

**HISTORY COMPILED BY
J G BARLOW**

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**DOCUMENTATION PRODUCTION BY
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FOREWORD

In compiling this short history on car number:-

UE 1S 25926 BW (Reg No FUE 38M)

I have used relevant documentation supplied with the vehicle, together with photographs, Jaguar works' records and the previous owner's historical knowledge. Wherever possible information has been second sourced.

Further information has been acquired from Jaguar works' archives department and the Jaguar Driver's Club. Long and detailed conversations on various mechanical aspects have been held with those responsible for the rebuilding and refurbishment of the car.

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HISTORY

The Jaguar E Type Series III V12 Roadster, body number 4S 8745 now registered FUE 38M was completed at the Jaguar Coventry Works on 9 May 1974. It was built to meet the American (Federal) car/road vehicle specification in force at that time.

The car was one of the last 250 E Types made from a total production run of 72,233 of which 7,975 were the Series III V12 Roadster, production ceasing in 1974. The last car was body number 4S 8989.

Having been built to the American specification the vehicle was shipped direct to the USA port authority and on to the dealer, Dave Heinz Imports, of Tampa, Florida. Dave Heinz then selling the car to the first owner, [REDACTED] Odessa on 10 November 1974 (Refer Photograph 1).

In 1983/4 Mr Bieldblocki sold the vehicle to a [REDACTED] Florida, (Refer Photographs 2 and 3) who subsequently re-registered the vehicle to obtain a personalised number plate, OUR V12 FLORIDA (Refer Photograph 4).

There is evidence to show that [REDACTED] were closely associated with, employed by, or part-owned a film company, Gold Coast Studios, at Fort Lauderdale, Florida



Photograph 1 – As sold to first American customer



Photograph 2 – As sold to first American customer



Photograph 3 – As sold to second American customer – note wooden dash



Photograph 4 – Private plate in America, OUR V12

– the ownership of the car being transferred to that company in late 1983 without any financial transaction taking place.

The previous owner had good reason to believe the car appeared in at least one film or product advertising film and possibly twice - in all probability as a film prop or backdrop item.

Records show that the car was well maintained during its life in America. Bills show money having been spent on the car with little or no thought to budget. The early life of the vehicle is particularly well documented regarding regular servicing by a Jaguar agent.

