
JCNA Model Year '68 E-type Judges' Guide

The only true Series 1.5 E-types

For Cars Imported to the North American Market

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By Stew Cleave, Chief Judge - Jaguar Owners Club of Oregon

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Photo of David Barnes Model Year '68 E-type (Series 1.5) by David Barnes, Jaguar Club of Houston

PREFACE:

The following information is intended as a reference to help the knowledgeable Model Year '68 (Series 1.5) E-type judge determine what is correct on a given car. This guide follows the layout of the JCNA score sheet as closely as possible. While information is believed correct, JCNA, the parties quoted, or myself cannot be held responsible for errors. The final responsibility of presenting a correct car for judging lies solely with the entrant. JCNA reserves the right to modify, change, and update this guide as new information becomes available.

Stew Cleave - Chief Judge - Jaguar Owners Club of Oregon (JOCO)

REFERENCES: (in the order they appear)

- (A) JCNA - "JAGUAR E-TYPE 3.8 L. & 4.2 L", 36TH AGM, CHARLOTTE, NC, MARCH 3-6, 1994
- (B) STEVE KENNEDY "JAGUAR, THE CLASSIC MARQUE"
- (C) JAGUAR / DAIMLER SPARES DIVISION - INTERIM PARTS LISTS FOR 1968 JAGUAR 4.2 'E' TYPE L.H. DRIVE AND JAGUAR 4.2 'E' TYPE L.H. DRIVE 2+2 L.H. DRIVE (WITH AMENDMENTS NO.1 AND NO. 2)
- (D) DR. TOM HADDOCK "JAGUAR E-TYPE 6 & 12 CYLINDER RESTORATION GUIDE"
- (E) LUCAS / GIRLING EQUIPMENT AND SERVICE PARTS CCE906/68
- (F) JAGUAR / DAIMLER SPARES DIVISION AIR CONDITIONING PARTS LIST FOR 4.2 LITER MODELS

BIBLIOGRAPHY: Found on last page

INTRODUCTION:

The MY '68 (Series 1.5) E-types can be better understood by documenting the major changes from the Series 1 E-types chronologically: In January 1967 Jaguar first produced the Series 1 E-types with open headlights. I choose to label these cars as Series 1.25s, for convenience, otherwise every time I refer to them, I will have to stumble through the lengthy, "Series 1 E-types with open headlights". It should be understood that the labels we use today for the Series 1.5s and Series 1s were never official Jaguar designations; they are simply colloquialisms – understood by all familiar with the marque by common usage, after the official Jaguar designation, in August 1968, for the Series 2 E-type. With all the confusion surrounding these open headlight Series 1s, I believe the Series 1.25 label (a Stewism) is the only way to eliminate the current and long-lived confusion regarding them. Purists, please forgive me. The Series 1 Judge's Guide by Bob Stevenson should be used for the Series 1.25 E-types.

THE SERIES 1.25 E-TYPES: Blame it on the bonnet

The Series 1.25s were identical with the late Series 1s except for one item – the bonnet! This bonnet featured open headlights for the first time on an E-type. All other component areas, including the interior and engine compartment were identical to the late Series 1s. To reiterate, the Series 1.25 had the same 4.2 XK engine with three SU carburetors, polished aluminum cam covers, and single radiator fan as the late Series 1s, they also had the same toggle switches on the center dash as the series 1's. **Contrary to popular belief, Jaguar did not use up inventory on hand to produce the Series 1.5s; all component changes on the Series 1.5s came about simultaneously beginning with the chassis numbers cited during the month of August 1967, for sale as MY '68 E-types, therefore only MY '68 E-types are true Series 1.5s.** August has also been documented as the change over month for the Series 2 E-types. The open headlight bonnet found on the Series 1.5s was a carry over from the Series 1.25s. The why of this change is beyond the scope of this guide, and may never be known, although some claim the reason is due to U.S. Federal Regulations concerning headlight height. **Spares Bulletin P198** states, "... to provide direct access to the headlamps."

The Series 1.25s are not rare; they appear regularly on eBay, often advertised incorrectly as Series 1.5s. Aesthetics aside, imagine buying Series 1 get up and go for Series 1.5 money? I'm reminded of the saying, "If you think education is expensive – try ignorance." The identity problem is compounded by the bonnet, the predominate exterior feature, being identical to the Series 1.5s, only by examining the engine compartment and center dash (or the chassis numbers) can one determine whether the subject is a Series 1.25 or a Series 1.5.

