

JCNA  
Series 1 E-Type  
JAGUAR  
Judge's Guide  
Discussion Item



By Steve Kennedy



# Notice

**The purpose of this Judge's Guide is to give reference to the numerous changes that occurred during the production of the Series 1 E-Type. Two E-Types sitting side by side may have different components, both of which are correct.**

**As JCNA Judges only have 15 minutes to judge a car, not every minute change is covered in this guide. This is NOT a restoration guide.**

**Chassis/Car Number Changes are as referenced in the Service Bulletins and Spare Parts Catalogues. As stated in various Service Bulletins, components may be retrofitted to earlier E-Types. Also, E-Types have been seen to deviate both by chassis number as well as production date from the information stated in the Service Bulletins, and may very well be authentic.**

**Changes may have occurred earlier than the date on the Service Bulletin and changes may have happened during the life of the car as repairs are needed and the availability of parts, not necessarily being exact replacements.**

**Service Bulletins were issued anticipating an upcoming change or after the changes were implemented; thus, SB Dates and chassis numbers may not necessarily reflect the date of the actual production change.**



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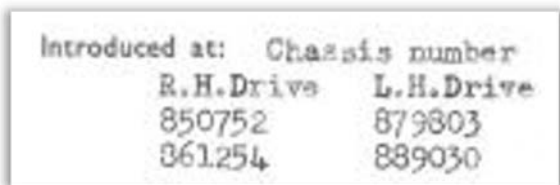
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## Preface

At the time of publication, every effort has been made to present accurate information and accurate photographs, however, if you know of a correction or can improve on a photograph, please contact Steve Kennedy, [skennedy@ecentral.com](mailto:skennedy@ecentral.com)

**Note 1:** Jaguar Cars Service Bulletins reference "Chassis Number", while the data plate uses "Car No."



Introduced at:		Chassis number	
R.H.Drive	L.H.Drive		
850752	879803		
861254	889030		



Image Courtesy of JLRNA

As much reference is made to the Service Bulletins, "Chassis Number" will be used throughout this Judge's Guide.

**Note 2:** JCNA Rule book requires references be made to actual Jaguar Cars documentation. However; Service Bulletin chassis numbers and recording dates do not necessarily reflect the actual chassis number and date of a production change.

## References

Jaguar Cars E-Type Spares Books J30 & J37, Spares Division Bulletins and Service Bulletins.

**Note:** Jaguar Cars used both Jaguar **Spares Division Bulletins**, referenced in this Judge's Guide as **SDB** and Jaguar **Service Bulletins**, referenced in this Judge's Guide as **SB**.

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# Introduction

The purpose of this document is to provide an E-Type judge's guide that follows the JCNA Score Sheets and provides a visual aid to the many production changes as noted in the parts books, service manuals and service bulletins, thus helping Judges who are not already extremely knowledgeable about the Series 1 E-Type, become knowledgeable with what is correct for different time periods when judging Series 1 E-Types.

The E-Type is commonly referred to in North America as the 'XK-E'. The official Jaguar works designated name is 'E' Type, however, the term "E-Type" is common usage and will be used in this Judge's Guide.

A great deal of advertising information released by Jaguar Cars Inc. (USA) refers to the car as the 'XK-E'. This was no doubt a strategy linking the new model with reference to the very successful XK 120, XK 140 and XK 150 models powered by the XK engine.

## Pre-production E-Types

28 February 1961: Four E-Types are dispatched for the NYC show for the 1 April 1961 unveiling.

FHC 885005 was dispatched 6 March 1961

Also two of the 3 Geneva cars were in town for their unveiling, on 15 March, 1961.

FHC 885002 (9600HP) was dispatched 14 March 1961

OTS 850003 (77RW) 1 February 1961, the third E-Type was dispatched

The chassis numbering sequence began as follows:

1 February 1961 3.8L, OTS chassis no. 850001 RHD and 875001 LHD

15 March 1961 3.8L, FHC chassis no. 860001 RHD and 885001 LHD

11 August 1964 4.2L, OTS chassis no. 1E.1001-rhd and 1E.10001-lhd

12 August 1964 4.2L, FHC chassis no. 1E.20001-rhd and 1E.30001-lhd

7 March, 1966, 2+2 chassis no. 1E.50001-rhd and 1E.75001-lhd

## Production totals\*

3.8 OTS 936-rhd ending chassis no. 850943 (Note: 7 chassis # were not built, but # later used for lightweight recreation/continuation series)

6887-lhd ending chassis no. 881887

3.8 FHC 1799-rhd ending chassis no. 861799

5872-lhd ending chassis no. 890873

4.2 OTS 863-rhd ending chassis no. 1E.1863

5979-lhd ending chassis no. 1E.15979

4.2 FHC 1583-rhd ending chassis no. 1E.21583

4582-lhd ending chassis no. 1E.34582

4.2 2+2 974-rhd ending chassis no. 1E.50974

2708-lhd ending chassis no. 1E.77708

\*Chassis Numbers per A. Clausager

**Note:** This Judge's Guide covers the 1961-1967 Series 1 E-Type production changes. However, there were numerous production changes from the Series 1 to the Series 1½, not all of which took place at the same time.

# Introduction to the Market Place

## Geneva - March 15, 1961

The 'E' Type, as it was officially called upon its introduction at the Geneva Automobile Show in Switzerland on March 15, 1961, was available in both the Open Two-Seater and the Fixed Head Coupe models. It was fitted with the 3.8L liter XK engine.

885005 Opalescent Gunmetal Gray LHD FHC	Static display in restaurant
885002 Opalescent Gunmetal Gray LHD FHC	License 9600HP
850003 British Racing Green RHD OTS	License 77RW

**APRIL 1, 1961** The E-Type is introduced to the American market at the New York International Automobile Show. Upon the introduction of the "Series 2 E-Type", the previous model became known as the "Series 1 E-Type". But for the August 1967-August 1968, the US Federalized E-Types, with the open headlamps and other US federal requirements, became known as the "Series 1½ E-Type".

The following E-Types were present at the New York International Automobile Show:

875002 Cream LHD OTS	885004 Opalescent Bronze LHD FHC
875003 Opalescent Dark Blue LHD OTS	885003 British Racing Green LHD FHC

### Outside Bonnet Lock

The first 500 E-Types were fitted with external bonnet locks, referred to as budget-locks, that used the "Tee" Handle to release the bonnet latches so that the bonnet could be opened.

OTS 850001 RHD to 850091 RHD	FHC 860001 RHD to 860004 RHD
OTS 875001 LHD to 875385 LHD	FHC 885001 LHD to 885020 LHD

**June 1962 SDB P.51 (2<sup>nd</sup> Issue):** The Foot wells or Heel wells were introduced at the following chassis numbers:

- 3.8L OTS chassis no. 850358 RHD and 876582 LHD
- 3.8L FHC chassis no. 860176 RHD and 885504 LHD

### August 1964, Introduction of the 4.2Liter XK Engine.

- 4.2L OTS chassis no. 1E.1001 RHD and 1E.10001 LHD
- 4.2L FHC chassis no. 1E.20001 RHD and 1E.30001 LHD

### March 7, 1966, Introduction of the 2 Plus 2 E-Type.

- 4.2L 2+2 chassis no. 1E.50001 RHD and 1E.75001 LHD





3.8L E-Type Open Two Seater  
Photo Courtesy Dean Cusano, Motorears Inc.

# Exterior



**4.2L E-Type Fixed Head**

# Exterior Score Sheet

## EXTERIOR

DHC SAL  
OTS FHC  
XJ6C/XJ12C  
XJ-SC  
↓  
Min Max Max

### Body, Doors, Bonnet, Boot Lid, Painted Bumpers & Grilles

Page 4	Painted	0.1	6	8	.																								
						Page 6	Painted	0.1	6	8	.																		
												Page 8	Painted	0.1	6	8	.												
																		Page 12	Painted	0.1	6	7	.						
																								Page 14	Painted	0.1	6	7	.

### Paint Finish

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						Page 8	Painted	0.1	6	7	.																		
												Page 9	Painted	0.5	5	7	.												
																		Page 10	Painted	0.5	6	7	.						
																								Page 11	Painted	0.5	5	7	.
Page 13	Painted	0.1	22	26	.																								

### Glass, Headlamp Covers, & Lamp Lenses

Page 8	Painted	0.5	10	10	.						
						Page 21	Painted	0.1	8	8	.

### Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

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						Page 3	Painted	0.1	6	8	.																		
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																		Page 3	Painted	0.1	6	8	.						
																								Page 3	Painted	0.1	6	8	.

### Hood, Hood Env., Side Curtains, Tonneau

Page 2	Painted	0.1	6	8	.																								
						Page 3	Painted	0.2	6	8	.																		
												Page 3	Painted	0.2	6	8	.												
																		Page 3	Painted	0.4	6	8	.						
																								Page 3	Painted	0.2	6	8	.

### Wheels (Wire, Disc, Alloy, Chrome, Painted)

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						Page 6	Painted	0.1	6	8	.						
												Page 6	Painted	0.1	6	8	.

### Tires

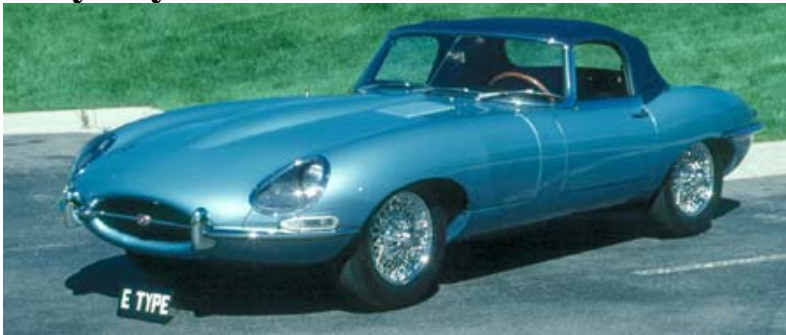
Page 8	Painted	0.2	4	.					
					Page 8	Painted	1.0	4	.

# Body, Doors, Bonnet, Boot Lid, Painted Bumpers & Grilles

## Body

All openings in the body must have the same evenness of gaps at both the top and bottom of seams. The car must be closed up to check for proper fit.

## Body Styles



The 'E' Type, as it was officially called upon its introduction, is an open two-seater (OTS) sports car with a tilt forward bonnet and a cloth top that stows behind the seats. Common reference to the car's designation is "E-Type" as will be used here.

## Series 1 E-Type Open Two-Seater



The E-Type Fixed Head Coupe (FHC) was first introduced as a two-seater sports car with a non-detachable body-colored metal roof covering a large storage area that is accessible by adjusting the seats or by opening the boot hatch.

## Series 1 E-Type Fixed Head Coupe



The E-Type 2+2 coupe, introduced in late 1965, is a four-seater sports car with a non-detachable body-colored metal roof. The overall cabin height is raised 2 inches in the back seat area and the overall length of the car is extended by 9 inches. The wheel base is extended from 96 inches to 105 inches.

## Series 1 E-Type 2+2 Coupe

## Outside Bonnet Latches

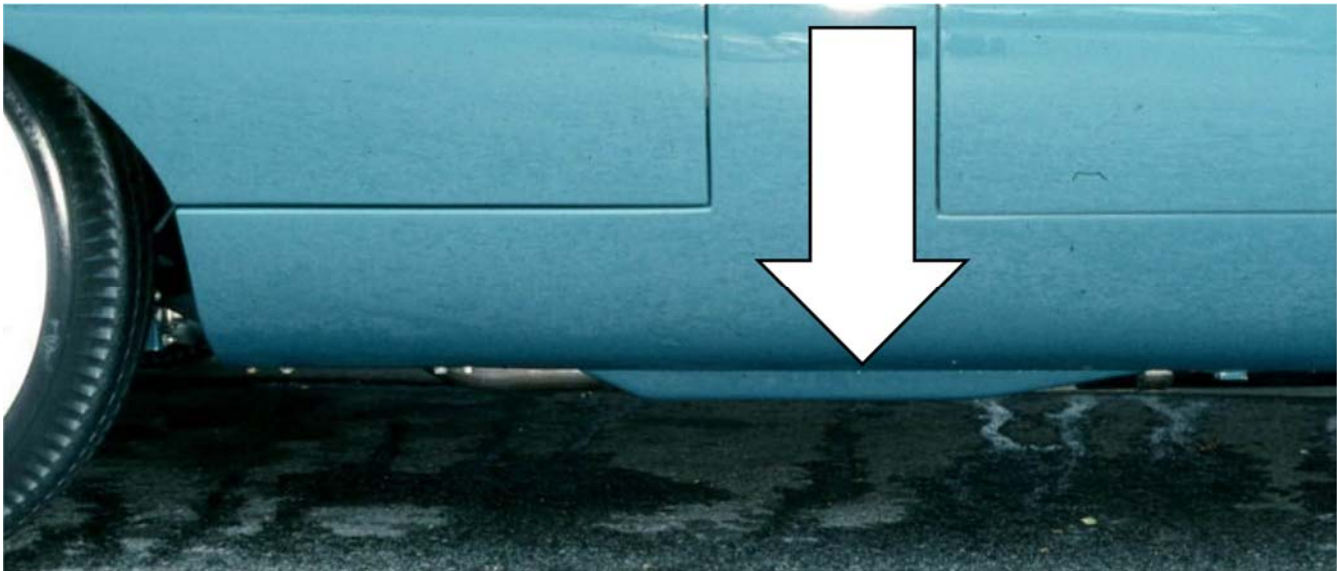


**January 1962, SDB P.46:** The first 500 E-Types had “Outside Bonnet Locks”. The outside bonnet locks were discontinued at the following chassis numbers:

3.8L OTS 850092 RHD, 875386 LHD  
3.8L FHC 860005 RHD, 885021 LHD

## Floor Configuration

### Recessed Floors Visible Below Coachwork



The first 2,616 (1,938 OTS and 678 FHC) 3.8L flat floor E-Types were produced where the exhaust pipes were visible below the coachwork.

3.8L OTS chassis nos. 850357 RHD and 876581 LHD  $357+1581=1938$   
3.8L FHC chassis nos. 860175 RHD and 885503 LHD  $175+ 503= 678$   
2616

**June 1962 SDB P.51 (2<sup>nd</sup> Issue):** The Foot Wells or Heel Wells were introduced at the following chassis numbers:

3.8L OTS chassis nos. 850358 RHD and 876582 LHD  
3.8L FHC chassis nos. 860176 RHD and 885504 LHD

## Doors



**OTS Door**

**Chrome trim along top of door edge**



**FHC Door**

**NO chrome along top of door edge**



**2+2 Door**

**Chrome trim along top of door edge that extends onto the body**

When the bonnet, boot and doors are closed, the gap between each component must be even all the way around. OTS has leading chrome edges for the windows, the FHC and 2+2 have complete chrome surrounds for the windows.

## Door Trim

### OTS Door Top Finisher



**March 1961-January 1962 OTS, ridge near top of door trim**



**February 1962-April 1964, smooth OTS door trim**

The OTS has a chrome trim piece that is fitted along the full length of the door next to the window.

**October 1961, SDB P.43:** OTS models are fitted with a modified chrome finisher at the top of the doors beginning at the following chassis numbers.

3.8L OTS chassis nos. 850088 RHD, 875300 LHD



**3.8L** Chrome finisher has a somewhat flat surface



**4.2L** Chrome finisher has a somewhat curved surface

**April 1964, SDB P.119:** OTS models are fitted with a modified outer panel. This modification necessitates the fitting of a revised Chrome Finisher at the top of the door and was introduced at the following chassis numbers.

3.8L OTS chassis nos. 850857 RHD, 881250 LHD

## FHC Door Trim



The FHC does not have any chrome trim along the upper portion of the door.

## 2+2 Door Trim



The 2+2 has chrome trim that runs along the top of the door onto a portion of the rear quarter panel

## Door Handles



Left side OTS door handle with lock in the push button.



OTS and FHC E-Type door handle push buttons have "To Lock" on them.



Left side FHC door handle with lock in the push button.



Left Side, 2+2 Door Handle with separate lock

# Bonnet



**The E-Type bonnet has a smaller mouth in comparison to the later Series 2 E-Type, and has a recessed motif bar with a round emblem with a silver growler on a red background.**

The four major bonnet body panels are:

- Center panel assembly
- Front Under Panel Assembly
- RH Front Wing Assembly
- LH Front Wing Assembly

Five major versions of the E-Type bonnet were manufactured.

