

Chris Lake's E-Type Story

I first saw an E-Type at the 1962 Sydney Motor Show when I was 12. It looked sensational compared to the EJ Holden station wagon my dad and mum were considering as a replacement for our FE Holden sedan. My two younger sisters had to literally drag me away from the Jaguar stand (and they remind me about it from time to time). The Jaguar representative/salesperson clearly recognised I was a genuine E-Type buyer because he surprisingly gave me a beautiful E-Type brochure.

Finally Got One

That salesperson was right because 28 years later **in 1990 I did buy an E-Type**. A three-line advert in Saturday's "The Advertiser" 'Cars for Sale' in June 1990 led me to phone a private seller and to check out the 1964 E-Type Series 1 4.2 Roadster. My 'new' E-Type was painted yellow — and I was very green.

The following Saturday I drove my E-Type to Classic Cat on Goodwood Road to see E-Type guru, **Chris Waldock**. He test drove it and thought the gearbox was very good, which perhaps meant that not much else about the car was very good. He said the ID plate showed it was the 8th RHD 4.2 Roadster built and suggested I write to the **Jaguar Daimler Heritage Trust** to request a check of the Body no., Chassis no., Engine no. and Gearbox no.

History

The certificate I received from the JDHT confirmed all the numbers matched, so that was very lucky because by then



I had learned those numbers should be checked prior to buying! My car was built on 2 Nov 1964 in Cream with red trim and the first dealer was Bryson's in Melbourne where it was sold new in 1965. In the following few years, I tracked a lot of the car's history (with help from Jaguar historian, **Terry McGrath** and Victorian Registration archival records).

At First It Was Just the Clutch

A few months after buying my E-Type I realised the **clutch needed replacing**. I took the car to a local workshop and called back a few days later to check on progress. **Alan Baker** just happened to be next door to the workshop and noticed my E-Type and came in to introduce himself, explaining that he had also fairly recently bought an E-Type. Alan said "get the E-Type out of here" as the clutch job should be done by a Jaguar specialist

like Classic Cat - and so I had the car transported there.

At Classic Cat it was recommended my car be completely **disassembled**. After disassembly I was told "all the bolts, screws, nuts and washers had been placed in a container and then inadvertently ended up in the bin which had already been collected — but they weren't any good anyway!"

So, by September 1990, three months after buying a road-going E-Type, I had instead **just a pile of E-Type parts!**

Restoration Begins

I decided to get the **bodywork restored** by **Glenn Olsen** (a perfectionist) who owned 'The E-Type Factory' in Melbourne where the bodywork of **Chris Waldock's** E-Type was being restored.

In 1991, Chris W and I travelled to Melbourne to drop off my car's bodywork and to pick up his car's restored bodywork. A year or so later my car's bodywork was supposedly all ready for pick-up, but when Chris W and I got to Melbourne, Glenn said "I know I said it was finished, but it's actually not quite finished". I said "OK, no problem, we'll just drive back to Adelaide and come back".

A month or two later we drove back to pick-up my perfectly restored E-Type bodywork.

I then took the bodywork to a recommended paint shop in Adelaide. A few years passed but hardly any work had been done on my car when the business



Chris Lake's E-Type Story (cont)

went into receivership. Chris W arrived at the paint shop with his Ute and trailer and said "get the E-Type out of here" and so we got the E-Type out of there!

Ultimately, I had the car superbly painted in the original acrylic Jaguar Cream (a version of Old English White) at **Keith Hunter Motor Bodies**.

Nuts & Bolts

Meanwhile, I had started on what became an incredibly long and winding road **collecting all the bolts, set screws, screws, nuts, washers**, etc. for my E-Type.

Using the Parts Manual and computer, I calculated the quantities needed for each bolt etc. I wanted only original branded bolts etc. (e.g., BEES, GKN, Rubery Owen) of the correct diameters, lengths, thread types, etc. - and only in perfect condition. I gradually collected the required hardware over many years, mainly from various Jaguar parts shops and Jaguar mechanical workshops!

I went to Sydney and Melbourne just to collect bolts, set screws, etc!

I thought I was possibly the only person in the World with this 'hobby', but I was very pleased one day to learn I wasn't alone — there was a Victor Waterhouse in Sydney who had the same 'hobby' as he was restoring his (Cream/red) 1961 E-Type Roadster (the first Roadster sold in Australia).



I also spent these years (while managing a busy business) ensuring all parts were either repaired, re-conditioned, re-plated, re-painted, chromed or whatever was required to be ready for the reassembly process as per the Parts Manual and/or photos of original cars in the various restoration guide books.

Assembly Time

I'm extremely grateful to **Alan Baker** for his professional work with the **assembly of the car**, with me supplying the necessary parts and hardware for each stage — and to others including **Martin Hawes** who did the electrical work and to **Allan Smith** who did the trim.

By 2006 (16 years after buying my E-Type) I finally had an E-Type I felt was as close as possible to how it would have been out of the factory in 1964 - just like the one I had seen 44 years earlier in 1962.

The car was now Cream and I was much less green. I never planned to enter the car in a concours, but did enter the 2006 JDCSA Concours d'Elegance and won.

In 2007, the JDCSA hosted the 2007 Jaguar National Rally in Adelaide. To support the JDCSA, I entered my car in the Concours d'Elegance where it was judged the outright winner - and Alan (Baker) entered his race-car modified 1964 E-Type 3.8 Coupe in the Concours d'Etat — and it was the outright winner.

I expect I spent thousands of hours (and dollars) over 16 years before the project was completed. I have all the invoices but have never wanted to add them up!

I think I became well known during those years as the Man with the Cardboard Box (with various E-Type bolts and bits). The lengthy unplanned restoration process was very educational and also very rewarding because I feel I've **saved a piece of Jaguar history**.

Chris Lake

Editor. Thank you for the great story, Chris. Lovely car. When one looks at a restoration, it is easy to under appreciate just how many hours have gone into achieving the end result.



Chris Lake's 1964 Series 1 4.2L roadster with Alan Bartram's 1966 Series 1 4.2L Coupe.