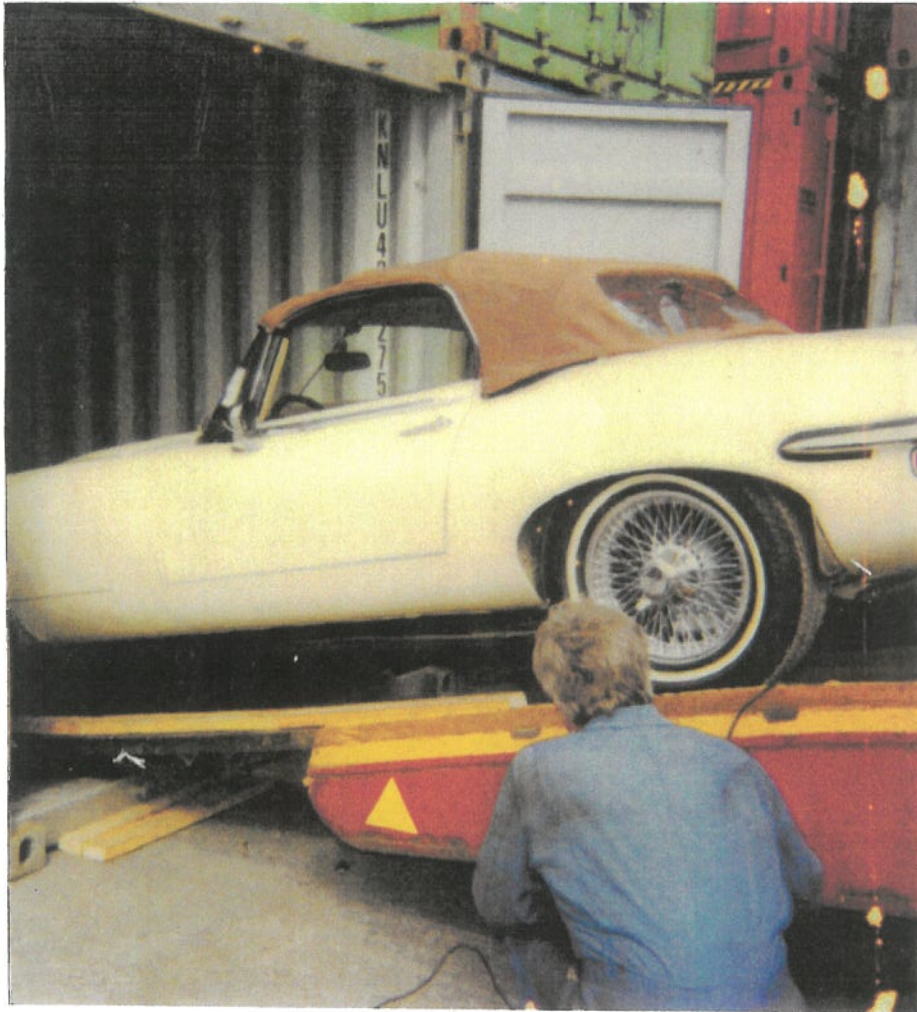
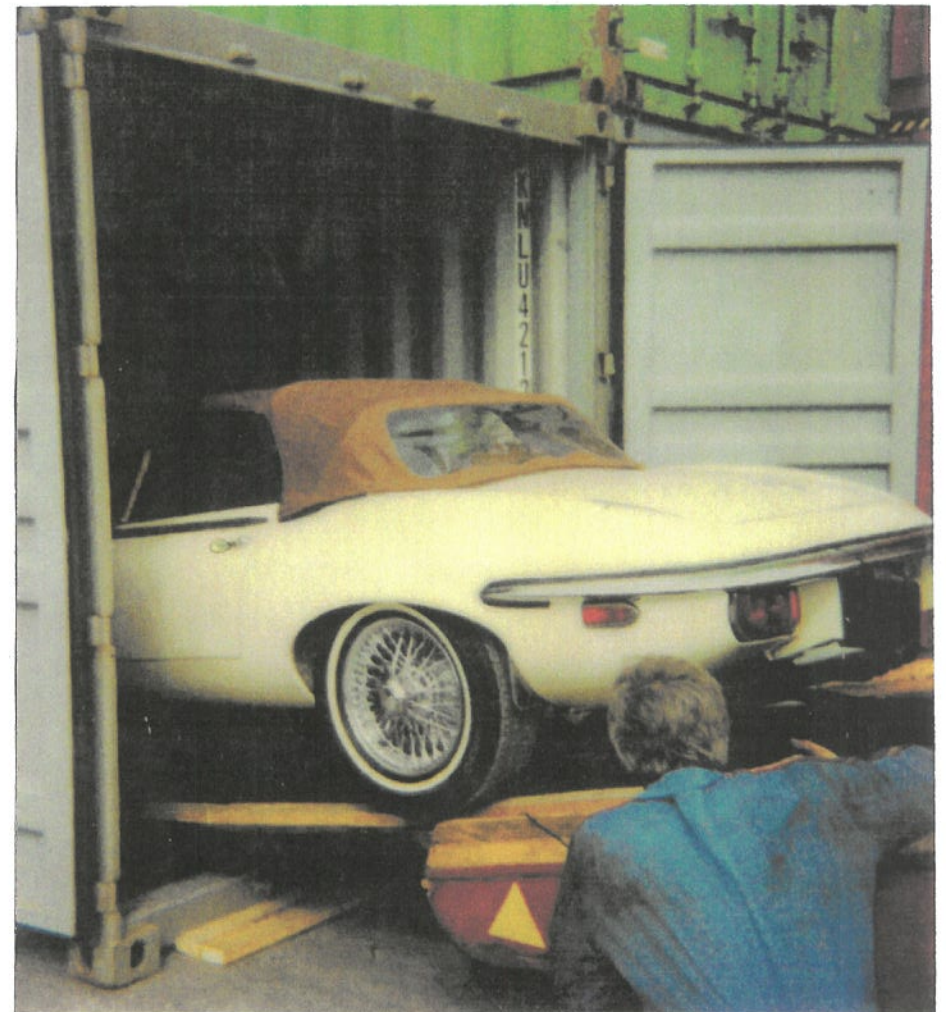
In 1989 an American private motor dealer was approached by his British relative with a view to buying an E Type V12 and shipping it back to England for full restoration. The English customer's reasoning was that the right E Type at the right price, would offer a much sounder base for restoration purposes than would the same car purchased in England, particularly if the car came from a very dry state. Bearing in mind that the car would be at least 16 years old, a British used car of that age would certainly have suffered severely with body rust. Jaguar cars in the 60s/70s offered little rust protection, and were known to use inferior grade steel

The American dealer after some 6 months enquiring located the subject of this history – a White Series 3 E Type V12 Automatic Roadster, having a good service history, with no major accident damage, totally free of rust, with only minor scuffs and scratches. The interior was in good condition but showing its annual mileage of approximately 4,500 miles.

After viewing, the vehicle was purchased from Gold Coast Studios with a total of 70,336 miles on the clock and at a price of \$51,000 (then approximately £27,000).

The car was container shipped in March 1990 (Refer Photographs 5 and 6) from Port Everglades, direct to Liverpool on the SS Holland, clearing customs in April 1990.

The first step of the English owner was to have the car re-registered with a British number plate, FUE 38M. The first MOT Certificate being issued on 25 April 1990. This enabled a thorough static and running assessment to be made.



Photographs 5 and 6 – Container loading prior to shipping to England

RESTORATION

On completion of the static and running checks the next 10 months, April 1990 to early 1991, were spent stripping the car of every component (Refer Photographs 7 and 8). The monocoque frame was specialist cleaned, (Refer Photograph 9) any damage repaired, (Refer Photograph 10) undercoated and sprayed, (Refer Photograph 11) as were doors, boot lid and bonnet (Refer Photograph 12).

The engine was similarly stripped down including carburettors and ancillary equipment by John Master's Motor Engineers for complete checking, who certified at least a further 40,000 miles of engine life before any major work would be required. Notwithstanding, the owner had the engine rebored, with obvious piston replacement. The remainder of the engine, typically the heads, valve gear etc including ancillaries was fully reconditioned, in all £15,000 was spent on the engine, auto box, back axle, and ancillary reconditioning or replacement – wherever possible with original equipment (Refer Photographs 13 and 14).

