


# CLASSIC DRIVER

## 1964 Jaguar E-Type SI

- Lot sold  
USD 30 674 - 55 213  
GBP 25 000 - 45 000 (listed)  
**Year of manufacture** 1964
- **Chassis number** 889503
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 522
- 
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- 

### Description

Sold in the aid of the Animal Rescue Centre, Ghent  
1964 Jaguar E-Type 'Series 1' 3.8-Litre Coupé  
Registration no. not UK registered  
Chassis no. 889503

'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Delivered new to Belgium via Belgian Motor Company in Brussels in November 1963, and originally cream in

colour, this E-Type Coupé was already in the Schepens' family's ownership by the 1970s. The history file contains two photographs of the Schepens brothers - real car lovers - with both a Series 1 Roadster and a Series 1 Coupé in red, the latter being this one. In the 1980s, the E-Type was re-commissioned and repainted in Sand Brown as presented today. It should be noted that this car no longer has its original engine, and it is believed the swap was carried out at this time.

Presented in 'barn find' condition, this E-Type has been standing for many years, although still registered, and seems extremely well preserved, the black leather interior being in notably good condition. It probably last ran around five years ago when Roger Schepens was still alive. The car seems complete and should be driveable following appropriate re-commissioning or is an ideal project for restoration. Offered with Belgian registration papers.

Bonhams 1793

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