

Home Hobby Restoration (by Aaron Smith)

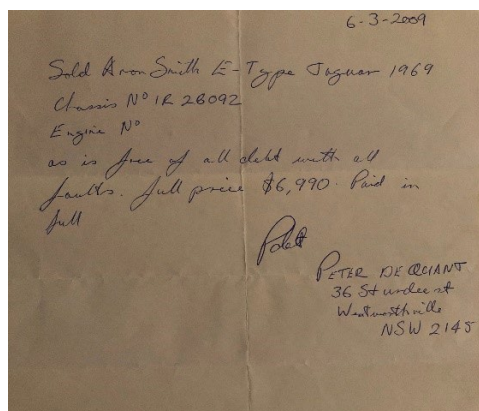
1969 E TYPE JAGUAR SERIES 2 FHC HOME HOBBY RESTORATION BY AARON SMITH

After being lucky enough to enter my father's (Richard Smith) E type into the Classic Adelaide, I decided that at some stage I had to own one. So I put my 1970 V6 GT Capri on the market. I managed to sell it pretty quickly which gave me a small amount of money to purchase an E Type.

The Purchase

Looking on eBay one night I found a very rusty 1969 E Type for \$6990. It turned out that I was the only bidder on the in-line auction. The next step was to get it home. My wife and I drove to Wentworthville in NSW to pick it up.

It was stored in an old shed in a backyard and had weeds growing through it. Seeing it in real life was a bit of a shock.



But now I owned, I guess you could say, half an E-type Jaguar.



The E type was sold new in New York in 1969, and looked like it had been driven straight from the showroom into a swamp.



I don't know much of the history of the car except it arrived in Australia in 1991 and the person I had purchased it from had picked it up from a deceased estate.



Next step - to bring it back to life.

I printed off a catalogue from The Hutson Motor Co. in the UK. I then went through it and ordered all the replacement panels for the rusty parts that were available, including a complete new floor.

While waiting for the shipment to arrive, I stripped what was left of the car to a bare shell.

Then I made a frame and bolted the tub to the floor to keep it square and started the tedious process of drilling out spot welds to remove the rusty panels.

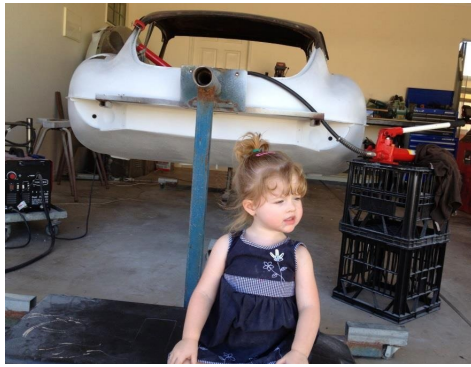


Over the next few years, with no real qualifications or experience in building a car from scratch, except watching what was going in the garage at home when growing up, I slowly put the car back together.



Each after-market panel had to be tech screwed in place first before welding. This is because I found most of the panels didn't fit properly and had to be slightly modified.

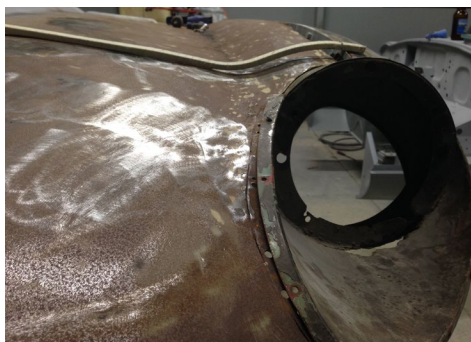
Home Hobby Restoration (cont)



It took about six months to get it right and make it fit properly. I used strips of lead and made patterns from the good side of the bonnet. I then used these to get the shape correct on the damaged side. With a lot of cutting, hammering and shrinking it came up better than expected.



I also had to make new rolled edges for both of the front fenders as they were rusted away. Once the bonnet was fitted, I then pulled the car apart and sprayed the inside and undersides of doors, bonnet and rear hatch.



It was now starting to look like a car again and it was time to spray the underside and put the differential back in.

The bonnet was the next project, this was the hardest part as it's the focus point of the E type and so it had to be perfect.

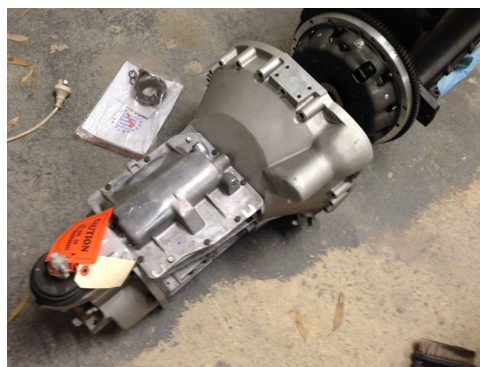


Home Hobby Restoration (cont)

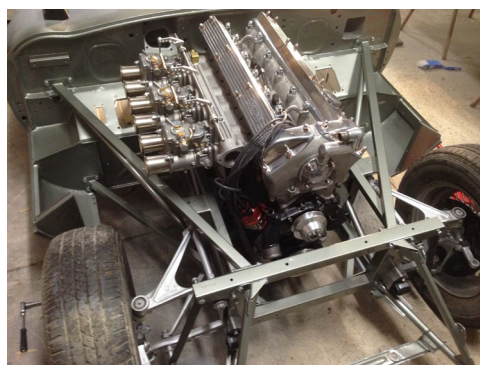
With most of the hard work done it was time to get it ready for painting. Before this could happen I had to put the engine and gearbox back in.



