

The Legend

AVV 1 has been owned by Alan from new in 1972, and had been entirely self-maintained throughout that time. Its garage/workshop has every aid and convenience possible to enable him to do this, including of course, a pit.



d of AVV 1

Alan Hames brings us the story of his astonishing Series 3 E Type, which he has owned from new in October 1972

My story of AVV 1 and purchase back in 1972 really began many years before and over the years from 1962 covered a new TR4 in red from 1962 to 1968, a new TR5 in primrose from 1968 to 1970 and then, when I finally saw that the ultimate sports car was an E Type Jaguar, I purchased, for £1,700, a two-year old E Type Series 2, Roadster in 1970. This finally set me on the road of daily driving an E Type to my work to my various sites as a Chartered Civil Engineer, designing

and building roads and bridges.

My new 1970 purchase turned out to be the third Series 2, E Type Roadster, that rolled off the Jaguar production line in 1968 and, from new, had been built to export specification with the fitted front and rear side-mounted side-repeater lights. It also had the optional removable hardtop to complement the folded-down soft top. This new, or very nearly new car, converted me to Jaguars, and after a complete respray, (its third repaint in non-original turquoise at two years old!), served me



Opposite:
My E Type Series 2 Roadster 1970 to 1972. This was Commission No. 1R 1003 and the third Series 2 off the Jaguar production line with export style side repeater lights and the optional hardtop. I wonder where this then "G" registered car now is, as in 1972 I sold her for £1900!



when touching in marks on a car that would be my daily transport to my major construction sites), but not really achievable at that time, with nearly all the production run being allocated to the export market. My local Jaguar Distributor, (Grose Westonia), could only, at that point, add me to a "wish list" when their annual allocation was to be two V12 E Types per year. It was suggested that a wait of at least a whole year was likely, before Jaguar Cars would even be able to confirm a "Build Date" for my car in Coventry. A deposit was therefore not requested at this time - all I had was a V12 'E' Type brochure.

Below left:
The optional Philips RN 712 Radio Cassette/Recorder is seen with its microphone beneath the parcel shelf. Also various commemorative plaques related to special Jaguar invitation events over the years.

well for two years until 1972, but with the launch of the Series 3, V12 E Type in 1971, I realised that this was to be my ultimate car, and, with its V12 engine,

I was, however, undeterred and as time progressed, with regular calls to check progress, I was hopeful that an additional Jaguar allocation would be made. However, my deposit, (£150), which was finally requested and provided in January 1972, was a month or so later returned to me, with the advice that there was no expectation that a car would arrive for maybe years to come.

Below right:
Boot lid raised with the Jaguar tool kit, jack and wheel removing tool ready for judging. Also visible on the offside, one of the micro switches attached to the 1972 fitted car alarm system. Boot with mat and cover panel removed. The spare wheel with its screw locking system and visible the fuel filter, feed and return pipes.



By mid 1972 it was clear that I was in a "waiting game" with no outcome on the horizon, so with help from my good friend in Burbage, who had already been lucky enough to own his V12 E for six months, I followed his

superseded my ambition to own a V8 engined sports car.

However, back in October 1971 it was all very well to make the decision to place an order at my local distributors for a new V12 E Type car in Pale Primrose and fitted with all available Jaguar optional extras, (excluding metallic silver grey paint @ £100, which would have been a nightmare to deal with

Below:
The prepared engine bay prior to a concours event.





Left: E Type on jacking beam for wheel replacement.

Right: Wheels & suspension prepared for Silverstone Classic Weekend.

Below left: The Jaguar 1972 Colour Chart. This I used at the time when deciding paint and trim colours at the time of ordering my new V12 E.

suggestion and visited his Friday night meeting at the local Conservative Club, where Peter Craig, the then "Jaguar Cars Production Director", could be found. My meeting with him was finally "a breath of fresh air," as he was most helpful and, following a long talk on

they were somewhat nonplussed to have an unexplained additional E Type allocated and that delivery would be within three weeks?? I explained that I was well aware of the reason for their new car allocation and the requested new £500 deposit was provided without delay. It has to be said, as always in life, it is not "what you know", rather it is "who you know".

With all now, as I thought, resolved, within the week an unexpected Jaguar Factory strike lasting six weeks arose and deferred the promised delivery of my new car until 17th October 1972, but at least I was finally the proud new owner of my long awaited new car, but one year on from the initial order!