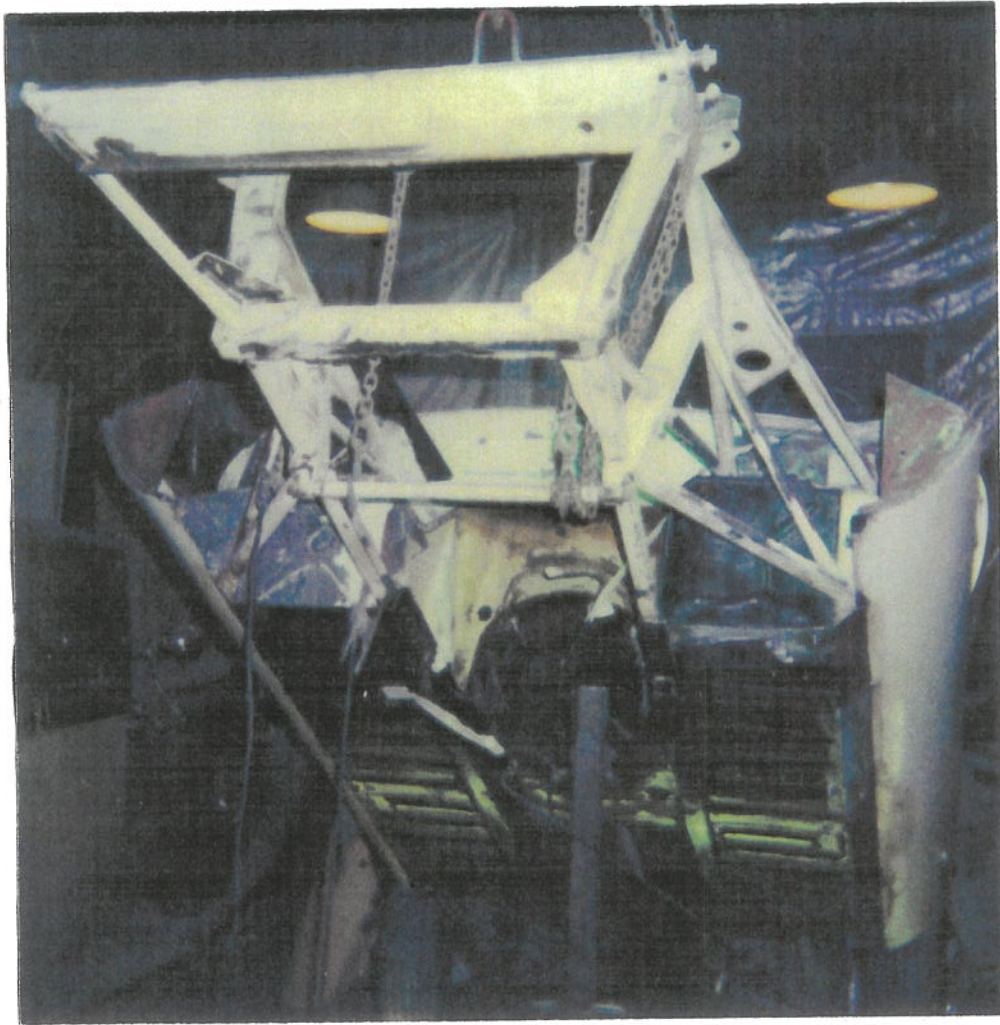
Brake parts were renewed or reconditioned, including brake lines, servo, caliper pistons, seals etc.

Chassi running gear was serviced but certain items had reconditioned units fitted, namely the power lock differential and outer hub carriers, all Universal joints (6 in all) were renewed.