The engine was rebuilt by Bill from Charlick Engine Service, and I purchased a brand new 5 speed gear box.



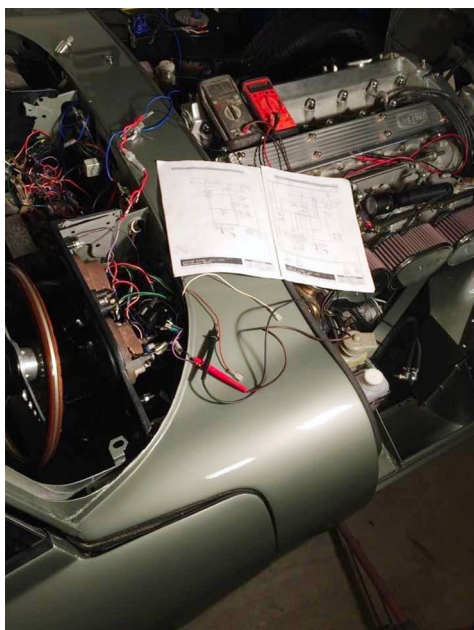
With a bit of help from the Haynes Owner's Workshop Manual, I rebuilt all of the front end. I had the braking system overhauled, bought 4 brand new brake discs and made all new brake and fuel lines.



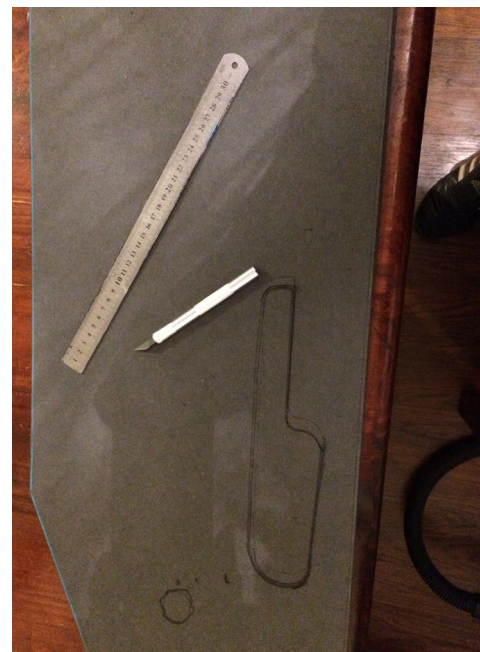
Running low on funds I decided to have a crack at spraying the car myself, with a bit of practice painting the internals, I thought how hard can it be.



Once the car was sprayed, I then ran new wiring looms with a bit of help from the old man, we managed to get everything working.



The final part was the interior. Using what was salvageable from the original interior, I made templates, the rest I copied from pictures in magazines. The only part of the interior that wasn't hand made at home were the front seats, these were re-trimmed by the Southern Trim Shop.



I even learned how to sew and hand stitched the rear wheel arch covers (I'd never do that again though it was extremely mind numbing)



Last thing to do was to get the RHD conversion engineered. Once the engineer was happy, the car passed the road worthy inspection and finally was on the road.

Regretfully, after 12 months I decided to sell it as I needed a car with back seats for the kids. **Evan Denning** is the new owner.

I have now purchased a Series 3 Australian delivered Coupe which I found in a barn on a cow farm in Maitland NSW. It's a one owner car with 57,000 miles and full service history. It was unfortunately damaged in the early 80's and requires a full restoration. ■

Editor. Unbelievable restoration and story Aaron. 9 years of blood sweat and tears. With what you have learned, we cannot wait for your next restoration story. Thank you.



This immaculate 1969 Series 2 E-type started out as a rusty wreck. After a 9 year restoration project by Aaron Smith, the results speak for themselves. Rust repairs, replacement panels, conversion to RHD, mechanical's refurbished, suspension, brakes, new 5 speed gearbox, new paint work and interior, all redone in his home garage.

Shannon's Show & Shine 2020 Competition

Club member **Evan Denning** has entered the Shannon's Show & Shine 2020 Competition to pay tribute to the great work Aaron Smith did in rescuing this rusty wreck and turning it into the car it is today.

The competition will also allow Evan to raise some funds for the club (if the car wins any awards).

Click on the link and vote for this car. [2020 Shannons Club Online Show & Shine](#)

There is some stiff competition but this car is polling quite well at the moment thanks to Aaron's amazing work. ■



Aaron Smith's car is now owned by Evan Denning. It is entered in Shannons Show & Shine