



Alan Hames

The Legend of

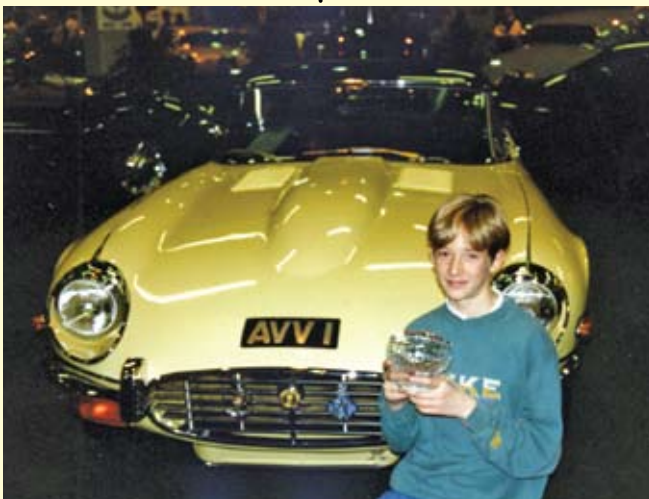
Storm damage repairs & later events...



Above:
My V12 prepared and ready to go on my driveway.

My first four years with AVV 1 was a most enjoyable period. Over this time I was using my car as daily transport to my various civil engineering projects and although it was not the car expected to be seen on a construction site, it was nothing exceptional on the road, as Jaguar's E Type production and the sales of the final 50 went on until 1975. However, having always been a car enthusiast I was, throughout this time, carrying out all my own maintenance and the essential cleaning, arising from the difficulties of site dust and dirt as Resident Engineer on major projects associated with the expanding of Northampton and the doubling in size of the town. During this time and the 1974 petrol crisis, being an "essential car user" I was pleased to be provided with a book of petrol coupons, as at 9 mpg in town I did need the extra fuel!

Below:
NEC for JDC Champion of Champions Nov.1996 – Ashley with Rose Bowl award and AVV 1.



The disaster on 2nd January 1976, with a 2 metre high brick wall collapsing onto my car, only twelve weeks after marrying Angela and moving into our new home, was an event that was certainly not needed at such a time. However, there was nothing more to do than find a new temporary vehicle, (a Daf 55

with Variomatic transmission that reminded us of a sewing machine - some change from a V12 E Type!) and arrange that AVV 1 be trailered to my local specialist repair shop, Albert Croft Coachworks. This company had been in business since the 1920s and was not just competent, but excellent in all the specialist skills of bodywork, including even having their own rolling machine to form new panels. The subsequent visit from my insurers, Royal Insurance Group, confirmed that although the damage was extensive, they would, following an assessment by the restorer, allow work to proceed on a full repair. In doing so it was confirmed that a total respray was agreed, but they wished to have the repair shop reshape the bonnet, not replacing it as I had requested. This I was not pleased to accept, but as the repair shop had indicated that they could reshape the bonnet, my insurer offered a solution that even I could not reject. My specification was, that any attempt at reshaping had to be with no filler and "as new inside and out". This was agreed by my most cooperative insurer, on the basis that they wished to try this, subject to my inspections. If the later end result was not up to my discerning standards, then they would pay for both the initial repair attempt and then, with a rejection of the repair, additionally would fund the sourcing from Jaguar Cars and fitting, of a complete new bonnet.

The repairs were commenced a few days later, with an agreement that, as work proceeded I would, at the end of each day visit on my way home from work, (with Angela my long suffering wife), to inspect the day's progress, which turned out to be a three month process. This we did throughout the repairs every day, Monday to Friday and even with a further visit on each Saturday

AVV 1

Part 2



morning - this was one visit that Angela would not do! I have to admit that despite my misgivings the body shop was as good as their word, with the repairs to the bonnet and other damaged areas, producing a result of reshaping, better than new! The various original Jaguar 'as delivered' dents in the bonnet and elsewhere, which had been there from new, were being finally corrected!! This was not a task of reshaping that would be easy to achieve today, where body repairs by a restorer mean throw away any damaged panel and try to fit a factor "replica" replacement.