Chassi and engine ancillaries were replaced with new units, in particular:-



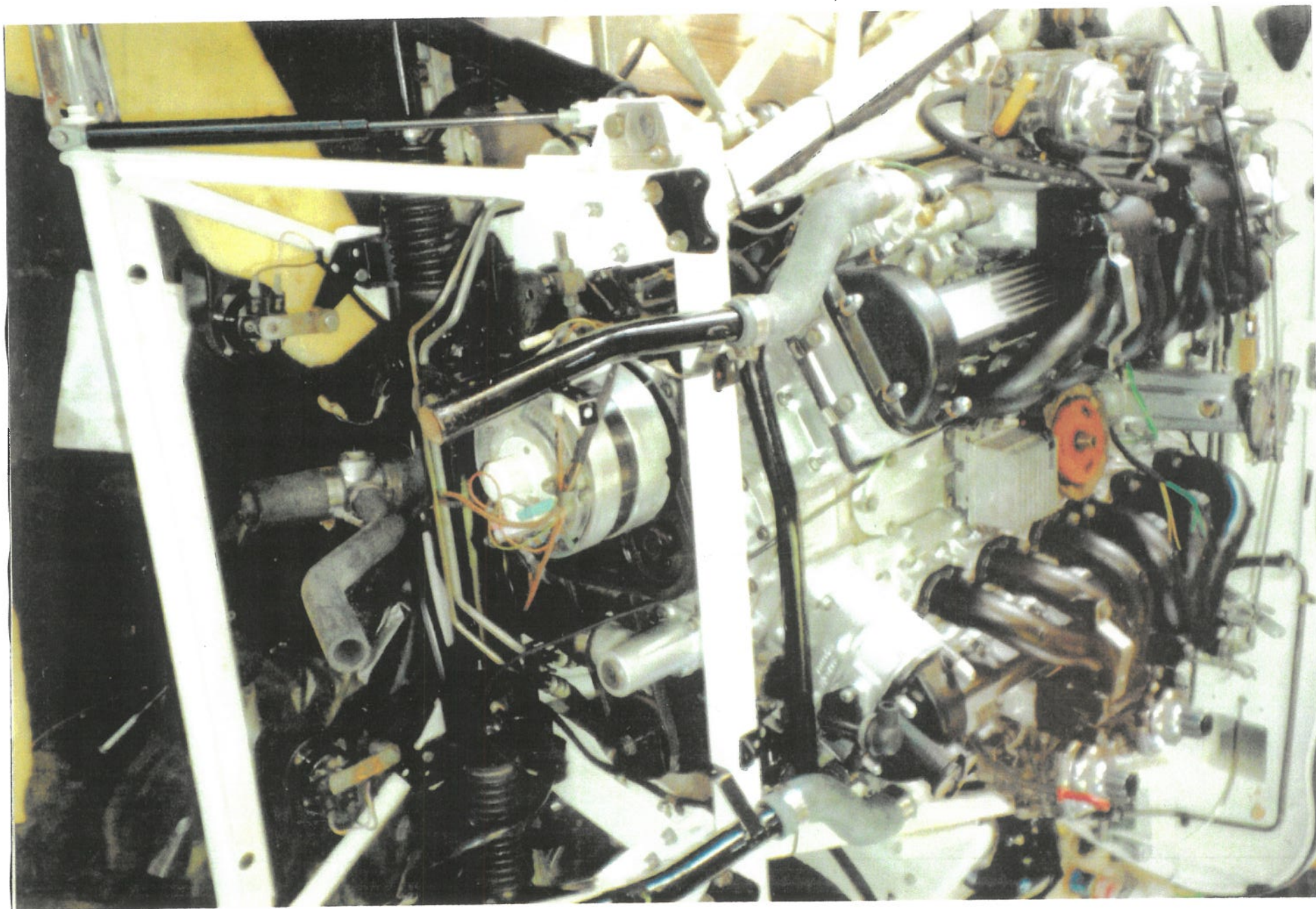
Photographs 7 and 8 – Car in process of being stripped



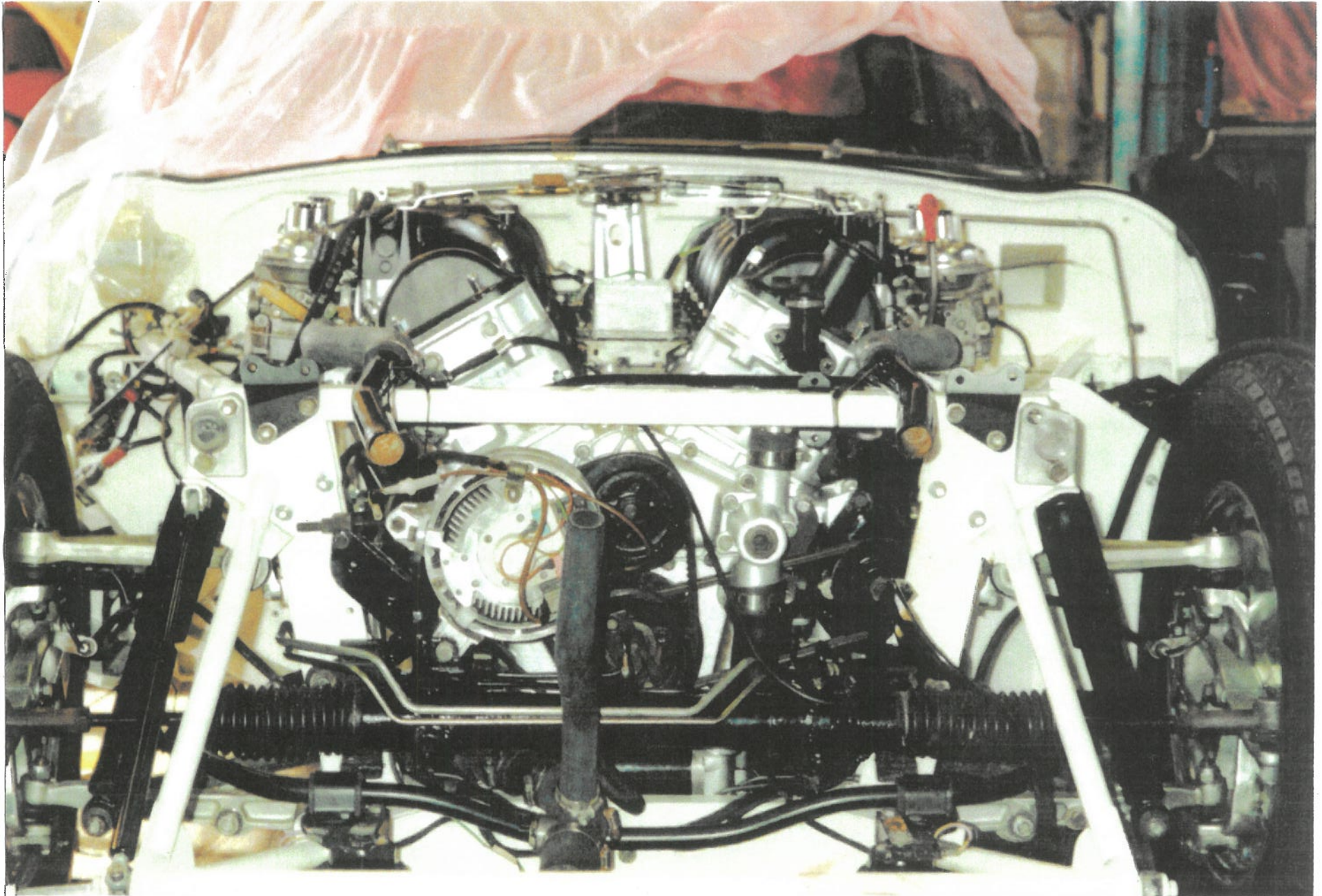
Photographs 9 and 10 – Chassi almost and completely stripped, hoisted for any repairs



