

1965

Jaguar E-Type Series 1

Price on request



- 4,235cc DOHC Inline 6-Cylinder Engine
- 3 Weber 45DCOE Carburetors
- 300bhp at 5,400rpm
- 5-Speed Manual Getrag Transmission
- Fully restored

THE E-TYPE

The Jaguar E-Type debuted at the Geneva Salon in March 1961 and caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The car was equipped with the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster, as it did a marginally higher top speed and the considerable convenience of a generously sized luggage compartment.

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. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

THIS E-TYPE

This beautiful example of the classic Series 1 E-Type Roadster was completed near the end of production of the original, covered-headlight manufacturing run, thereby benefitting from the enlarged 4.2-Liter engine and fully synchronized transmission. According to the Jaguar Heritage Trust Certificate on file, this stunning E-Type was completed at Jaguar's Browns Lane plant on September 1, 1965.

The Roadster was finished in Opalescent Maroon over a black interior; today it appears in the stunning Red over black livery, fitted with a black convertible top, and configured with a left-hand drive steering arrangement. The new Jaguar was dispatched on September 9, 1965, and destined for the US market, where Jaguar Cars of New York would distribute the car to the first owner.

A comprehensive restoration was recently performed during previous ownership, and it is apparent at a close inspection that the work was carried out to a very high and factory correct level. The exterior was re-finished in the red color with perfect fitting panels, while the interior was trimmed in black to match. Chrome wire wheels are fitted, trimmed with classic Dunlop tires.

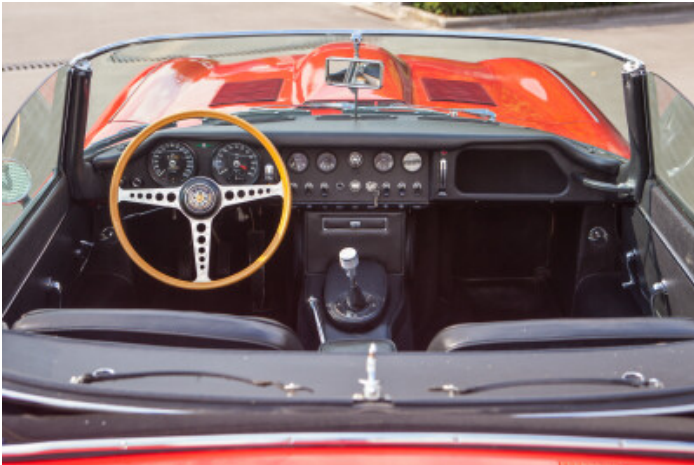
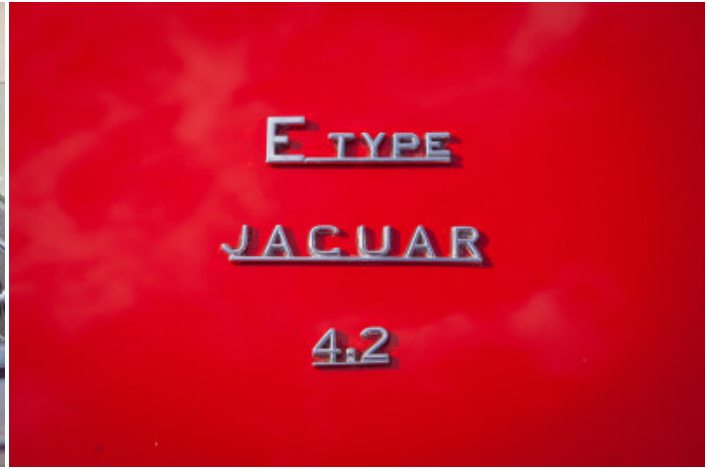
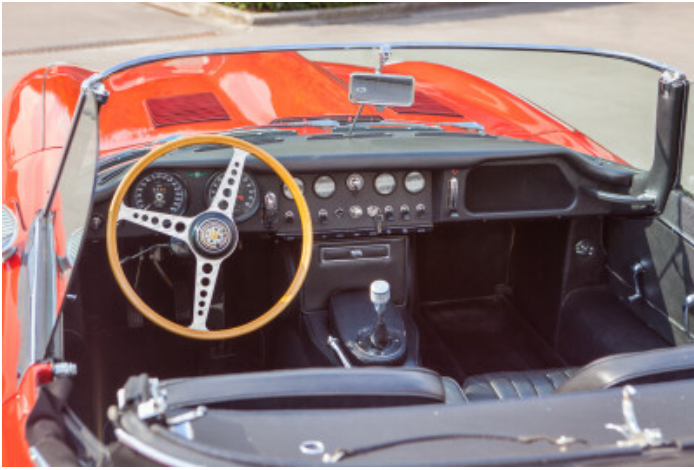
The 4.2 engine received a "fast-road" kit including side draft triple Weber 45 DCOE carburetors offering extra performance and increased throttle response. Furthermore we can find an aluminum radiator and expansion tank. All in all good for around 300hp! Improved performance requires upgraded handling as well so we can find 4 pot calipers with big discs; Koni Sport shock absorbers; a limited slip differential and a getrag 5 speed manual gearbox to link it all together!