The broken hard top, being in fibreglass, was however, a different proposition and rather than attempt a repair that would not have satisfied me, a new detachable top was delivered from Jaguar and was fitted after completion of the bodywork repairs. The original hardtop was, however, later recovered and repaired to "as new" at the body shop, the team even being skilled in fibreglass



work. This repaired top is now in the possession of my old Jaguar friend, Heiko Hiemer, who like me, is one of the few who purchased new, his own V12 E Type Roadster back in 1974. I have to say however, that my newly fitted detachable top was not trouble-free, as soon after completion of the restoration it developed centrally, a large crazed "cobweb" flaw, due to an inherent fibreglass fault beneath the roof paint finish. This required cutting back and application of a new "Gel Coat" and respray. All, I am pleased to say, remains perfect to this day, some 39 years later.

With repairs in progress and the daily inspection visits, I was finally able to arrange for correction of the twenty-three delivery faults with AVV 1, which had been



annoying me from new. These were, at last, fixed under my direction, despite Jaguar Cars previously confirming they were not interested in carrying out any repairs.

The ensuing bodywork respray however, required a careful match of the Jaguar "Pale Primrose" cellulose be achieved and after various trial mixes, the mix formula was achieved and was copied to me for future reference. Also, an extra two litres of the paint was provided for any later mishaps, which



Opposite:
AVV 1 Magazine Photograph.

Below:
Heiko Hiemer's V12 (Also owned from new in 1974) with my old repaired hardtop fitted to his car and now as good as new.

Opposite:
AVV 1 at Goodwood Festival of Speed & Autoglym 'Car of Show' outside Goodwood House. This was in August 1994 the *Jaguar Driver* cover picture.

Opposite:
 Alan with AVV 1 and the
 Champion of Champions
 Trophy and his brother Clive
 Hames with Daimler 250V8,
 which at the time was also
 the 'Daimler & Lanchester
 Owners Club' 'Car of
 the Year'.



leaving was, after stand-
 ing for so, long the clutch
 plate had seized onto the
 flywheel. (My on the spot
 resolution of the situation I
 expect will appear later, as a
 "how to do it" article in the
 E Type Register pages) At
 the end of the restoration,
 my then better than new car
 was driven home, allowing
 me to reassemble all the
 trim, bumpers, lights and
 rubber seals that I had previ-
 ously detached, as I wished
 to ensure that all was prop-

Below:
 Car lifted on the jacking
 beam over the pit. The lift
 directly under the differential
 allows wheel removal and
 full access to the rear end.

I hope will not be required!! On completion I expressed
 my thanks to the team for such an impressive job, but
 as they said to me, "the standards you imposed had en-
 sured that this was a job that paid the bills, but finally
 left us with no profit". The only problem at the point of

erly reassembled, with the correct and original fixings.

With the return of my car and the use of a second car,
 (not the Daf55), AVV 1 was able to no longer be in daily
 use and allowed a return on weekends to the various
 Jaguar Drivers' Club events and Concours. This brought
 back to me the enjoyment of my E Type and that great
 V12 engine. One of the first events in September 1976,
 following the rebuild, was XK Day at Sudeley Castle, where,
 on a warm and sunny day, we joined a line up of at least
 forty E Types. (When do we see such numbers today?)
 The attached picture, taken on the day, shows AVV 1 with
 Angela and me and, as some will perhaps notice, this
 is the picture later included in the book, "E Type End of
 an Era", (with a few pages by me under the title, "The
 Concours Men"), written by my always jovial old friend
 and founder Committee Member of the E Type Register,
 Chris Harvey, who happily drove either a battered old E
 Type, or a similarly old and battered Porsche. Sadly, he
 died some years ago, at a very early age and is missed by
 all who knew and shared many a beer with him.

In 1977, this being the 21st Anniversary of the Jaguar
 Drivers' Club, a celebration of the event was offered by
 "H.R. Owen" in their Knightsbridge, London, Jaguar
 showrooms and for this, a display of notable Jaguars was
 requested be provided by the Club. Following requests
 from JDC that the now restored AVV 1 be available for



Rumbling and Failed Rear Hub Bearings? Replacement and Repacking at 16,200 miles – Alan has a fix for that

The cause of an unexpected rear hub bearing failure
 at only 16,200 miles clearly resulted from inadequate
 packing of the rear hubs with grease, when the car was
 built by Jaguar. The hub bearings had run dry, due to

only a minimal amount of grease having been put into
 the hub, (not packed) and was insufficient to properly
 surround the bearings. The little that was in place had
 thrown to the outside of the hub, leaving the bearings

Opposite left:
 Hub assembly with standard
 blanking plug in greasing
 point.