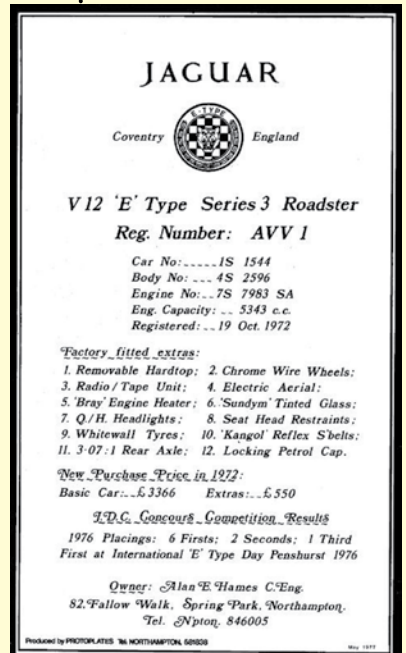
Following the arrival of AVV 1, I applied the registration plates and number, which I had placed "on retention" with the DVLA, this being my new car's original



Jaguars, he requested my full order details, promising that he would personally arrange for my car to be on the Jaguar "build line" within a week, and delivery to follow within three weeks.

At this point my local distributor called to say,

number plate from day one. My new car certainly lived up to expectations with its V12, 5.3 litre engine, but arrived somewhat incomplete, with, loose in the boot, the rear brake air scoops and the seat belts and with the cable for the "Bray" engine heater coiled around



Above: AVV 1 Specification Display Card showing factory fitted options and details the purchase price in 1972.



Opposite: After the major accident rebuild AVV 1 at XK Day in 1976. This is the picture with Alan and Angela that figures in the book "E Type End of an Era" by Chris Harvey.



Above:
AVV 1 first win of the newly provided "Royal Brierley Trophy" presented to me in 1989 by the MD of Royal Brierley Crystal, Simon Williams-Thomas.



Inset:
Royal Brierley Trophy that with AVV 1 I have won three times as overall best car at International E Type Day in 1979, 1985 and 1996.

Opposite:
AVV 1 on temporary display in the Guy Salmon showrooms in Northampton. Again borrowed for the launch of a new Jaguar. JDC Area 44 has a special association with Guy Salmon where we work together on all matters Jaguar.



the N/S heater box wrapped in duct tape. These were subsequently fitted under my direction, as the Jaguar Distributor had no idea where the reflex seat belts were to be attached.

Having taken delivery of my expected pristine new car, I was disconcerted to find that there were numerous faults with the car, both bodily and mechanically. Some of the twenty-three issues were fixed over the course of the one year guarantee period, such as respraying the front and rear valances that were so thinly

painted in pale primrose that a grey undercoat could be seen through. But many remained for my attention at a later date. In particular, within a month or so of delivery it was obvious that there was a problem with oil leaks. These were easily traced to the engine rear crankshaft oil seal, the gearbox rear oil seal and both differential output shafts. This being a serious issue, the oil leaks were referred to Jaguar, for inspection and assessment by their visiting "quality control engineer". A meeting a few months later with this engineer I am afraid to say resulted in him viewing with me the various leaks and agreeing that they were clearly evident, but in his view were, "not an area for correction under the factory warranty, as E Type Jaguars have these leaks on all their cars" ! This apparently was non-negotiable and an oily driveway was therefore the outcome for some time to come.

Shortly after taking delivery of AVV 1, within the handbook wallet, there was an application form for the "Jaguar Drivers' Club" and not before having been a member of any club, I joined the JDC in early 1973. This brought new enthusiasm for my motoring and although always careful in looking after my cars, I found that my

new club ran various events, including Concours which appealed to me. Therefore, in company with Angela, my later to be wife, in August 1973 we entered my first JDC event at Shelsley Walsh and were rewarded with First Prize in the Concours. However, my achievement on the day was later more than dampened during the return trip home, when an engine misfire worsened, until it finally "gave up the ghost" in Stratford-on-Avon. AVV 1 then had to be abandoned on the street, there being then, no RAC Recovery Service and

Engine boiling up? Alan has a fix for that **Addition of Jaguar Radiator Expansion Tank. (Part No. C29050)**



Following delivery of my new V12 E Type, a regular problem arose when driving slowly in traffic, at which time I experienced the cooling system regularly "boiling up", resulting in loss of about 6 pints of coolant onto the road and steam rising from the bonnet louvres. However, both the Series 1.5 and the Series 2 had fitted, as standard, an engine compartment rear bulkhead-mounted radiator expansion tank.

