

ORIGINAL JAGUAR E-TYPE

Restorers' and enthusiasts' guide to 3.8, 4.2 and V12



Malcolm McKay

Es and Qs: Originality clinic 1

The first in a new series of regular articles from **Malcolm McKay**

Recovering from the intense effort of writing *Original Jaguar E-type* (2nd Edition), published last year, Malcolm McKay has kindly agreed to answer members' questions about their E-types, as well as providing his expert guidance on E-type originality. Members are invited to 'ask Malcolm' via e-mail at malcolm@e-typeclub.com and we will be publishing more advice and answers in future issues of this magazine.



Series 1 originality

Author of *SuperFinds*, Michael Kliebenstein, wrote to Philip with questions about his newly-found E-type, 850522: 'I am trying to find out more about the history of my car. It's worthwhile, because the car is still a very lovely Jag, all matching and in generally very good condition. I want to keep it.'

Bulkhead and floor

Q: 'The rear bulkhead is straight, not curved, but the car has dropped heel wells. Can it have been a 'flat floor' at some time, and later changed to a different floor?'

Malcolm: *This right-hand drive 3.8 roadster was built in May 1962, just five RHD roadsters before the change to the curved rear bulkhead and other modifications to allow the seats to move back further, giving increased legroom. Dropped heel wells had been introduced in January 1962 from 850358, so your car would never have been a 'flat floor'.*

Sump

Q: 'Is this smooth sump bigger than usual?'

Malcolm: *I did a lot of research into the smooth/ribbed sumps, as there was no recorded change point in Jaguar literature and much conflicting information. I can confirm yours is the standard smooth sump, including the ground-off casting ridge on the front corner. Jaguar changed permanently to ribbed sumps in December 1962 (between engine numbers R.9187 and R.9222) but curiously, my research suggested there might have been two earlier batches of ribbed sumps, between R.4360-4600 in March 1962 and R.6950-7050 in July. With small samples, I can't be 100 per cent sure that the sumps seen now are not later replacements, but the number of ribbed sumps in these batches compared to the dearth of them in between did seem more than coincidence. It's possible Jaguar were*

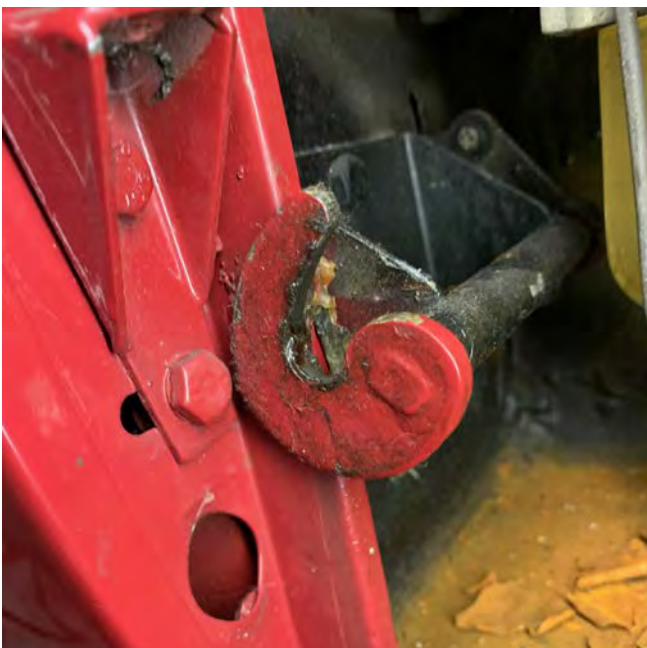
uncertain of the benefits of the ribbed sump, or they may have committed to a fixed order number from the supplier of the smooth sump and needed to use up stocks before fully committing to the change.



Bonnet lock

Q: 'Are the open holes under the locking mechanism due to old pressings for the outside bonnet lock cars being used?'

Malcolm: No, the large hole in the bulkhead on your photo was there throughout 3.8 production and should be filled with a rubber grommet. Note that the bolted-on socket above should have a 'gasket' made of woven jute, and the latching mechanism was not painted. The outside bonnet locks were deleted in August 1961 and the captive nuts for the attachment of the latching brackets to the bulkhead were deleted in November 1961.



Door chromes

Q: 'The door chrome is swaged; the doors seem to be of the early type, am I right?'

Malcolm: The doors saw many changes, almost all of which took place before your car was built and most of which were aimed at trying to keep rain water out of the car. A swage or ridge was added all along the bottom of the door chromes in July 1961, and was removed in April 1962 from 850507, just 15 cars before yours. Yours does not have the swage along the bottom, so is correct for your car.





Dashboard covering

Q: 'The dashboard covering is of the small-grain type. Was that also for the very early cars?'

Malcolm: *The dashboard vinyl changed in August 1961 from a pattern of small dots used on the earlier cars to the more leather-like pattern of your dashboard.*

Soft-top

Q: 'Can this be the original top? The Perspex window must have been changed though: no inscriptions.'

Malcolm: *You are correct that the original flexible rear window carried etched-in cleaning instructions from Vybak, the manufacturer. Very few 3.8s retain their original soft-top, and yours is a later replacement, showing numerous differences in the stitching, the shape of the 'gutter' flap etc.*

Engine

Q: 'The engine still has its original air intake without ribs. Do you see anything else interesting at first sight?'