- Outside Bonnet Locks
- Covered headlamps
- Welded louvers
- Uncovered headlamps
- Pressed louvers

## Bonnet Latch Configuration

### Outside Bonnet Locks



**Elongated Outside Bonnet Lock Cover**



**Round Outside Bonnet Lock Cover**

**January 1962, SDB P.46:** The first 500 E-Types were fitted with external bonnet locks, referred to as budget-locks, that used the “Tee” Handle to release the bonnet latches so that the bonnet could be opened. These budget locks were covered with either elongated escutcheons, part number BD.2551 or some were fitted with the round escutcheons, part number 2312, both were the same as used on the MK V model.

3.8L OTS 850092 RHD, 875386 LHD

3.8L FHC 860005 RHD, 885021 LHD

**Note:** There may be others but, research via XKData and personal observation has provided the following results. The round Outside Bonnet Lock Covers have been observed on the following E-Types:

**LHD Round:** 875023, 875124, 875136, 875172, 875173, 875304, 875317

**RHD Round:** 850007, 850026, 850037, 850045, 850069

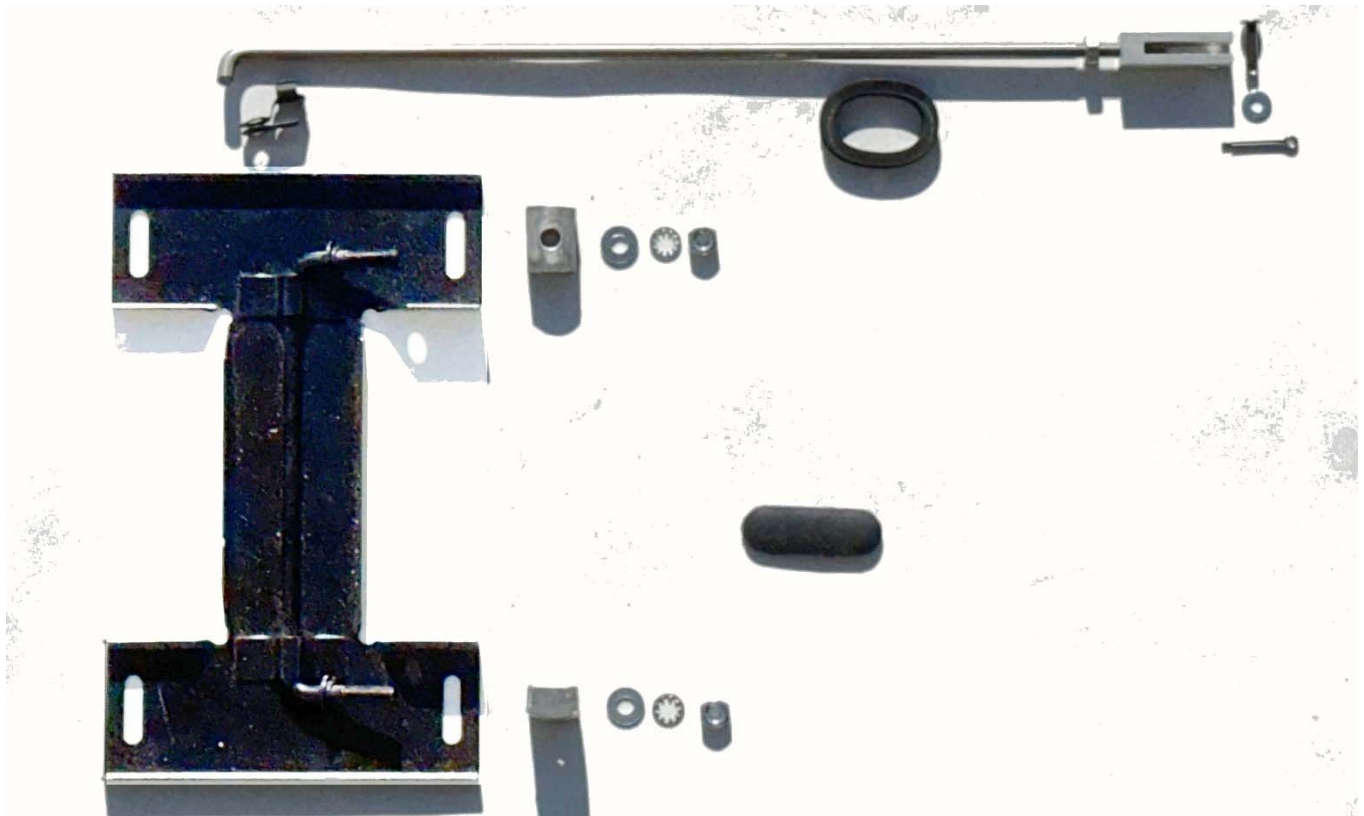
### Inside Bonnet Locks



## October 1961

**October 1961, SB N.8:** Bonnet latches are changed from being opened by using a twist-type ‘Tee’ key handle. The ‘Tee’ key handle is part of the tool kit; however, it is stowed in the passenger compartment on the side of the propeller shaft tunnel.

## Front Number Plate Bracket Tilting Assembly



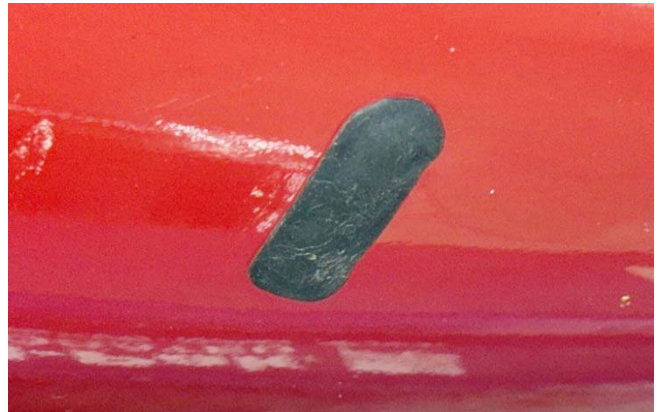
The tilting license plate assembly was supplied with each E-Type, whether or not it was destined for a state that required a front license plate. If not fitted to the front of the car, the plate should be displayed near the car.

## Bonnet Front Under Panel Control Rod Hole



The License Plate Control Rod fits through the C.4546 Grommet, in Bonnet Front Under Panel

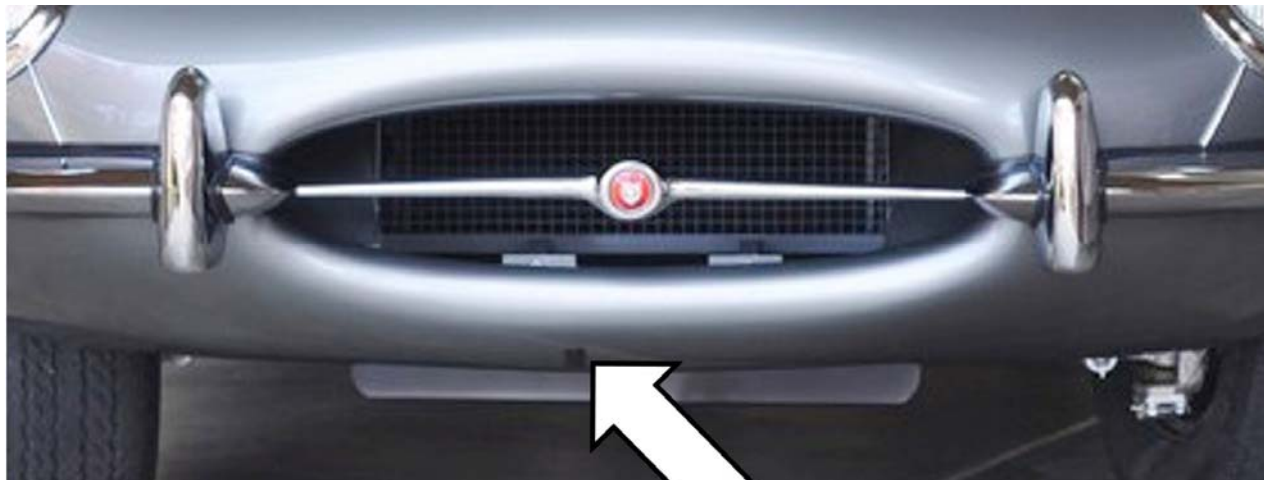
**Note:** Photo is of an unrestored, original E 875950.  
Control Rod should be black.



When the front license plate is not fitted, the access hole is plugged with the BD.20989 Rubber Plug Sealing Aperture in Bonnet Front Under Panel.