Opposite right:
 point cap with grease nipple
 attached.

Facing page left:
 Hub pulling tool JD.7A.



to "run dry". This was
 not a Jaguar "Service
 Frequencies" item for
 repacking of the hub
 until 25,000 miles and
 should not have been
 a service requirement
 for at least a further
 9,000 miles!

Following the comple-
 tion of bearings re-
 placement, (for wire
 wheels using splined-

this special event, we drove to London and along with other special Jaguars, AVV 1 took pride of place in the Jaguar Distributor's Showrooms for a 10 day period. During this time a select reception, with Sir Stirling Moss as guest, was held in the showrooms, with a buffet and drinks provided. During the celebrations the Club was presented with a splendid new Silver Challenge Trophy, (H.R. Owen Trophy), to commemorate the anniversary. This has since been used by the JDC, to the present day, as the premier award in the annual "Champion of Champions" event, hence the subsequent name of this prestigious silver bowl.

The next few years were most enjoyable, being a time when Angela and I attended nearly all JDC events, especially E Type Day in 1979, where AVV 1 was the first winner of the new "Royal Brierley Trophy" and later, major awards at both the "Benson & Hedges" and the subsequent "Autoglym" series of Concours. Throughout this period and with now a newly constructed garage at my home, I was able to look to spending some time on improving the presentation of my E Type, with all areas, internal, external and even the lower floor pan receiving detailed attention, but the leather seats were something of a problem.

Within the car the leather seat covers had deteriorated and required serious attention. The seat squabs, which are pleated and stitched, had split, with failure of the stitching thread. Also, the shaped foams beneath the squabs, which are adhesively fixed to the surface leather, were showing signs of shredding. This meant that some serious attention was needed to rectify the problem. The only way forward appeared to be replacement new leather throughout, together with the associated shaped foams. These, as a complete trim set, exactly as original, were obtained from the American trim company G.W.Bartlett. Fitting then being necessary and not being a trim expert, I was at something of a loss where to go, especially as Bartlett's in the UK were a supplier only, with no fitting facilities. However, AVV 1, being already so well known, the company's UK Manager, after obtaining the agreement of Gary Bartlett in Indiana, confirmed that he would arrange all the fitting for me in-



Above:
Kit of new leather seat covers and foams prior to fitting.

house, if I removed the seats and head restraints. I was somewhat non-plussed regarding what was intended, but to my surprise found that they were offering to air freight my complete seats to Indiana USA, where all the work would be completed and then fly them back to me. This they then did for me, all at no charge, producing an excellent job and even assisting me with reinstallation into the car. What better service could anyone ask for? I now have, in AVV 1, seats that have travelled 10,000 miles more than my car. And the American team even returned to me the original complete leather trim!! This set I had looked to possibly restore in the future should the need arise, but have since passed them on to my good friend Heiko, who similarly, carefully maintains his one owner V12 E Type as he might one day have a greater need?

To be continued



Above:
AVV 1 interior after seats recovered with new leather.

hub "Churchill Tools" Hub Puller No.JD.7A), the means of properly filling the hubs, via the removable anti dust cap was reassessed, as this is not a failsafe system, relying on grease being pushed into a void through a 18mm diameter hole in the hub casting. This, no doubt, accounted for the bearing failure, as there was no way of assessing that the hub was properly filled with grease, at the time of rear hub assembly in 1972 at Jaguar Cars. The Jaguar grease packing system for the hubs, being clearly inadequate to ensure that filling was complete, a new system was devised, with a grease nipple added



to both of the filling point removable caps. These friction grip caps are then only half inserted and whilst turning the road wheels to distribute the grease, more grease is added using a pressure grease gun. Using this system, when the hub is properly filled, the caps and attached grease nipples self-push out from the hubs, indicating that the hub is not pressurised, but is fully packed with grease. The original hub anti-dust caps are then reinserted and the modified caps with the attached grease nipples can be set aside for future greasing operations.

Since I completed this procedure the addition of grease, when servicing the rear hubs, has been minimal and easy to carry out, which I consider is a most recommended improvement. The new hub bearings, which I inserted in 1974, continue to serve me and AVV 1 well, some 40 years later!

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

Below:
1977 Book cover of E Type End of an Era by Chris Harvey which featured AVV 1.

