

# SHARED ASSET

This Series 2 E-type has been designed and modified with travel and tourism firmly on the agenda



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**A**NGUS MOSS is one of the few specialists to have woken up to the realisation that a Series 2 E-type is a pretty fine car. His customers think so too, as there is no shortage of people looking for a car that, even in standard form, requires no upgrades to make good the earlier deficiencies.

Back in 1976, Angus paid £300 for his first E-type – a rough 1964 E-type fixedhead coupe – a car he had been dreaming about since he was ten. Being in the RAF, he didn't have much free time, yet he carried out a lot of work over the years, including a full mechanical and body rebuild. It was certainly good enough to use for his wedding in 1984, but children soon replaced the E-type.

A few years on, and his wife convinced Angus that he should buy another E-type

and £10,000 was enough to secure a 1965 open two-seater. Once it was taken apart and reassembled correctly, it also proved to be a fine car. A film producer approached Angus, suggesting that his E-type be used as a promotional tool for the then-current Austin Powers film. So, with a vinyl Union Jack covering the car, which caused no damage at all, it was away for a few months. Although the film company was prepared to transport it back from Glasgow, Angus opted to drive it home, relishing the chance of a decent run.

House improvement demands spelt another sale, and left Angus pacing the floors for a couple of years until he was in a position to find a replacement. He went to Sweden to collect a 1967 open two-seater, carried out a comprehensive restoration and started to tour Europe. An approach at a Jaguar Driver's Club (JDC)

meeting led to yet another sale, which in turn paved the way for a 1965 open two-seater, a car that – after another restoration – he owns to this day. He also vowed to do at least one continental run each year, and so far, has honoured that pledge.

In a career working for various large corporations, he nurtured his Jaguar interest by writing for the JDC, as well as project managing restorations for friends. Three years ago, when his company offered a tempting redundancy package, Angus wasted no time in accepting. He promptly bought a Series 2 fixedhead coupe, thinking it would be fun to restore a car or two each year in his barn, and went so far as to set up a website, choosing the name E-Conic, although most now refer to him as Moss Jaguar. Things spiralled to the point where the many serious enquiries inevitably led to a decent-sized workshop and two full-

time staff. In that relatively short time, E-Conic has completed four full restorations and another seven cars have been recommissioned, refurbished or upgraded.

Angus is pleased that his customers feel the same as him, many enjoying fast drives to Italy or France, and, after 40 years with E-types, Angus still gets a buzz from opening his workshop doors.



When David Ernest walked through those doors in 2014, he was anxious to rekindle the days when he had last owned an E-type, some 20 years previous. The intervening years hadn't been without interest for him, flirting with various classic cars like an Austin Healey 3000 and Mercedes 500SL, but, having retired, he was determined to have another E-type. His wife made the decision easier

when she admitted that it was her favourite classic and she would be happy to drive it.

David wasn't prepared to accept those uneasy moments of anticipating a breakdown, or dreading a trip wondering if the car would make it back, especially with long trips in mind. He wanted a car with the ability to cruise at high speed, offer decent levels of comfort and be efficient enough not to be tiresome. He also wanted more than total reliability. Ownership would be on his terms and, for that, he realised he would need a car that had been fully restored to his own requirements.

"I set about looking for a restorer that had experience of the car, a good reputation and, most importantly, someone I could build a relationship with," he said. After trawling around the many specialists, seeking advice from people who had trodden the same path, the name Angus

Moss kept cropping up. He decided to visit the premises in England's first garden city, Letchworth, to check him out. It transpired that he and Angus were of similar minds, keen to retain the standard basic specification but with enough freedom to incorporate desirable upgrades. Angus was also happy for David to visit a few customers who had had similar work done. Cautious, only because he wanted to be absolutely sure about the way forward before making a final commitment, David took his time with the decision, although he always knew it would be yes.

There are many reasons to choose a Series 2 over the earlier cars, and most of those are pure common sense, not to mention the value. The subtleties of differences are actually quite minor to the vast majority of people. Looking at it from a positive/negative viewpoint, surely the positives of ►

## RESTORATION E-TYPE SERIES 2

more efficient parts outweigh the negatives, which in the main relate to necessary design tweaks for legislation sake? The purity of the original car was certainly at the cost of practicality, as Jaguar later discovered when it introduced the improvements.

Angus located a late 1970 Series 2 open two-seater from a dry US state. Finished in primrose with a black interior, it needed restoring, despite being totally rot-free. It was ripe for their intention. As David was desperate to avoid the potential corrosion issues so afflicted by European cars and its colour was irrelevant as opalescent dark blue with red interior was favoured anyway, he was keen to go ahead.