Photographs 11 and 12 – Chassi and bonnet undergoing re-finishing



Photograph 13 – New ancillaries being fitted

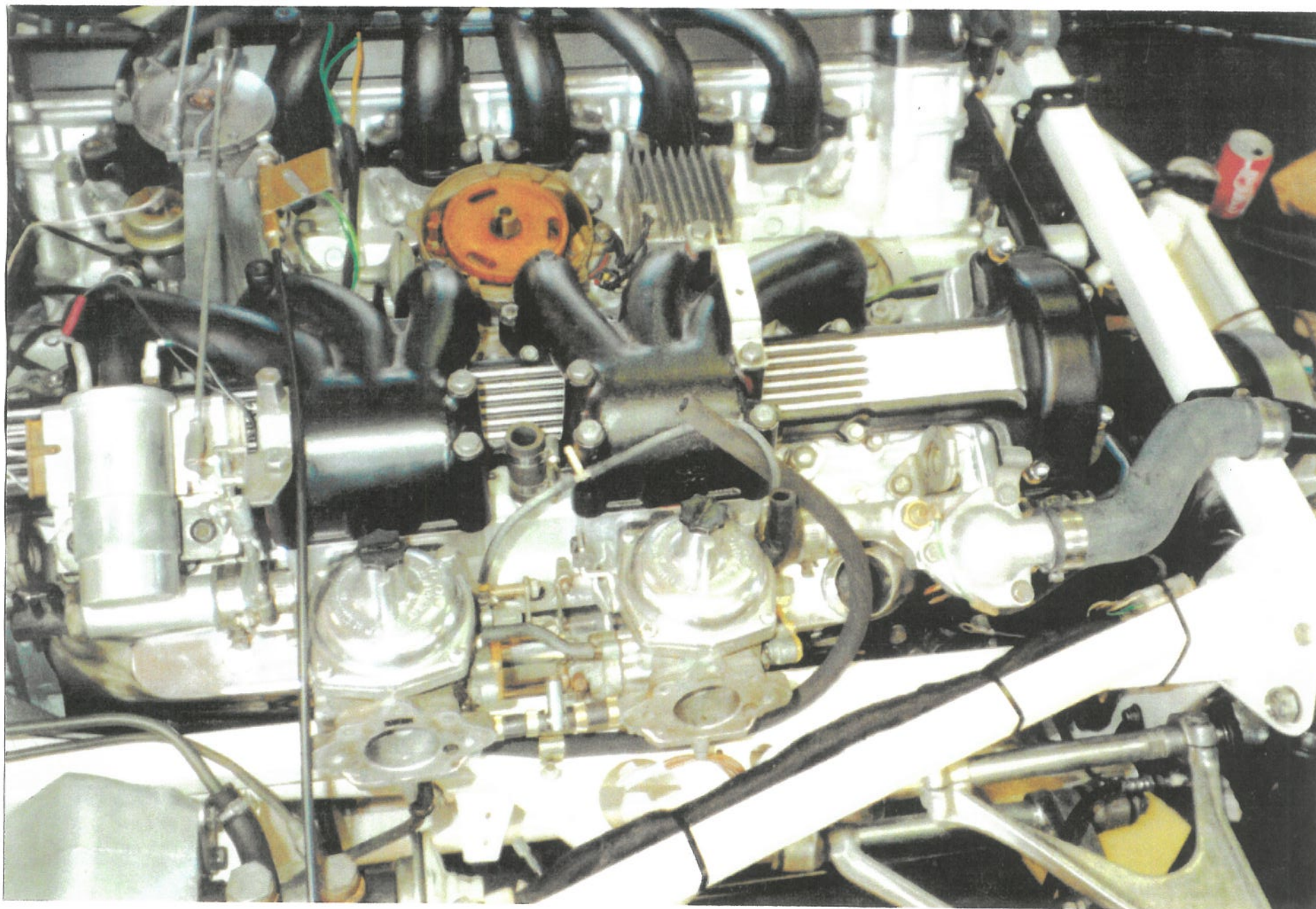


Photograph 14 – New ancillaries being fitted

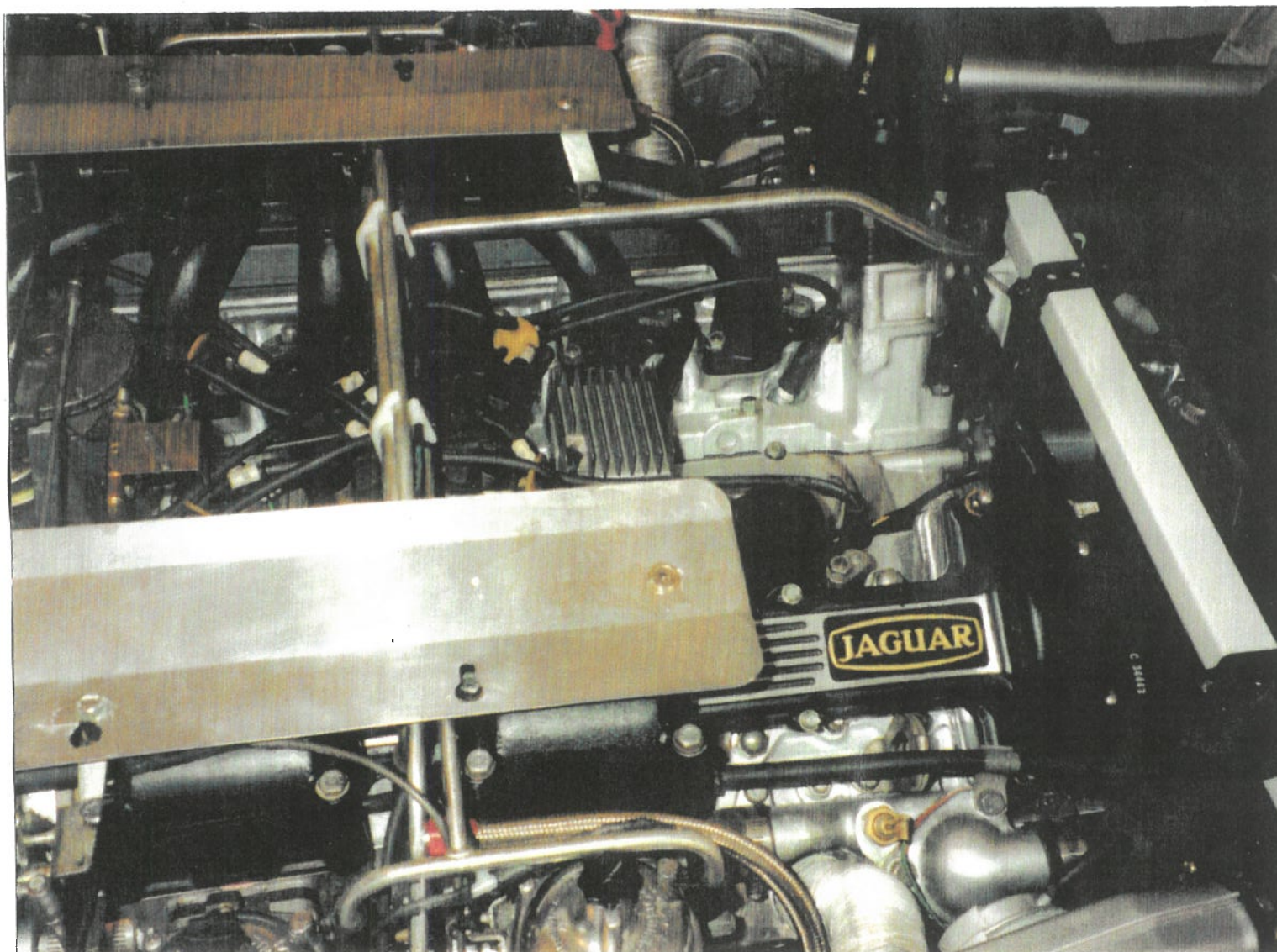
- 1) *Radiator.*
- 2) *Header tank.*
- 3) *Water hoses.*
- 4) *Petrol pipes.*
- 5) *Battery.*
- 6) *Heater plenum.*
- 7) *Heater collection boxes.*
- 8) *Air cleaner box.*
- 9) *Air inlet ram-pipes.*

(Refer Photographs 15 and 16)

For interior refurbishment the car was passed to the Coventry firm of Kennilworth who replaced all interior trim, carpets and seats, only interior mechanical items were not replaced,



Photograph 15 – New hoses, petrol pipes and cable loom completed



Photograph 16 – Replacement items, rad, fans etc almost complete

namely winders, handles, hood frame, seat adjusters etc, at a cost of £2,300 (Refer Photograph 17).

Exterior refurbishment included the full respray to the original colour (Old English White), the replacement of all bright work and chrome parts. The wheels were rebuilt, balanced and fitted with new white trim Pirreli P77 205/75 R15 tyres and tubes with new twin ear nut spinners. A new black mohair hood and cover were also fitted.

The conversion from American to British specification was carried out during re-assembly. Defederalisation, done correctly is a difficult and costly exercise. In this case over £4,000 was spent on parts and labour. Only new original UK right-hand drive components were used, namely:-

- 1) Steering rack.*
- 2) Hydraulic pipes.*
- 3) Cable looms.*
- 4) Dash.*
- 5) Pedal box.*



Photograph 17 – Interior completely re-furbished

6) Bumpers.

Lesser items are too numerous to list but range from headlights to blanking grommets.

