with a recorded mileage of 17,268. At this time the car was believed to have been owned by Mr Sutherland of Knutsford, with accompanying invoices for work done to the car made out to him. An MoT Certificate from June 1976 is officially stamped to show the registration number changed to 'LTU 77G', with the recorded mileage of 55,760. At this point, the car was sold to Mr David Sparks of Buckley in Flintshire, with an invoice for work carried out made out to him in June 1977, with the recorded mileage at 79,046. The story goes that in the late 1970s the car was put into a garage and over time some additional garaging was built in front of the one housing the E-Type making access to it very difficult. Remarkably, the car did not see daylight again until March 2018, after the widow of the owner wanted it moved out, whereby it had to be towed over the grass and through the new garaging. The mileage indicated now is 5,735, which is most likely 105,735. Discovered in the car's glovebox was a ticket for the car-park at Manchester International Airport dated October 1977 - how very 'jet-set' and what you'd expect from an E-Type owner in the 1970s.

The Jaguar now obviously requires a full restoration, but is potentially the ideal candidate for such a project being such a rare Series 1.5 in right-hand drive, and potentially a matching-numbers example which has changed hands only a few times, but shows 0 (zero) former keepers with HPI.

It seems fairly complete and original, but any interested party would need to satisfy themselves of this and its overall condition, particularly the mechanical condition which is unknown.

This is a fantastic opportunity to acquire such an iconic car, which could be brought back to life to a new owner's personal specification, being offered for sale with 'No Reserve'. Following some recent results, this car is surely worthy of consideration.

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