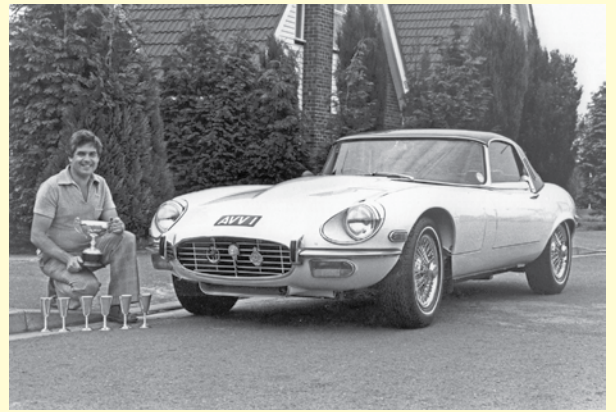
At this time, the earlier E Type standard fit expansion tank was listed by Jaguar, (and I believe is still available), under Part No.C29050.

This brass tank, which was previously deemed by Jaguar as necessary for the 4.2 litre six cylinder engine, was purchased, together with its associated bracketry, from my local Jaguar Parts Department and similarly fitted to the centre of the V12 engine compartment rear bulkhead,





on the production of E Type Register accessories and thereby ensuring that the new Register was able to open a small, but increasing, bank balance to fund all matter E Type related.



By October 1975, Angela and I were newly married and had just moved into our new home, at that point without a

Above:
Alan with AVV 1 and the Trophies for winning at Stoneleigh Show Coventry, when there was a total Concours entry of 1000 cars of all makes.



Above left:
In 1981 to commemorate the 20th Anniversary of the E Type, 89 E Types took part in the drive to Geneva and spent a week there. The certificate of participation was signed by Sir William Lyons and the Chairman of Jaguar Cars John Egan. (Not until later was he knighted for his motor industry work)

garage for my "pride and joy," but with plans for a suitable large garage to be built. However, this was forestalled by an unforeseen event on 2nd January 1976, when, at 9.30pm, during an horrendous over-100mph windstorm, my neighbour's two metre high brick wall was blown down onto AVV 1, flattening the offside of my car from front to rear. The damage was considerable, with the windscreen shattered and the removable hardtop broken from front to rear. At that point all that I could do was to arrange the following day for transportation of AVV 1 to my specialist local restoration company, then purchase a replacement car for my daily transportation to my civil engineering projects and trust that my insurers would take care of the disaster. **To be continued...**

Above:
At Beaulieu in 1989 AVV1 was the Overall Show Winner in the Benson & Hedges Concours Series. The picture shows the award being presented to Alan by Lord Montagu of Beaulieu. At the time I was worried about the safety of the trophy sitting on the bonnet!



Opposite:
Supercar Classics in 1985 featured AVV 1 and the Series 1 E Type. Their story was entitled "The Rise and Fall of the E Type Jag". I was not pleased with this assessment and my thoughts were featured in the next issue of their magazine.



Opposite:
JDC Certificate with AVV 1 as winner of the Club's premier award "Champion of Champions" in 1985.

we were collected back to home in Northampton. The following day, being a Sunday, I have to congratulate my local Jaguar Parts Department, who opened up for me to search out any ignition components that might resolve the problem. However, there were no "Opus" Ignition parts in stock, only a large V12 rotor arm. This I took to Stratford just on the off chance that it might solve the problem. The engine failure was immediately resolved and AVV 1 was able to be driven home. Subsequent investigation concluded that this early batch of distributor rotor arms were porous and over a period of time absorbed moisture, causing a "tracking out" of high tension to the plugs. From this point on, a spare rotor arm was always carried in the car and this remains with me to this date.

For the following three years my interest in the JDC increased and I became a founder member and joined the Committee of the new E Type Register and later was invited to join the Board of the JDC, meeting each month at the Norfolk Hotel in Kensington, London. This was an interesting time with Angela and I was also taking

using existing and unused blanked-off threaded holes.

In fitting this new tank it was necessary that it be connected to the existing header tank overflow pipe stub, with an additional length of reinforced rubber pressure hose and the original radiator header tank be fitted with a plain, non-pressurised cap, allowing the removed 13 pound cap to be transferred to the new expansion tank.

With this system in place, the radiator header tank was refilled to the prescribed level, (approx 25mm below the cap) and sealed off with the non-pressure cap. Since when, I am pleased to say, that from 1973 there has never been any recurrence of the problem. From this time any expansion of hot and pressurised engine coolant has been transferred into the new expansion tank and, as the engine cools down, this is drawn back into the header tank and the radiator, to maintain a full cooling system. This solves the problem and it uses original Jaguar parts!

As a précised recommendation I would be pleased to provide a complete copy of my procedure if you wish to contact me by e-mail: alanhames@hotmail.com