



# Shades of grey

Deciding upon the best E-type is far from black and white. Given the choice of a restored E-type or one that is untouched, which would you prefer?

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**T**HE PASSING of time and deterioration has often taken many E-types down the path of restoration, but just occasionally a rare survivor turns up untouched and rust-free – one that is perfectly useable despite the markings of time. Whereas a few years ago such cars would have been restored, they are now being preserved, and big premiums paid (often more than for a restored car). Such is the following that there is a preservation class at most of the world's top concours events.

It's easy to pour scorn on what many see as rather tatty, down-at-heel examples, but cars are only original once. Largely an American phenomenon, interest is growing on a worldwide scale, especially if the car has very low miles or an interesting history.

Not everyone has the \$13m for Carol Shelby's first Cobra, which, with ripped seats and old paint, remains just as he last stepped out of it. It will stay like that, too.

But the trickle effect has a habit of permeating down the scale, where, to some extent, almost all preserved cars have a value. There are rules, of course, and dents, worn upholstery and blistering chrome are accepted as part of the patina. Paintwork, whether faded or polished through to the primer, it should be left just like as it is. To some extent, surface rust is fine, but corrosion is a different thing altogether, and so are body repairs. So, if you think that rusting jalopy that your uncle left rotting in an English yard is worth a fortune, then forget it.

As bizarre as this all might appear on the surface, there is merit. Driving a car that has not been apart can prove very

rewarding. We're not being so pedantic as to ignore safety items, like replacing suspension and brake components, but these, too, are seen as part of the car's life story. Going any further, though, could be likened to having cosmetic surgery rather than the odd plaster over a wound.

On the flip side, there is much pride in a restored car – built to the same standard as when new or incorporating a few upgrades to make it easier in modern times – and with the right restoration, these cars can drive much better than a factory fresh example. Plus they have the added glitz value of looking new, too, and there is confidence in knowing that the new components should be (but are not always) reliable and long lasting.

So, which argument is right or can they both be serious options? ▶





Polished and glowing



The inspiration for this feature came when Angus Moss of E-Conic Cars told us of his own unrestored 4.2 fixedhead E-type that was parked alongside a similar restored model in his workshop. This opportunity could not be missed.

Angus had been tipped off about this fixedhead from the founder of E-Type UK, Harry Fulford. Now living in California, Harry has a knack of finding interesting E-types. In October 2014, Harry arranged an introduction to long-term owners Delia and Kenneth Marks in Cupertino. Bills and associated paperwork certainly tie this 1966 example into their ownership. Apparently, the E-type was taken off the road in June 1984 as the 54-year-old Delia was having trouble driving the Jaguar in a mini skirt and high heel shoes. The black Californian registration plate confirms the last registered date as June 1984, but the mini skirt and high heels remains anecdotal.

For the next 30 years, the couple's E-type sat in the dry family garage. With Delia in her eighties, the family started putting pressure on her to get rid of some of her 'old junk'. And that included the E-type.

Which is when Harry came into the picture to arrange the deal.

Angus had had an idea of the car's condition, but it wasn't until it arrived in his Letchworth workshop that he discovered what he had. There is no pretence at this being a 3,000-mile car, untouched since 1969, but it is as genuine as these cars get. With 98,000 miles showing on the speedometer, it is a car that has been maintained and used, rather than being one with every single flaw repaired. Berlin wing mirrors and a period Blaupunkt radio have been there since new, or near new. Otherwise, it has been cleaned and polished, probably too much in its life, as the finish shows.

Angus thought it a shame that there was no documentation with the car, but enjoyed the investigation just the same. The hinged panel behind the seats was stuck in place and it took some time with releasing oil to free the flap. When it finally relented, and ran smoothly, there was the paperwork – the original handbook with a stack of receipts. He was delighted.

Excited, he probed deeper. The single-blade cooling fan was still in place, obviously efficient enough to keep the engine cool in the Californian heat. In the back, both the tool roll and jack appeared never to have been opened, and certainly never used.

Angus had no doubt about this car – while in his ownership it would not be restored. But that's not to say he wasn't going to use it.

So, early in 2017, he embarked on a campaign to preserve and recommission. First the engine was looked at. All hoses were changed, but the original Cheney clips were retained. An oil change and a check

over of the ignition system, along with a long, hard look at the fuel system, soon had the engine running – and sweet it proved, too. With an eye towards safety, track-rod ends, top and bottom ball-joints along with the rack mounts, were all changed. Jaguar recommends the brake hydraulic seals be changed every three years or 30,000 miles, but regardless of this, the brake system was fully overhauled. The rest was just hard cleaning work, before driving it off for an MOT, which it duly passed.