The major mechanical and body work requirements were:-

- 1) *Removal and fitting of the above.***
- 2) *Removal of air conditioning.***
- 3) *Removal of emission control items.***
- 4) *Retuning engine.***
- 5) *Change many carburation items.***
- 6) *Remove rubber overrides.***
- 7) *Remove front and rear side flashes.***
- 8) *Change wheel nut spinners.***

- 9) ***Make good all apertures and holes caused by above work. As previous there are too many small items to list, but range from side mirror to radio.***

After restoration (Refer Photographs 18 and 19) the car was little used, covering less than 800 miles between 1990/91 and 1997, mainly used for special club events and attending Jaguar car show functions (Refer Photograph 20).

In spite of the low mileage during the previous 6 years to my owning the car, it was regularly maintained and MOT'd each year.

The previous owner faced with the mounting running costs of 5 high performance cars chose to part with the least used, and most expensive to run – the E Type V12. From his buying to selling the vehicle, bills totalling over £70,000 had been spent on initial purchase and restoration.



Photograph 18 – The car fully restored



Photograph 19 – The car fully restored (Note damage on grill surround)



Photograph 20 – Exhibiting at shows like this one

VEHICLE ACQUISITION AND PRO FORMA

The vehicle was purchased by the present owner on 20 January 1997.

After both lower horizontal door-sealing strips had been replaced the vehicle was collected on 25 January 1997 with a new MOT and a full tank of petrol.

The first year's tax was taken out on 1 February 1997.

Comprehensive insurance for two named drivers was taken out on 29 January 1997 for an insured value of £30,000.

The car came with:-

- A. Jack and hide mallet.*
- B. Fitted dust cover.*
- C. Driver's handbook.*
- D. Workshop manual.*

E. Parts manual.

F. Customs clearance, invoices, photographs etc.

INITIAL OBSERVATIONS DURING FIRST WEEK OF OWNERSHIP AND CORRECTIVE ACTION TAKEN TO DATE

- 1) **New seats do not have seat belt guide loops.
Not fitted originally. This may have to be a retro action.**
- 2) **Boot lid requires considerable down pressure to shut.
Catch and lock readjusted.**
- 3) **Passenger door cannot be opened from outside, the lock and push button operate correctly but do not release the internal door mechanism.
Locks and internal door mechanism readjusted/ serviced.**
- 4) **The bonnet safety catch does not click home.
Striker plate lubricated.**
- 5) **The speedometer is slow, suspect 10 mph slow at a true speed of 50 mph.
No corrective action yet taken but now known to be 18% slow.**
- 6) **Choke and air control temperature indicator lamps not working.
No corrective action yet taken.**

- 7) **Auto gear indicator very dim, not possible to clearly see in darkness.**
No corrective action yet taken.
- 8) **Rear number plate not fixed at one end.**
Number plate securing brackets drilled out and re pop riveted.
- 9) **Small indentation on rear offside wing, top surface, about 1" diameter.**
No corrective action yet taken.
- 10) **Several small body/bonnet edges chipped.**
No corrective action yet taken.
- 11) **Damage indentation on air intake oval chrome surround.**
No corrective action yet taken.
- 12) **Suspect that the 'hot/cold' air lever is fixed in hot position only.**
Found to be correct.
- 13) **The boot lid a poor fit.**
No corrective action yet taken.
- 14) **Header tank cap does not positively lock.**
Cap replaced.

- 15) **Auto gear-box overfilled.**
Found to be correct when checked hot (as per handbook).
- 16) **Handbrake inefficient.**
This is a problem of the Marque, however, the new MOT found the system satisfactory.
- 17) **Radio auto aerial not working.**
No fault, auto aerial wired to dash switch.
- 18) **One bulkhead grommet missing, one displaced.**
New grommet fitted, displaced item corrected.
- 19) **A complete lack of superficial lubrication ie hinges, slides, pins, catches etc.**
All items greased/oiled.
- 20) **The passenger's seat back-rest on occasions slipped its lock and collapsed rearwards.**
Main seal hinge and back adjustment found to be cracked. Unit stripped and welded.
- 21) **Horns sound weak and not in keeping with vehicle image.**
Both horns renewed.
- 22) **Interior/boot light not working.**
Bulb replaced.

- 23) **Seat belts do not work ie lock under load, yet car passed its MOT!!**
Car returned to MOT garage (Car & Commercial) who proved beyond doubt in a road trial that both belts worked correctly.
- 24) **Trafficators do not reliably self-cancel.**
No corrective action yet taken.
- 25) **Only security fitted is maker's door locks, in spite of being an open sports car.**
Immobiliser and entry alarm now fitted.
- 26) **Vehicle does not always attempt starting in neutral.**
This apparent fault has never repeated itself (suspect the shift was not cleanly in neutral).
- 27) **Cooling is suspect (a Jaguar weakness on most E Types) and requires early investigation.**
Connector to thermostatic switch was open circuit.
- 28) **Suspect loose spokes or badly rebuilt offside rear wheel.**
No corrective action yet taken.
- 29) **Poor headlight illumination.**
Both headlights changed to H4 halogen.

SYNOPSIS

During my ownership the car has required minimum attention other than cleaning and polishing, each wheel requiring 1½/2 hours of labour and a further 16/20 hours for the remainder.

Detailed cleaning and preparation for Modified Concours Class Exhibition would typically mean 100 hours plus of labour with full engine/gearbox removal.

Mechanical attention so far has been limited to a complete service, 10 hours being needed for oil changes (18 pints for the engine alone), plugs, all 22 grease nipples, topping up etc.