## Hole for Front License Plate Bracket Tilting Assembly

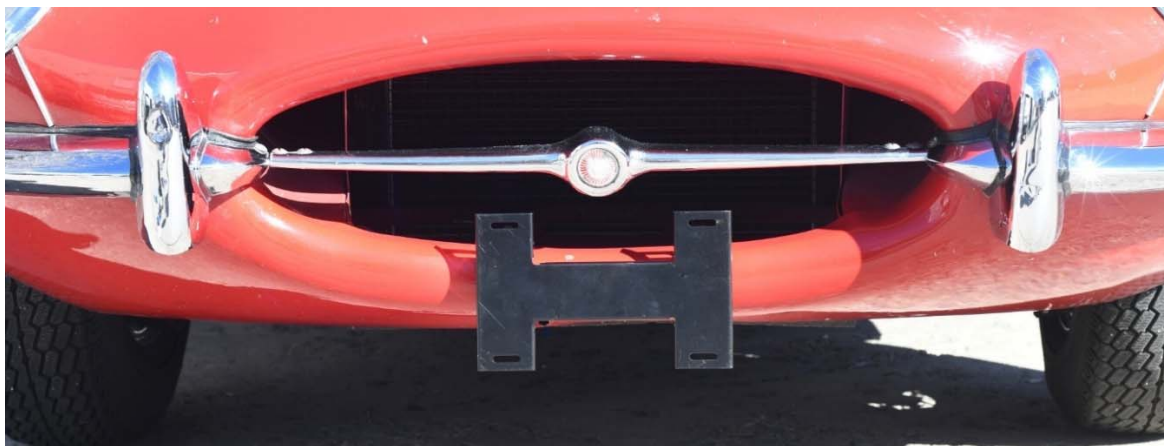
Early Exterior Bonnet Lock cars did NOT have hole for the front license plate bracket rod to pass through for attachment.



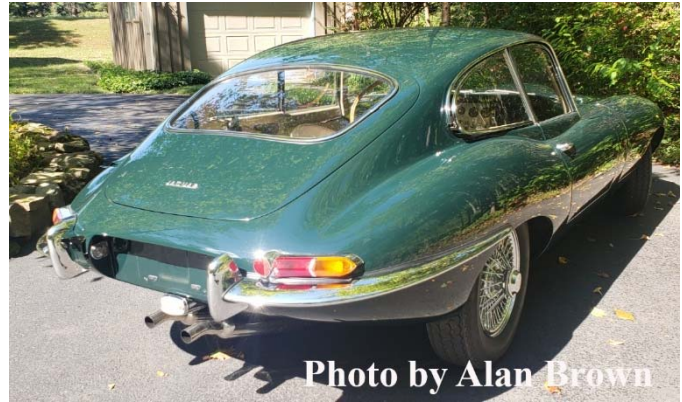
Later interior style Bonnet release cars had an oval hole for front license plate control rod to pass through for attachment to the subframe.



If the tilting license plate holder has been removed, for Champion Division, the two mounting holes must be filled and painted body color. For Driven Division, a plug that is painted to match the body color, must be installed, otherwise they are to receive a Non-Authentic deduction. Inserting carriage bolts or other fasteners in these holes is considered Non-Authentic.



## Boot Area Boot Lid

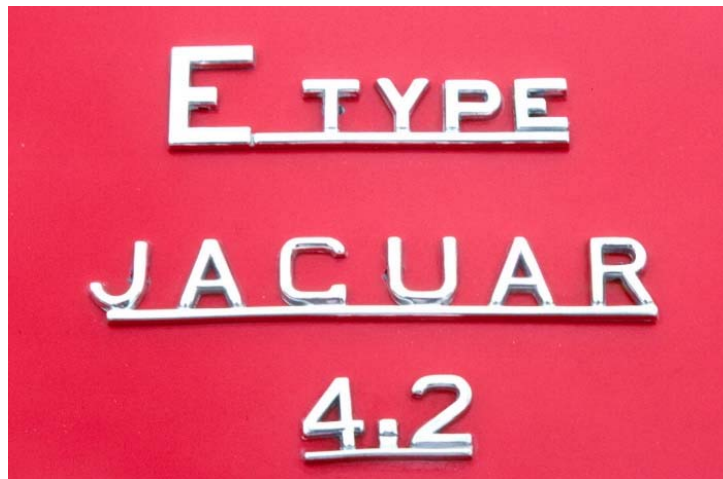


Neither the OTS, FHC or 2+2 models have external handles for opening the boot lid.

## Boot Lid Emblem

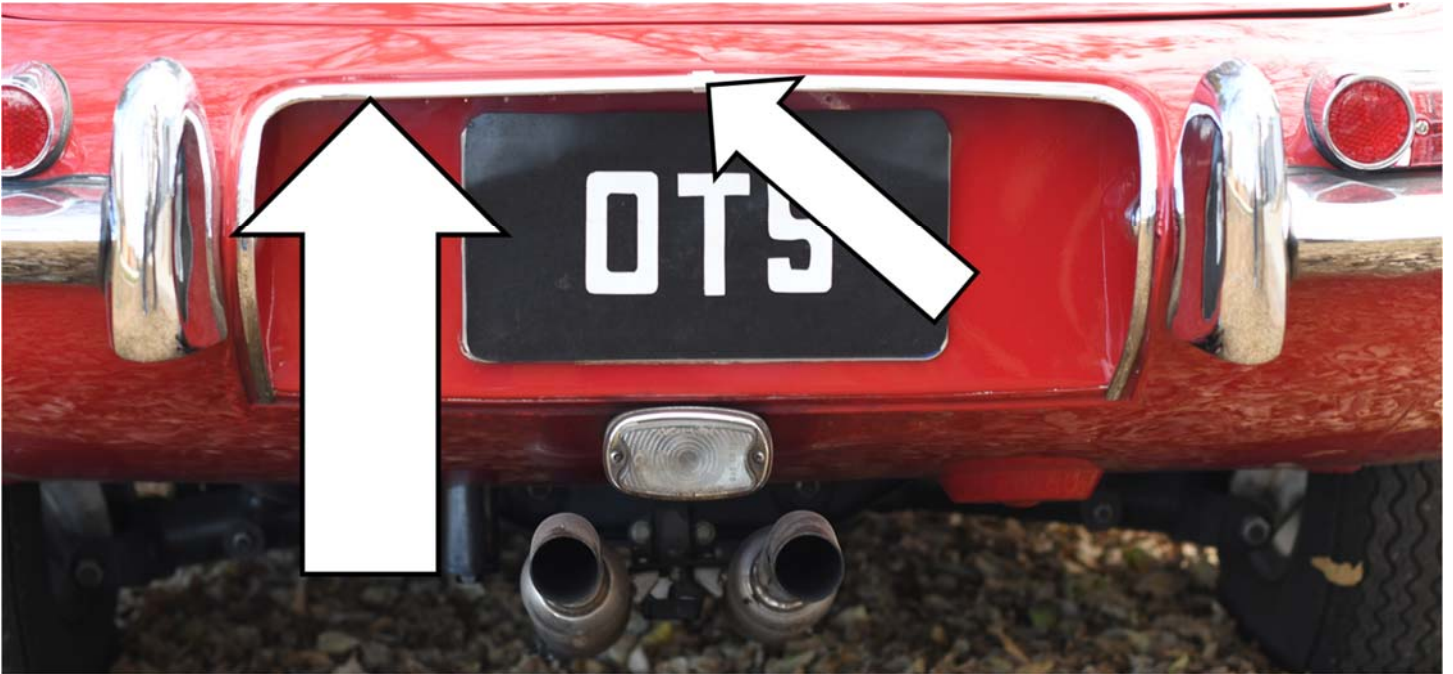


The April 1961-September 1964 3.8L E-Types are fitted with only the JAGUAR emblem on the boot lid.



For the October 1964-September 1968 cars, the E TYPE emblem is fitted above and the 4.2L emblem below the JAGUAR emblem on the boot lid.