SERIES 1.25 CHASSIS NUMBERS: A discrepancy exists between Build Records and Spares Bulletins as to when open head lights started; both are quoted:

Build Records:

<u>LHD</u>	<u>Beginning¹</u>	<u>Build Date¹</u>	<u>Ending²</u>	<u>Units</u>	<u>RHD</u>	<u>Beginning</u>	<u>Build Date</u>	<u>Ending²</u>	<u>Units</u>
OTS	1E 14535	01/11/67	1E 15888	1354	OTS			1E 1863	
FHC	1E 34120	01/11/67	1E 34249	130	FHC			1E 21583	
2+2			1E 77644					1E 50974	

Could the 2 in 1E 34249 be a typo? If it were a 5, the number would precede the Spares Bulletins numbers below for - "Other (not USA & Canada)" by 1 digit and continue the sequence as seen in the OTS and 2+2s - see the opposing possibility below

Spares Bulletin - USA & Canada only:

<u>LHD</u>	<u>Beginning³</u>	<u>Build Date¹</u>	<u>Ending⁴</u>	<u>Units</u>
OTS	1E 14532	01/11/67	1E 15979	1430
FHC	1E 34113	01/11/67	1E 34582	463
2+2	1E 77010	07/67	1E 77708	<u>692</u>
				2585

Spares Bulletin - Home and Other (not USA & Canada):

<u>RHD</u>	<u>Beginning³</u>	<u>Build Date¹</u>	<u>Ending⁶</u>	<u>Units</u>
OTS	1E 1864	09/06/67	1E 2183	320
FHC	1E 21584	07/05/67	1E 21958	375
2+2	1E 50975	09/29/67	1E 51379	<u>405</u>
				1100

Spares Bulletin - Other (not USA & Canada):

LHD Beginning³ Build Date¹

OTS	1E 15889	07/06/67	
FHC	1E 34550	08/67	Could the 5 in 1E 34550 be a typo? If it were a 2 it would follow the sequence
2+2	1E 77645	06/27/67	above, but I've seen 1E34439, a S1.25, which makes me believe it is a typo

Except these USA & Canadian LHD cars:³

OTS: 1E 14534, 14536, 14537, 14540-14544, 14559-14561, 14590-14592, 14595, 14643, 14655, 14656 (18 total)
 FHC: 1E 34114-34117, 34130, 34139, 34212 (7 total)
 2+2: 1E 77019, 77026-77029, 77048, 77059 (7 total)

SERIES 1.5 CHASSIS NUMBERS: USA ONLY, but ending chassis numbers include non USA

<u>LHD</u>	<u>Beginning⁵</u>	<u>Build Date¹</u>	<u>Ending⁶</u>	<u>Build Date⁶</u>	<u>Units</u>
OTS	1E 15980	08/15/67	1E 18367	07/29/68	2388
FHC	1E 34583	08/09/67	1E 35814	07/29/68	1232
2+2*	1E 77709	10/26/67	1E 79221	07/30/68	1513

OTHER THAN USA

LHD Beginning⁵ Build Date

OTS	1E 16010
FHC	1E 34752
2+2*	1E 77709

* Note the beginning numbers are the same. One original IPL in my possession states "to be determined" rather than list a beginning number.

- 1) Reference A, page 53 and 66
- 2) Reference B, page 156 (ending Series 1 Chassis Nos. not including Series 1.5 production)
- 3) Spares Bulletins P.198 and Q.143
- 4) Subtracting 1 from the numbers obtained from reference 5 below
- 5) Reference C, Title Page
- 6) Mike Cook - Mahwah Achieves Research



'67 Open Headlight E-type (Series 1.25); note the eared knockoffs



'67 Open Headlight E-type (Series 1.25); note the three bow hood frame



'67 Open Headlight E-type (Series 1.25); note the polished cam covers, radiator, and three SUs!
 Note the spark plug wiring is misrouted and is missing its fiber tube; the spark plug caps and a few hose clamps appear wrong. The strap holding the rubber seal to the RH mud shield should be black. Note also the gold head; at the time of this writing, Bob Stevenson has traced the change to natural aluminum to about the time of the change to open headlights. Bob is still chasing this change down and would like to hear from you if you have an original unrestored car with a serial number close to the change points listed on page 2 of this guide. Bob can be reached at bobanddarl@comcast.net



'67 Open Headlight E-type (Series 1.25)
 Note the toggles switches and polished steering wheel spokes - the ring around the growler on the horn push is chrome - the tachometer has a clock



MY '68 E-type (Series 1.5) Photo by David Barnes
 Note the rocker switches and brushed steering wheel spokes - the ring around the Growler on the horn push is black - the shift knob is after-market

MODEL YEAR '68 (SERIES 1.5) E-types

Other than checking chassis numbers, a Series 1.5 can be identified quickly by the following obvious features:

Exterior: Forget the bonnet it'll only fool you like it has most others as the Series 1.25 bonnets are identical to Series 1.5s; however on OTSs, the hood frames have two bows, the Series 1.25s have three bows

Engine Compartment: Ribbed cam covers painted black except for the top brushed aluminum ribbing, two Zenith-Stromberg[®] carburetors, and dual radiator fans with a crinkle black radiator shroud

Interior: Black plastic rocker switches on the center dash below the instruments

ENGINE

There are no major engine variations found in Series 1.5 E-types, but the Canadian Market Cars were different

Note: The engine configuration on US Series 1.5s was the same as found on the Series 2, variation 1s

POLISHED PARTS:

Custom polished parts are of a much higher quality than anything Jaguar produced, and with this in mind, DO NOT DEDUCT for casting imperfections (they look like pitting) or lack of a "mirror finish" on the mixture crossover, intake manifold, water manifold, thermostat housing, breather housing, etc.