Malcolm: *Your engine bay appears largely correct for May 1962, with its Metallic Old Gold painted cylinder head (the change from 'Pumpkin' came in November 1961), no lifting brackets (they were added in June 1964) and the two-part throttle linkage that replaced the early three-part linkage in December 1961. You have the correct Kelsey-Hayes-type servo, with*



vacuum valve at the right side (of the car) – convenient for RHD but awkward for LHD, which led to it being repositioned in June 1962 to the top (left). Yours will be branded on the front Dunlop, not Kelsey-Hayes, a change which took place in October 1961. You have the correct round brake/clutch fluid reservoirs, which changed to square a month after your car was built. The carburetors have the correct brass damper

tops (originally cadmium-plated, but it wore off very quickly). The air spreader is correct, as you say – smooth-finished but I can just see the three ridges, filled almost flush; these would appear much deeper from November 1963 (a batch of deep-ridge spreaders was also seen in April 1963). The air filter housing in black is correct for all 3.8s and early 4.2s. It does appear though that your chassis plate is missing.



1968 2+2 quarter glass

In Australia, Paul Jacobson is restoring a 1968 2+2, ex-USA: 1E.78143. Paul writes:

Q: 'Hi Malcolm, I am having an issue with RHS quarter glass at present and wondered if you may be able to shed some light on it for me? My glass broke during one of my relocations and I tracked a secondhand one down through David Manners. Both parties confirmed the correct part number should be BD29276 (Sundym), which I duly ordered. Upon removing the glass from the frame and attempting to fit to my frame, I discovered the glass (and frame) are $\frac{3}{4}$ in longer than what I need to be able to reassemble into my frame. My guess (for what it's worth!) is as my car was built

in May '68 I may have S2 quarter windows and if there was any change at that time you may be able to shed some light on this issue for me to identify the correct part number, as the couple of prices I have found so far for this glass suggest I may need to donate a kidney to purchase, so want to know for sure which one I need! Lastly, with regards to front windscreen installation, is it better to install the dash top first before the windscreen or is it possible to fit the dashtop after the windscreen is in?'

Malcolm: *Sorry to hear about your rear quarter glass, what a nightmare. You are correct that BD29276 is the part number for S1 2+2 Sundym RH rear quarter glass and I'm not aware of any change in it. I doubt you would have S2 glass, as the big change there was to the windscreen and I'm not sure the rear quarter glass was changed [since checked: there*

was no change, though on the S3 the part number changed to BD29099]. I wonder if what you've been supplied is FHC glass? I know the FHC is shorter overall, but that's because of very much shorter doors - I wonder if the rear quarter glass is actually longer on an FHC than a 2+2? It's almost certainly shallower in height too? I guess the only way to be sure before buying is to give accurate measurements of the glass you need...

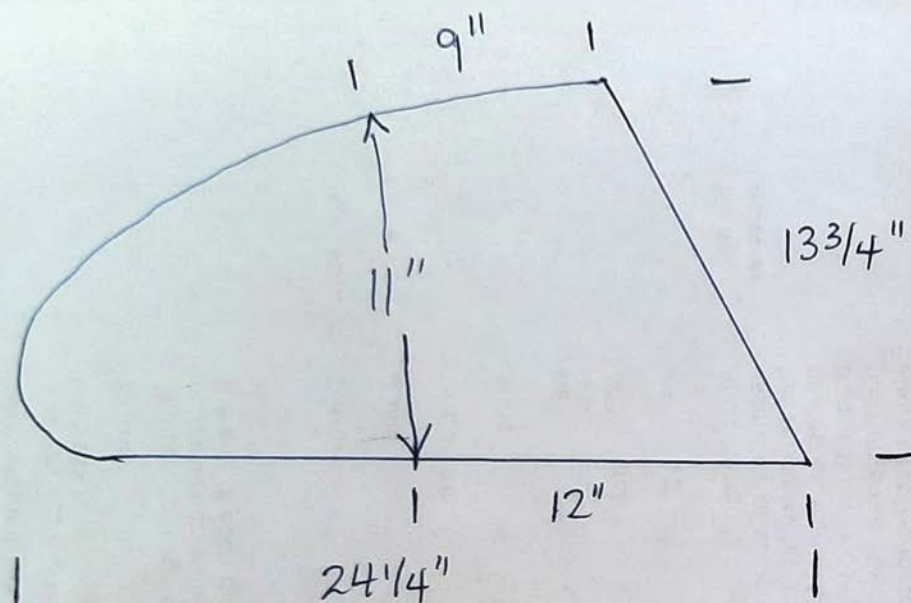
Ref installing the front screen, yes you can definitely install the dashtop after the windscreen is in - I had the same worry when I needed to change the heater pipe behind the bulkhead and reinstall the original in-bulkhead washer system on my car, I thought I would have to take the screen out because otherwise there was no way I could get to the screws on the demister vents - but in fact Jaguar were quite clever and the demister vents stay screwed to the dashtop, they just push into the demister pipes when installing and the dashtop is

held by easily-accessible fixings each end and in the middle behind the hinge-down panel...

Paul replied: 'Hi Malcolm, I was speaking to the E-type registrar for Queensland yesterday and he told me your book is the best reference book he has ever come across, well done! Yes, it looks like I have received a Coupé quarter glass and frame from David Manners, but stickered as a 2+2 part number (BD29276), I have attached a diagram of dimensions of my 2+2 frame and the frame from DMG which I presume now is for a Coupé. The frame is longer and narrower by 5/8in and shorter in height by 1in. I will now attempt to find another glass that is correct, using the part number above, without breaking the bank! I've sent a pic of my car at present, just waiting on a friend to help install screen and hatch glass, a mechanical oil gauge from Smiths and fit seats, door seals and trim and I'm nearly there finally! Thanks for your assistance as always.'

RHS 1/4 GLASS FRAME
DIMENSIONS

2+2



COUPE