## Rear License Plate Area



**The OTS has a chrome trim surround around the top and sides of the license plate area. There is a clip in the center of the chrome surrounds where they join.**



**Neither the FHC or 2+2 have any chrome trim surround around the license plate area.**

## Petrol Filler (Gas Cap) Door



### OTS Gas Cap

All OTS gas cap lids are the same shape



**Early 3.8L FHC gas caps are more rectangular.**

3.8L FHC 860001 to 860478 RHD  
3.8L FHC 875001 to 886013 LHD



**Later 3.8L and 4.2L FHC Gas**  
Later FHC gas cap lids have a somewhat pointed appearance.

## Painted Bumpers

The Series 1 E-Type does not have painted bumpers or a painted grille. The bumpers and grille are judged under Chrome.

## Grilles

### Grille & Motif Bar



**Both the 3.8L and 4.2L E-Type Grilles have a single chrome motif bar with a red emblem, in the center, flanked by two chrome overriders, and two thin chrome bumpers.**

## Bonnet Emblem



The only bonnet emblem on the Series 1 E-Type is the Motif that has the silver Growler on a red background, mounted in the center of a single motif bar.

## Accessory Grille



See AMCO Accessories, Page 41.

AMCO Bars are acceptable in Special and Driven Division but are non-authentic in Champion Division.

# Paint Finish



## Paint Finish Condition

The type of paint is not judged, neither is base coat, clear coat. Paint finish should have a Sheen or luster. Exterior finish does not have any mat finish. Opalescent paints have a light metallic in them, but no pearl. Paint thickness is not judged, but chips are deductions. Look for defects like swirls, holograms, water spots, overspray, and scratches.

Light orange peel is not a deduction; excessive orange peel is non-authentic. Swirls, scratches, heavy orange peel, wraps or any other visible paint defects are non-authentic. Visible defects below wraps are non-authentic.

For the S2 Modified Class, wraps are acceptable, however, defects below the wrap itself are a deduction.

## Standard Range of Body Color Schemes

See Appendix A.

## Headlamp Bucket Color (Paint)

*Note: Headlamps are covered three times in this guide, 1-Paint, 2-Glass, 3-Chrome*



**Earliest Cars Had Body Colored Buckets  
Under the Glass**



**Light Gray Headlamp Bucket**



**Medium Silver/Gray Headlamp Bucket**



**Uncovered Headlamps and Body Colored  
Headlamp Buckets**

**Note: Some Series 1 E-Types were not fitted with  
glass headlamp covers during the transition to the  
Series 1 ½ E-Type**

**January 1968, SDB P.198:** The bonnet and Front Wing Assembly is modified to provide direct access to the headlamps.

4.2L OTS 1E.1846 RHD, 1E.15889 LHD  
4.2L FHC 1E.21584 RHD, 1E.34550 LHD  
4.2L 2+2 1E.50957 RHD, 1E.77645

The following USA/Canadian left-hand drive E-Types **are** fitted with the covered headlamps:

OTS 1E.14534,14536,14537,14540-14544, 14559-14561, 14590-14592, 14595, 14643, 14655, 14656  
FHC 1E.34114-34117, 1E.34130, 1E.34139, 1E.34212  
2+2 1E.77019, 1E.77026-77029, 1E.77048, 1E.77059

# Glass, Headlamp Covers & Lamp Lenses

## Glass

Windscreen Door and Rear Hatch Glass may have either no tint or a slight tint.

**Note:** For Sundym details, see Back Light (Rear Window) Page 19.

## Windscreen



**OTS Windscreen, three windscreen wipers.**



**FHC Windscreen, three windscreen wipers.**



**2+2 Windscreen, three windscreen wipers.**

**Note:** Glass manufacturer branding is not judged.

## Windscreen “Running-In” Decals



### Winged Break-in (Running-in) Decal

Early 3.8L E-Types may have been fitted with the Winged Break-in decal. The Spare Parts Catalogue does not provide a chassis number for the change-over available at the time of publication.



### Growler Break-in (Running-in) Decal

Most 3.8L & all 4.2L



### Triplex optional front windscreen decal

## Back Light (Rear Window)

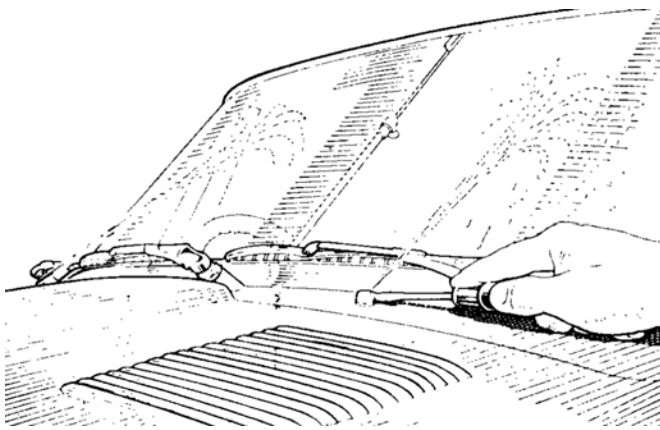


The Series 1 FHC model comes standard with a clear rear window hatch glass. An optional electrical heated “Sundym” rear window hatch glass is available but no chassis number or dates is available.

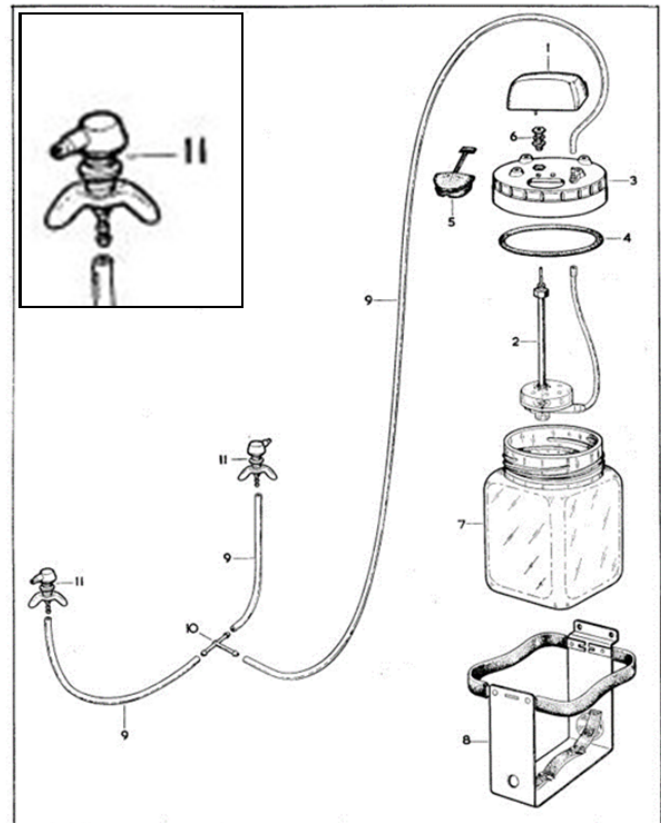
# Windscreen Washer Assembly & Squirters



The 3.8L Service Manual, Page O.8 drawing shows the squirter being adjusted from the outer edge of the car. The 4.2L Spare Parts Catalogue, plate 59, page 289, windscreen washer assembly shows, in part, the direction of the windshield squirters point in an outward direction.



3.8L Service Manual, Page O.8



4.2L Spare Parts Manual, plate 59, Page 289

Images Courtesy of JLRNA

## Headlamp Covers (Glass)

*Note: Headlamps are covered three times in this guide, 1-Paint, 2-Glass, 3-Chrome*



**Note: Headlamp screws are covered in the Chrome section, Page 28.**

**Note: Series 1½ information is covered in the Series 1 ½ E-Type Judge's Guide, however; some late Series 1 E-Types were fitted with the uncovered headlamps. The distinguishing features of the Series 1½ E-Type are the Stromberg Carburetors and rocker switches, not the headlamps.**

**JULY 1967** Spares Bulletin indicate that production begins on USA/Canadian (Series 1½) E-Type cars at the following chassis number.  
2+2 chassis no. 1E.77010 LHD

There are discrepancies between Jaguar's build records and Jaguar's Spares Bulletins.

1E.14535 minus 1E.14532, a difference of 3 cars

1E.34120 minus 1E.34113, a difference of 7 cars

**1 NOVEMBER, 1967** Spares Bulletin indicate that the following USA/Canadian (Series 1½) E-Type cars are fitted with the uncovered headlamps begins with the following chassis numbers.

4.2L OTS chassis nos. 1E.14532 LHD

4.2L FHC chassis nos. 1E.34113 LHD

Build records indicate that the uncovered headlamps are fitted on the (Series 1½) E-Type beginning with the following chassis numbers.