Jahn Henry Lovaas admits to being a child of the Fifties, growing up in Norway. With limited means, the thought of ever owning a Jaguar seemed distinctly remote. Back then,

actually seeing a Jaguar in Norway was an event. Life scooped Jahn Henry up, threw in some luck and deposited him in the UK. His circumstances changed, too, and he was able to realise a part of his dreams by buying not only an E-type, but also a very well built Enduro-Proteus C-type and a Series 1 XJ6. About two years ago, Jahn Henry had known he had to react to the rising E-type prices and, to avoid regretting it in later years, buy one. He considered the fixedhead to be the most beautiful, and sought out a 4.2 Series 1. Preferring dark silver grey or gunmetal, it had to be matching numbers and in top condition, although not necessarily concurs. Easy enough then,

except finding the right car proved more difficult than imagined.

Accepting that a compromise had to be made, he moved slightly from his self-imposed restrictions and edged into late 4.2 territory, the so-called Series 1½. Says Jahn Henry, "The known history on the car is limited. What we know is that it is a UK-sold car, that it had three or four owners before me, the next-to-last one being a gentleman who kept the car for 28 years, and who sympathetically renovated the car during his last years in life."

With this choice, Jahn Henry had the car he had been looking for and intends to keep it as long as it gives him the pleasure

he demands. He intends to carry out a few upgrades for safety and practicality, but all have to be reversible. One of Jahn Henry's good friends once said to him, 'When you want to enjoy a good moment, you can spend time with a delightful companion or drink a fine wine. Or maybe take a nice car out for a spin.' Jahn Henry reckons he chooses to drive one of his Jaguars.

It's a fine day for driving E-types in Letchworth, although we are restricted to driving around the small roads on the farm estate, as the registration of the imported original car has yet to come through from



Sound, but faded



Perfect through the open sunroof



## OWNERS' STORY

E-TYPE 4.2



Unrestored or restored?



It's all there, but showing its life's story



Rebuilt and ready to go

the UK licensing authorities. These two Jaguars could not be more different, yet share many similarities.

The inner historian draws me to the unrestored car first as I am keen to see just how authentic it is. There's not a pimple of rust to be seen anywhere, but the paintwork could be best described as patchy. Growing up, I recall that a neighbour had polished his Ford Anglia so much that he had gone through the topcoat to reveal the primer beneath. This E-type has suffered from the same treatment, as the entire paintwork is interrupted by islands of exposed undercoat. I had expected the leather seats to have split through heat, but although some colour has faded there are no tears or splits. The same can't be said of the door rubbers though; these have shrunk and are about to break up. Under the bonnet, it is very clean, although tinkerers would be straining to reach for the touch-up paint.


There's a certain comfort in the restored car – the knowledge that

everything is new or overhauled. And, of course, it looks absolutely incredible. This is a seriously good restoration and, although many might balk at the Webasto sunroof, I am a fan. With the open headlights, it is a serious contender for the ultimate touring E-type. Decent vision at night from the unrestricted headlights and access to the sun with the roof back; what isn't there to like?

Given the restricted road time I have, both cars feel extremely good. That shouldn't be surprising as both share the same core units. If they are in good fettle, then their behaviour should reflect this. Response on both cars is reassuringly similar, although nothing but a good thrash around the lanes would confirm that.

Potential buyers – if these cars were ever offered for sale – would know exactly which they wanted, and aficionados of either type would sway in their own direction. So, any mention of a choice is largely irrelevant.

Sadly, to the restorer, the preserved version would make the perfect base for the perfect restoration; for me, and others with similar views, that would be a mistake. There are other cars out there ripe for restoration. The following for so-called preserved cars, even if of higher mileage, dictates that they are not only kept for their appeal, but also as a datum point, a true reference that books rarely offer.

Rather than argue the differences, we should embrace their similarities. Fortunately, Angus will be using his car and is already making plans for a drive to Belgium in September, while Jahn Henry simply wants maximum pleasure from what he believes is the best car ever built. These cars' two different pathways have still led to the same conclusion: enjoyment. 

**Thanks to: Angus Moss for arranging these cars. Tel: 07528 811808 / 01462 623448; [www.mossjaguar.com](http://www.mossjaguar.com)**