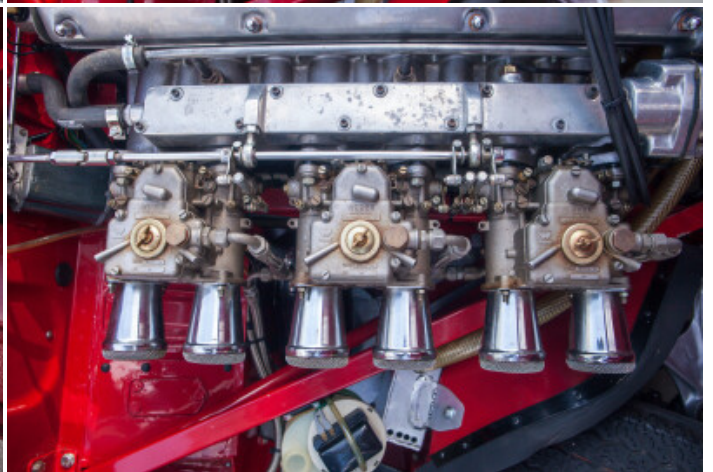
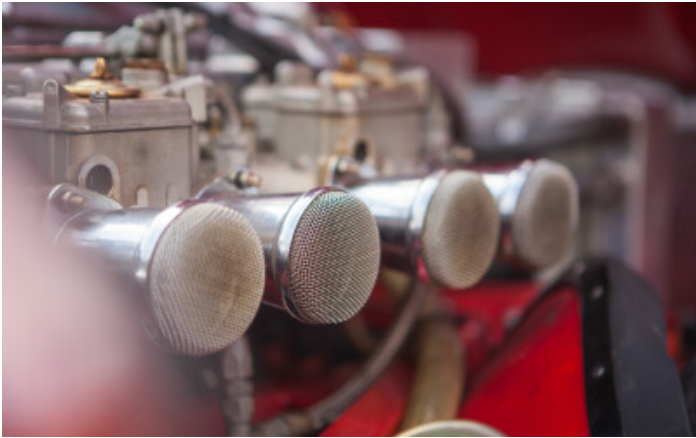
The truly magnificent car is probably the best E-type; combining stunning looks with real performance and handling. The E-Type Roadster is offered from a true car connoisseur, where it has been enjoyed among other great cars. One of the most iconic sports cars of all time, this E-type Roadster retains its original, matching-numbers engine. Included with the sale of the Jaguar is the Jaguar Heritage Trust Certificate.

Specifications

Mark	Jaguar
Model	E-Type Series 1
First use	01/01/1965
Engine	4267cc
Transmission	Manual gearbox
Mileage	34320 mi
Color	Red
Interior	Black
Power	300 hp
Fuel	Gas/Petrol (normal)











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