4.2L OTS chassis nos. 1E.14535 LHD

4.2L FHC chassis nos. 1E.34120 LHD

**The fitment of an Open Headlamp bonnet is considered Non-Authentic for an E-Type with a chassis number prior to:**

4.2L OTS chassis nos. 1E.14532 LHD

4.2L FHC chassis nos. 1E.34113 LHD

4.2L 2+2C chassis nos. 1E.77010 LHD

**January 1968, SDB P.59:** Production begins on the uncovered headlamps (Series 1½) E-Types for all markets as follows:

4.2L OTS chassis nos. 1E.1864 RHD 6 Sep, 67 and 1E.15889 LHD 6 Jul, 67

4.2L FHC chassis nos. 1E.21584 RHD 5 Jul, 67 and 1E.34250 LHD Aug, 67

4.2L 2+2 chassis nos. 1E.50975 RHD 29 Sep, 67 and 1E.77645 LHD 27 Jun, 67

**January 1968, SB P.198:** The following USA/Canadian left-hand drive E-Types are fitted with the covered headlamps:

4.2L OTS chassis nos. 1E.14534,14536,14537,14540-14544, 14559-14561, 14590-14592, 14595, 14643, 14655, 14656

4.2L FHC chassis nos. 1E.34114-34117, 34130, 34139, 34212

4.2L 2+2 chassis nos. 1E.77019, 77026-77029, 77048, 77059

## Lamps/Lenses

### Headlamps



**All US/Canadian export models were fitted with sealed beam headlamps.**



**Lucas PL700 (Not P700) Tri-bar headlamps were fitted to all RHD E-Types. European countries and the USA/Canada models were not fitted with the Tri-bar headlamps.**

The manufacturer of the headlamp is not judged but each set/pair of sealed beam lamps, fog lamps, and driving lamps must be identical in make.

**Note:** Automotive headlamps have three adjustment tabs. Motorcycle headlamps do not. Some Entrants may choose to install motorcycle headlamps because they are manufactured by LUCAS, however, without the three tabs, such headlamps are Non-Authentic.

## Front Side Light, Turn Indicator Lamp Lens (Side/Flasher Lamp)



**Front US: Clear-Clear**



**Front Non-US: Clear-Amber**

US Export models are fitted with clear turn indicator lenses. Non-US Export models are fitted with the clear side light, amber turn indicator lenses.



**875950, Monday, October 30, 1961**



**876001, Thursday, November 2, 1961**

Although no chassis number is given as to when the front Side/Flasher lens was changed, the photo above left shows horizontal lines only in the front Side Lamp area. The photo above right shows very fine vertical lines in the center of the front Side Lamp area that run the full width of that portion of the Side/Flasher lens. The above photos are from two E-Types that are 50 production numbers apart and two days on the assembly line apart. As such items are a replaceable item and may be retrofitted, either may be authentic, but both should match.

See Slotted, Philips, Pozidriv Fasteners, Page 28

## Rear Stop, Side Light, Turn Indicator, Reflector, Lamp/Lens



**Rear US: Red-Red**



**Rear Non-US: Amber-Red**

US Export E-Types have Red/Red tail lamp lenses. Non-US models have Amber/Red tail lamp lenses.

See Slotted, Philips, Pozidriv Fasteners, Page 28

# Chrome & Stainless, Incl. Accessories, Tailpipes & Resonators

## Chrome Front Bumpers



**There are two bumpers and over-riders separated by a chrome motif bar.**



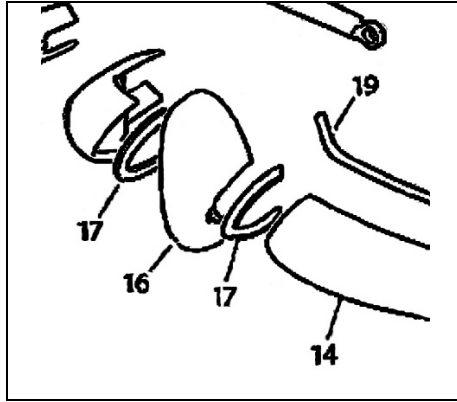
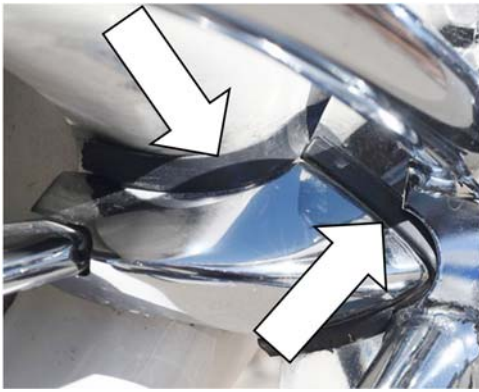
**The front bumpers wrap around from just in front of the wheel well to the over rider located next to the air intake.**



**Over-rider with chrome finishing bolts where AMCO bar was once fitted.**

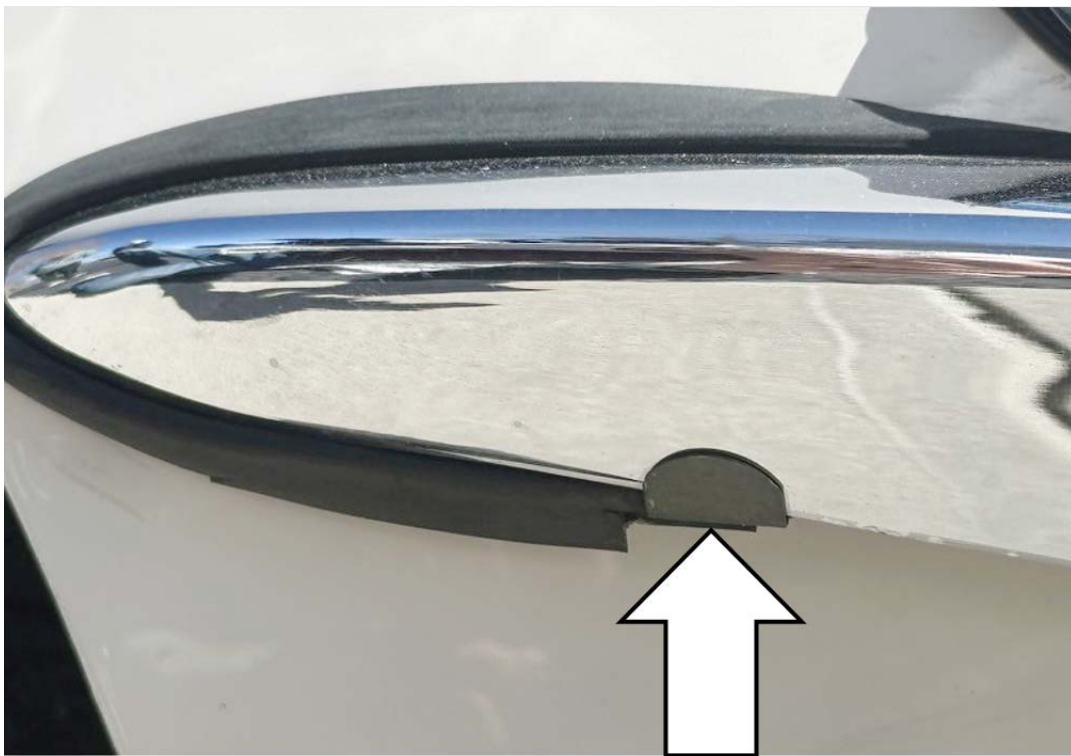
**OK in Driven, Non-Authentic in Champion  
See AMCO accessories on Page 41.**

## Front Bumper Body (Rubber) Seals



Drawing Courtesy of JLRNA

There are rubber seals between the curved portion of the front bumpers and the body. The portion (#19) by the over-rider extends around to the motif. The portion that wraps under the rear of the bumper is held in place by a clip. Note: Early cars had slimmer rubber body seals.



The “J” Molded rubber seal, between the front bumper and the body, is fastened to the bumper by a black “Clip for securing Seal”.

## Rear Bumper



Rear Bumpers wrap around from just above the rear wheel arches to just past the turn indicators with over-riders flanking each side of the number plate plinth.



There is rubber between the bumpers, under the tail lamp housings and the body.



The rubber trim wraps around the front of the rear bumper.

Both of the above photos (Photo Left 886836, Right 875950) are on original, unrestored E-Types. The length of the rubber seal that wraps under the bumper may vary.