Of interest, were the collapsible steering column, the standard and very efficient cooling system, with the larger mouth in the bonnet to feed cooling air, and the three-pot front brake calipers; parts not so interesting included the twin 1.75in Stromberg carburettors, 3.54:1 differential ratio and the left-hand-drive format. The remaining specification could be sorted out across the desk.

It was accepted that the bodyshell would be stripped to the bare, where fortunately, it was as rust free as it first appeared. Angus

works with a few favoured companies, all specialists in their own trade: the complete independent rear suspension (IRS) was despatched to Alan Slawson of AJS Engineering to be rebuilt, incorporating a 3.07:1 final drive ratio; Hutsons supplied a complete kit to convert to right-hand drive, while Ecosse Motorsport fashioned a stainless steel exhaust system. The engine was rebuilt to stage 2 level, using a big-valve cylinder head, while a set of new triple 2in SU carburettors came from Burlen Fuel Systems. Interestingly, both Angus and David favoured the standard Jaguar four-speed all-synchromesh gearbox over a five-speed replacement. The brakes remained standard, although polyurethane bushes were used on the suspension and steering rack, along with adjustable Gaz dampers, while Dunlop tyres fit on new 5.5in rims.

Items of necessity included braided-style silicone coolant hoses and a new wiring harness, while the correct distributor was sent to the Distributor Doctor, where a Petronix electronic module was fitted during the overhaul. CMC provided the removable steering wheel, and MCT Restorations fitted one of its superb hoods.



**FAR LEFT:** Larger oval allows more air to flow over the improved radiator  
**LEFT:** The oblong (instead of square) rear numberplate and straight exhaust tail pipes certainly neatens the rear

At last, the discussion reached the fun part; what to upgrade? First on the list was a modern alternator and a German-made Hardi fuel pump, a direct replacement to the original SU. As there was no right-hand-drive throttle pedestal, it made sense to use the Mangoletsi conversion. Not only did it serve the purpose, it was also much smoother and more responsive than the original.

Headlights were a concern, both through efficiency and style, so the solution was to adopt aftermarket headlight covers. Although they are not exact reproductions of the earlier cars', they are neat enough to please and certainly enhance the appearance. The Better Lighting Company supplied the improved Wipac Quadroptic headlights, with built-in driving lights. These are wired with relays:

the switch operates the relay, which in turn directs the higher current to the lights. Meanwhile, LED reversing lights were incorporated into the rear light lenses.

Moving into the comfort zone, sports-style heated seats were adopted, and a Bluetooth radio with an aerial built into the windscreen provides a modern system for the best sounds.

Work started in December 2014 and the final shakedown began as I visited in February 2017. All the way through the project, Angus had been in constant touch with David, so that he could have the opportunity to visit or discuss anything he wasn't sure about.

David recalls, "I wished that I had had the facilities and experience to rebuild the car myself, but, whenever I inspected it, I was impressed by the quality of work that Angus and his team produced. It was designed to be used frequently and the end result is light years away from the standard I could have produced."

David would like to go on record to also thank all those other owners and enthusiasts who have so generously given their advice and assistance. He considered the E-type forum and various clubs to be a great source of information.

Although David has yet to collect his car, or even drive it, he is extremely pleased with the results, reckoning it to be perfect for the intended use. If there is a problem, and by the sounds of it, it is very real, it will be prising the keys away from his wife, Carolyn.



The fabulous interior features sports seats





Rebuilt 4.2-litre engine has a few tuning upgrades



A modern alternator makes for an easy life with reliable electrics

This is my first meeting with Angus and his crew, who are all very accommodating. I have a good look around the car and am aware that here is a man who has been around E-types a long time. E-types fill the workshop in various stages of work. There is a vibrant energy in the air. I will be the first to properly drive the car, other than it being driven around the rural area. No pressure then!

Inside, the differences to the first cars are minor: rocker switches instead of toggle, flushed door handles and thinner window winders. The freshly upholstered seats have yet to bed in, so I initially sit a little high, but soon settle in (must be my 80kg of bulk).

A turn of the key, now on the steering column when previously it would have been dash-mounted with a push button, soon has the engine awake, anxious to give service, even on this crisp winter's day. Oil pressure is reassuring and we're ready to head off. I have a self-imposed rev-limit of 3,000rpm, enough for most driving anyway.

It is soon apparent that this car has impeccable manners, behaving no different to the original on the road. No, that's wrong; it is better. The three-pot front brake calipers offer confidence and reassurance as only a modern system can.

Even with the revs limited, this car has some decent speed. Once the obligatory running-in period is over, I'm sure it will fly, although that's not what this car will be about. David and Carolyn are simply looking for the E-type experience, and being able to enjoy their car on roads it was born to travel. A whole continent beckons and this is the perfect car for the job. 📍



E-Conic Cars can be found on:  
[www.mossjaguar.com](http://www.mossjaguar.com)