Items found during the initial observations have or are being corrected as and when time allows. The only fault so far has been limited to a failed temperature gauge caused by a faulty sensor unit in the cooling system – now replaced.

One cause of serious concern is the discovery after a short time of ownership that the numbers did not match. The VIN plate stating the engine number as 7S 17084 LA. In fact the engine had the number 7P 14323 LB, clearly indicating an engine swap some time in the car's life.

Superficial investigation did not reveal who, why or when this occurred. John Masters were emphatic that the engine they stripped and rebuilt was that removed from the car in their workshops. The most likely explanation is that the reboring specialists did not return the same block after reboring as they had received. This possibility was agreed by, but not admitted by the specialists.

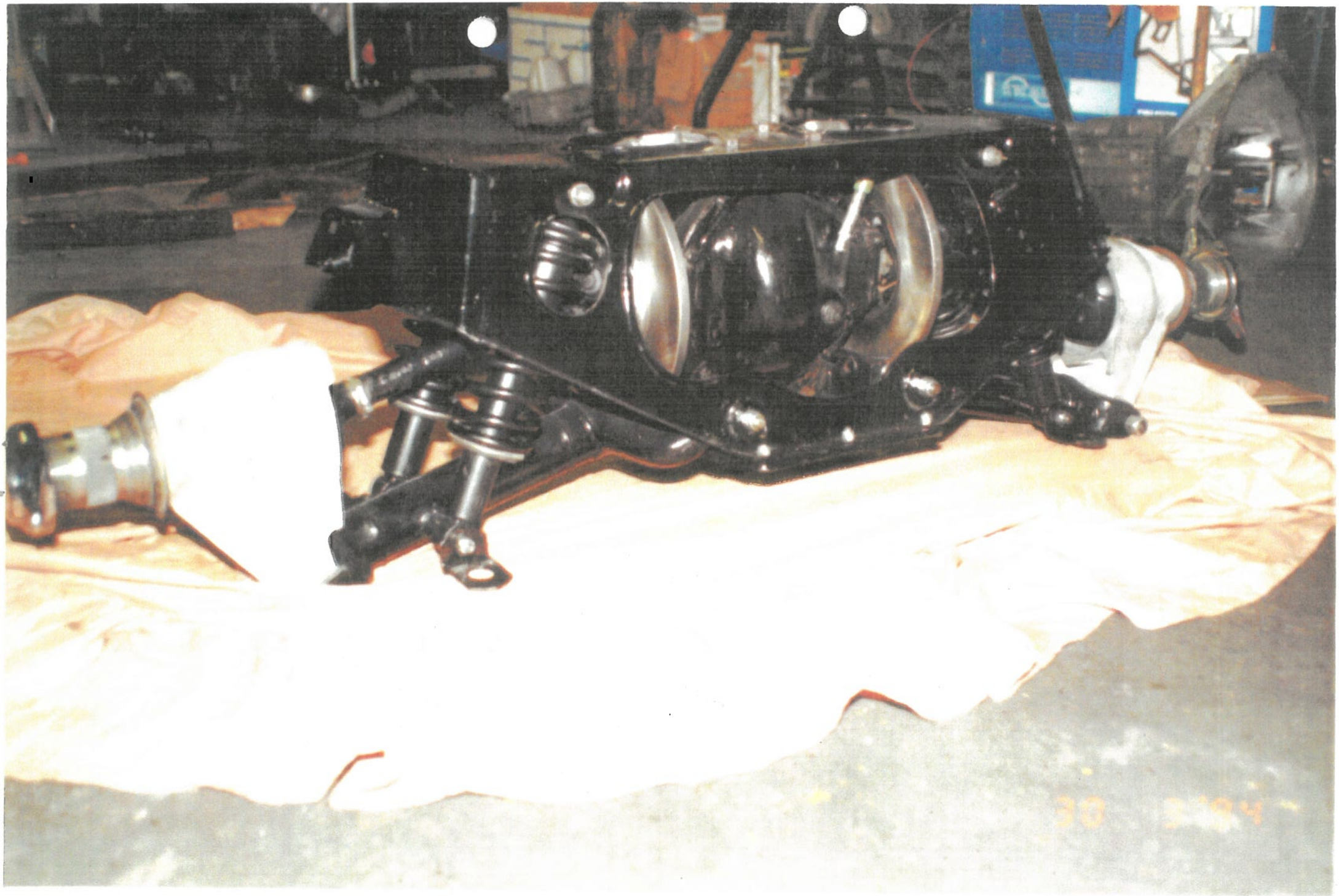
Knowing the extremely strict American customs import/export system regarding the correct identification of cars and ancillaries, it is almost certain the car was imported to this country with its original engine.

Reference to Jaguar Heritage Section indicates that engine number 7P 14323 LB now fitted was originally in a 74 Jaguar XJ12. The swap causes me less concern than the reason why.

Having been offered a full refund of the purchase price, I decided to keep the car and live with the doubt, particularly as my own investigations, knowledge of the car and the previous owner's detailed knowledge have fully convinced me that not only has the reconditioning work been thoroughly carried out, but in a strict and detailed manner with close customer supervision.

I now know that the car failed its new MOT on the handbrake efficiency, requiring new handbrake pads at a labour and parts cost in excess of £400 – fortunately not my responsibility. Replacement of handbrake pads on the Series III E Type is the most difficult of all pad changes necessitating lowering the whole of the rear suspension.





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