## Headlamp Chrome Finishers

*Note: Headlamps are covered three times in this guide, 1-Paint, 2-Glass, 3-Chrome*



3.8L - Slotted screws



3.8L Changed from slotted screw head to cross-headed, April 1964 and continued through 4.2L production.

## Slotted, Philips, Pozidriv Fasteners



The screws in the chrome headlamp surrounds are changed from Slotted to cross-headed during 3.8L production at the chassis numbers below.



Either Phillips Head Screws or Pozidriv screws are acceptable for 3.8L E-Types beginning around April 1964 and continuing through 4.2L production.



**April 1964, SDB P.115\*:** An improved sealing for the Headlamp Glass with revised rubber seals is provided and that “**Phillips Head Setscrews**” are used to secure the Headlamp Chrome Finishers. But note that part number BD.26675/4 is actually a Pozidriv screw, **thus either are acceptable.**

3.8L OTS chassis nos. 850843 RHD, 881261 LHD

3.8L FHC chassis nos.861557 RHD, 890251 LHD

\* Service Bulletins indicate a Production Change, but do not necessarily indicate the exact date and chassis number of the change.

## Pozidriv Screw Heads



**Pozidriv, (an abbreviation of 'Positive Drive') screw head, (with four additional cross-like marks) screws. Pozidriv is a registered trademark of GNK Fasteners, then Phillips Screw Company.**

## Windshield Trim



**Early OTS with wide chrome windshield trim and trim piece at the bottom.**



**Most OTS with narrow chrome windshield trim and shorter point at the bottom and no hole**

The early OTS model had wide windshield trim at bottom with clip to side finisher.

850001 to 850087

875001 to 875309

The later OTS model had narrower windshield trim with no clip at the bottom.

850088 and subs.

875310 and subs.

## Boot Lid

### Rear Number Plate Illumination Lamp Surround

There are two chrome rear number plate lamp housings, one set on each side of the number plate area.



**“Butlers” Rear Number Plate Lamp Surround**



**“LUCAS 705” Rear Number Plate Lamp Surround, 879032**

#### Rear Number Plate Lamps fit in the side of the number plate plinth

The Number Plate lens surrounds may be manufactured by either Butlers or Lucas.

**Note:** The two screws that hold the chrome surround to the body are pan head. The screw that holds the chrome finisher to the lamp housing is a slotted, dome headed screw.

**Note:** No exact time period or chassis number has ever been assessed, but the Butler lens surround on the left is on chassis number 875950 (October 30, 1961) and the Lucas lens surround on the right is on 879032, there may be other time-line variations.

### Reversing Lamp

The reversing lamp lens, held in place by two chrome slotted screws, has circular ridges to help focus the light.



**On very early E-Types, the reversing lamp is located near the left bumper over-rider.**



**On production cars, the reversing lamp is located above the twin exhaust pipes.**

## Tail (Exhaust) Pipes & Resonators

Series 1 E-Types came with 1¾ inch exhaust pipes. The 3.8L cars had long body resonators and shorter pipe ends, while the 4.2L cars had shorter resonators and longer pipe ends. The pipes and resonators were chrome plated.



Up to October 1963, the 3.8L had two long chrome plated mufflers/silencer and two short muffler tips.



The later 3.8L and 4.2L have two short body chrome plated mufflers/silencer and two long exhaust pipe tips.

**October 1963, SDB M.23:** The tail pipes and mufflers were modified. Earlier versions had long mufflers and short tail pipes, and switched to shorter mufflers and longer tail pipes.

3.8L OTS 850755 RHD, 879990 LHD

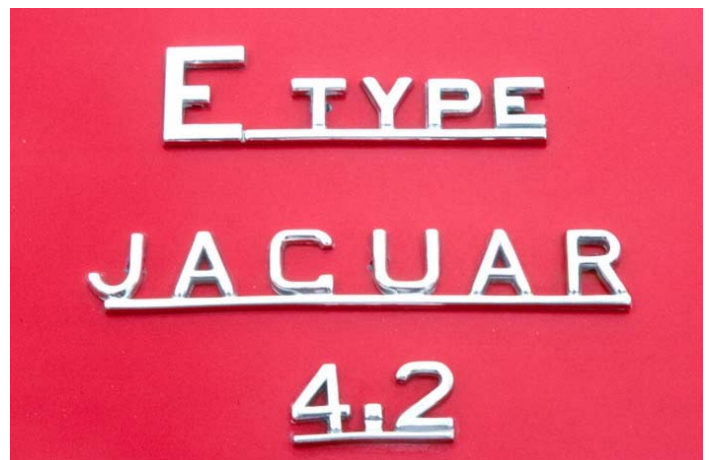
3.8L FHC 861271 RHD, 889096 LHD

**Note:** The mufflers/silencers were welded, not clamped to the tail pipes. (J.30, Plate 33, Items 17 & 18, Page 155)

## Boot Lid Emblem (Chrome)



The April 1961-September 1964, 3.8L E-Types are fitted only with the JAGUAR emblem on the boot lid.



For the October 1964-September 1968 E TYPE, the E TYPE emblem is fitted above the JAGUAR emblem and the 4.2 emblem and below the JAGUAR emblem on the boot lid.

## Accessories (Chrome and Stainless)

### Antenna



The style of antenna must be period correct (no electric antennas), however, as radios and antennas were dealer installed, there was no standard on mounting position or manufacturing design.

### Stainless Steel

Items, such as stainless-steel exhaust tips (not the exhaust pipes themselves) and wire wheels, must be polished to a chrome like finish.

## Hood, Hood Envelope, Side Curtains, & Tonneau Hood (Cloth Top)

Mohair cloth was used from 1961 to early 1967. The Spare Parts Catalogue does not indicate any chassis numbers as to when the change occurred from mohair cloth to vinyl.

**Note:** Zipper rear windows are non-authentic.



**3.8L Mohair Top**



**Late 4.2L Vinyl Top**

## OTS Pin Beading

Pin beading is the narrow, chrome plated, half-round trim fitted around the back of the OTS top as shown above.

**Note:** The Chrome Beading, without the hooks, that is fitted around the back of the top is superseded by the Chrome Beading with the Hook Plate for Fixing of the Hood Envelope. No chassis number or date is given in the parts book.



The screws that retain the chrome trim around the bottom of the fabric top are slotted.



Beginning around the time the 4.2L engine is fitted, the screws that retain the chrome trim around the bottom of the fabric top are Phillips screws.

## Hood (Cloth Top) Colors

### Canvas

Canvas tops were available in Black, Blue, Fawn, French Gray and Sand. (See Appendix A, August 1965, Standard Range of Color Schemes, Page Apx. A-173)

## Hood (Cloth Top) Envelope

### Hood Envelope



**3-Center Strap Hood Envelope**  
April 1961-September 1964



**2-Center Strap Hood Envelope**  
October 1964-1968

**October 1964, SDB P.131:** OTS cars at the following, and subsequent, chassis numbers, are fitted with a revised Hood Envelope. The revised hood envelope has two snap straps while the earlier version has five snap straps.

3.8L OTS chassis nos. 850935 RHD, 881865 LHD

## Side Curtains

The Series 1 E-Type **does not** have side curtains, but as it is addressed on the score sheet, it is addressed here.

## Tonneau

The tonneau covers were never supplied by Jaguar. Aftermarket companies made them to cover the complete passenger compartment when the top is not in place. It has a zipper area allowing the driver access without exposing the complete compartment.

## Hood, Sliding Webasto Sunroof Top



**The Webasto sliding top was a factory authorized accessory and are to be considered authentic.**

# Wheels (Wire, Disc, Alloy, Chrome, Painted)

## Wheels (Wire)

The Series 1 E-Type production models are not fitted with disc or alloy wheels, however, as they are addressed on the score sheets, they are addressed here. Only race cars like the Lightweight E-Types were fitted with pressed steel wheels.

## Wire Spoked Road Wheel Hubs

**January 1968, SB M.20:** Improved wire wheels in plated or painted form, replacing the “Curly” hub with a forged center “Straight” hub and straight spokes, are fitted.

### Chrome

4.2L OTS 1E.1814 RHD, 1E.15487 LHD  
4.2L FHC 1E.21518 RHD, 1E.34339 LHD  
4.2L 2+2 1E.50912 RHD, 1E.77475 LHD

### Painted (stove aluminum)

4.2L OTS 1E.1853 RHD, 1E.15753 LHD  
4.2L FHC 1E.21579 RHD, 1E.34458 LHD  
4.2L 2+2 1E.50972 RHD, 1E.77602 LHD



**Dished or Curly Wire Wheel Hubs**



**Straight Hub Wire Wheels**

**Note:** German “Short Ear” style knock-offs shown here.

**June 1961, SB M.4** states in part, “Note that chrome-plated wheels are not recommended for use on cars which will be participating in serious competition. If it is desired to use 6.50 x 15 Road Racing Tyres on the rear wheels for competition purposes, these tyres must be fitted to special wheels (Part number C.18922) having a wider rim section and revised spoking, which maintains the normal clearance between the tyre and the wheel arch panel...” “Special rear wheels (Part number C.18922) will be supplied only as spares and NOT as part of the specification of a new car.”

## Wheels (Disc)

Disc wheels are fitted only to the light weight E-Types, not to production E-Types.

The Lightweight E-Type “DUNLOP” style wheels have rectangular holes and may have been used on various E-Type race cars.

The D-Type Dunlop wheels have large round holes separated by smaller round holes and the “DUNLOP” decals on them.



Lt. Wt. E-Type Wheel,  
Rectangular Holes  
Courtesy Motorcars, Inc



D-Type & Some E-Type  
Race Car Wheel,  
Round Holes  
Courtesy Terry Larson

## Wheels (Alloy)

The Series 1 E-Type is not fitted with Alloy style wheels, but as it is covered on the score sheet, it is covered in the Judge's Guide.

## Wheels (Chrome/Painted)

The Series 1 E-Type wheels may be either chrome or painted.



Wheels were double laced having both long and short spokes. They had what has been called in retrospect, “curly” hubs to distinguish them from the Forged hubs of the S 1.5 & S2 E-Types as stated in **SDB H.10 July 1968.**

The standard wire wheels for the E-Type were Dunlop XA455C, part number #C14766. They are 5" by 15" and painted "Stoved Aluminum"

**Note:** Most US Export E-Types were fitted with chrome wire wheels.

## Wheel Weights



Series 1 E-Type wheel weights are to be the hammer-on type. Adhesive weights are non-authentic. The absence of wheel weights is not a deduction

## Hub Caps (Knock-Offs)



**Two-eared hub nuts (knock-offs) are standard for US market Series 1 E-Types. Both long and short UNDO arrows are believed to be correct.**

**German/Switzerland models are fitted with short-eared hub nuts (knock-offs)**

**Three Short Eared Hub Nuts (Knock-offs) are Non-Authentic on Series 1 E-Types**

The recessed JAGUAR may or may not be painted black. Evidence has been seen both ways.

Except for German/Switzerland export models, Two Eared Hub Nuts (knock-offs) are fitted up to chassis numbers:

- 4.2L OTS chassis no. 1E.15979 LHD
- 4.2L FHC chassis no. 1E.34582 LHD
- 4.2L 2+2 chassis no. 1E.77708 LHD

# Tires

## White or Black Sidewall Tires

Tires are considered expendable. There must not be any deduction for an Entrant's choice of white or black sidewall tires, provided they are period correct and are in keeping with the vintage of the Jaguar and, where there is verifiable, dated photographic material, Jaguar Cars advertising material, or a Jaguar Dealer Price List, available showing either white or black wall tires in use but not necessarily an available Jaguar parts list number at that corresponding time.

**Note:** Redline sidewalls were never offered by Jaguar and are considered non-authentic in either Champion or Driven Divisions. (Redline tires may be reversed to show their black side only.)

The following advertising image is Courtesy of JLRNA.



The E-Type was initially fitted with five 640x15 Dunlop RS.5 Bias Ply, tube type tires, four road tires and one spare.

As stated in the Jaguar Service Bulletin, SB M.23, July 1968, "To avoid the possibility of a tyre of too low a speed rating being fitted to 3.8L 'E' Type, 4.2L 'E' Type or 4.2L 'E' Type 2+2 car, all replacement tyres for these models should be of the SP.41VR type." However; any proper size radial tire may be fitted. Speed rating is not a judged item.



Dunlop Road Speed RS5



6.40 – 15 (6.00/6.40-15)

# Jaguar Cars Advertising (Whitewall Tires)

Advertising white sidewalls varied during the 1961-67 Series 1 E-Type time period.

Series 1 E-Types were originally fitted with *Dunlop 6.4" x 15" RS5* bias ply tyres (or *6.5" X 15" Dunlop Racing R5* tyres for competition). Late Series 1 cars were fitted with *Dunlop 185 - 15 SP41* or *185 VR 15 Pirelli Cinturato* radial-ply tyres.

The following advertising images are Courtesy of JLRNA.



1961 ad, appear to be 2 or 2 ½ -inch white walls



Original 1961, 2 ½-inch white walls



1963 ad, appear to be 2 or 2½ -inch white walls



1964 ad, appear to be 2 or 2½ -inch white walls



1965 ad, appear to be 1-inch white walls



1966 ad, appear to be 1-inch white walls

## Tire Valve Stems and Valve Stem Caps



Shown here is an original 1961 valve stem for an innertube and valve stem cap.

**Note:** The slight gap at the bottom of the valve stem should have had a plastic sleeve adapter to fill the gap.



Valve Stems for tubeless tires, that are black are acceptable. Metal valve stems are non-authentic.

Up to 1963, E-Types had stainless steel Schrader caps. They are marked - \*Schrader GT. B. - i.e. Great Britain and were superseded by plastic caps in 1963.

**Note:** The material the caps are made of (metal or plastic) is judged, the manufacturer is not.  
Nitrogen green caps are non-authentic.



Logo valve caps were not available during the production time of the E-Type. Only proof from an authentic period Jaguar Cars accessory catalogue or parts book is proof to the contrary.

# Miscellaneous Items

## AMCO Accessories

AMCO accessories are considered Authentic because of their prevalence in North America and the circumstances of their installation, some have been accepted by JCNA in the past and will continue to be allowed **without deduction** for the foreseeable future in Driven Division only.

**Note:** AMCO bars and luggage racks are Non-Authentic in Champion Division.

## AMCO Bars “Driven and Special Divisions Only”



Front AMCO Bar



Rear AMCO Bar

**Note:** In Driven and Special Divisions only, with the exception of Condition, removal of the AMCO Bar and the filling of the holes with chrome headed bolts or plugs is considered an acceptable repair.



## AMCO Boot Lid Luggage Rack “Driven Division Only”



The AMCO luggage rack is considered an optional Jaguar accessory in Driven and Special Divisions only.



Sometimes the AMCO luggage rack may be fitted “backward” for carrying skis.

## Detachable Hardtop Assembly

**Note:** As the Detachable Hardtop Assembly is addressed in the parts book, it is addressed here BUT, they are not to be judged attached to the car. They can be presented beside the car, but the cloth top must be erect and the side windows rolled up.



**Fiberglass detachable hardtops were provided by Jaguar Cars. The color is believed to be black for all hardtops.**

**July 1962, SDB P.64:** OTS models are fitted with modified Mounting Brackets for the Detachable Hardtop.  
3.8L OTS 850537 RHD, 877431 LHD

### **Hardtop Fitting Kit**

OTS 850024 RHD to 850091 RHD  
OTS 875027 LHD to 875385 LHD

### **Detachable Hardtop Assembly**

OTS 850092 RHD to 850455 RHD  
OTS 875386 LHD to 876974 LHD

## Mirrors, Wing (Accessories)

*Note: Mirrors are covered three times in this guide, 1-Glass, 2-Chrome, 3 Accessories*

Although Jaguar offered wing mirrors, (Pt# C16114 succeeded by Pt # C19909) as an option, period after market mirrors have been traditionally accepted. Mirrors fitted by the dealers vary in installation location.



**Round Wing Mirrors**



**Aftermarket Mirror**

## Windscreen Wiper Blades

The OTS, FHC and 2+2 models each have three wiper blades. The arms and metal parts of the wipers are polished.



**The wiper blades are shorter on the OTS**



**FHC has three Wiper Blades**



**2+2 has three Wiper Blades**

**November 1963, SDB Q.74:** The wiper blade arms, are fitted with modified windscreen Wiper Arms, which carry longer blades than have been used previously.

3.8L OTS chassis no. 880166 LHD

3.8L FHC chassis nos. 861275 RHD, 889135 LHD

**Notes:**