RESTORING PLATED PARTS:

Cadmium, a heavy metal, is no longer widely used for plating due to EPA regulations. Zinc plating has widely replaced cadmium plating and distinguishing the difference between the two (zinc has a bluish tint) is beyond the ability of most JCNA judges. Recently, spray paints (rattle cans) have become available that simulate plating (at a much reduced cost), and many items have been observed to have been painted rather than plated. JCNA judges should train themselves to distinguish between faux plating (painting) and plating, and take the appropriate deduction. Some MY '68 E-type bolts have been reported to have traces of a gold tint, this is a yellow chromate conversion coating over the cadmium plating, a process that came into vogue in the late 60's to prevent white oxidation.



MY '68 E-type (Series 1.5); note the ribbed cam covers, two Stromberg's, aluminum head and crossover. The foam pad over the radiator should be tan and the caps on the AC valves should be aluminum. The brass tags on the carburetors are wrong.

UNDER SIDE OF BONNET, BALANCE LINKS, SUBFRAMES, ETC.

WHEEL WELLS AND SUSPENSION NOT JUDGED PER JCNA RULEBOOK

BONNET ASSEMBLY: Part No. BD. 28379 for OTS, FHC, & 2+2; per reference C, page 9, 14, & 16 respectively
Gloss body color with silver cadmium plated balance links, safety catch & latches

Cadmium plated safety catch mounted in center; see reference D, pages 154 for picture

BOLTS: ALL

Predominantly “GKN”, plated silver cadmium - an occasional odd size or function will result in a bolt made by “BEES”, “CRANES”, “ROS”, or “ROT”.

Note: Chris Bron & Dwight Miller report bolts with the yellow chromate conversion coating and some bolts may have had the black oxide finish; being left over from Series 1 E-type production

DEBRIS SCREEN, FRAME, AND HARDWARE:

Screen - Cadmium plated secured to frame with cadmium plated hardware

Frame – painted gray (Plasti-kote® Light Machine Gray) secured to bonnet with silver cadmium plated Posidrive screws with oval (some observed to be round) washers - has black compressed horse hair strip at top - almost always missing

BALANCE LINK & SPRINGS:

Cadmium plated - springs gloss black, retained by brass washers and steel cotter pins

FRONT SUBFRAME: Bonnet Pivot / Radiator Sub Frame

Gloss body color

STEERING RACK:

Black rack tube with cast aluminum pinion housing

RACK BELLOWS:

Black corrugated rubber retained to rack with clip (1 - C.2905/4) and at tie rod with (2 - C.2905/2) except tie wire (C.15211) used at pinion - tie rods not judged as considered part of suspension

HEATER CASE INLET: Black crinkle paint with foam rubber gasket - secured to bonnet with cadmium plated oval washers and bolts – except round washer on upper left hand corner

EMISSIONS DECALS: Not fitted to the RH rear inner wheel well of Series 1.5 cars - confirmation requested

SUB FRAMES:

Gloss body color

BONNET PIVOTS: Not judged – considered part of the wheel well

Cast aluminum

SUB FRAME BOLTS:

Plated silver cadmium “GKN” with silver cadmium plated nylock nuts - some reported to have yellow chromate conversion coating – others painted body color - see below

Note: For several years George Camp, Bob Stevenson, and others have been trying to tie down the painted vs. plated bolts used to connect the L & RH Sub Frames to the firewall and front “picture” frame. The theory is that painted bolts were used in all locations except locations that were used to hold another part, e.g. the fuel filter or front suspension. George had stated that there were compliance pictures in the Archives that would prove that painted bolts were used. While George, Bob and I visited the Mahwah Archives in November of 2005, and just after George left for home, Mike Cook came across a so called “Compliance Picture” that Jaguar submitted to prove compliance with the US Safety Regulations. The picture shows the location of the Seat Belt Mounting Data Plate, but more importantly it shows painted bolts securing the RH. Sub Frame to the firewall. Being a Compliance Picture, it would have been of an early, if not the first, car off the assembly line. This proves at least some MY ’68 E-types had painted subframe bolts at this location and no doubt the LH Sub frame to firewall connection too. It must be noted that just about all the bolts securing the L & RH Sub Frames to the picture frame also hold suspension parts, so very few of these bolts would have been painted, perhaps 3 in all.

DEFLECTOR SHIELD: Part No. C.18282; [per e-mail from George Camp](#) Same as Series 1 and 2 E-types
Semi gloss black - secured horizontally between bottom of radiator and front sub frame

UNDER SHIELDS: [per reference C, page 19](#) Same as Series 1 E-types
Semi gloss black including mounting brackets

OTS & FHC: Part Nos. BD.20048, RH BD 27427 LH
2+2: Part Nos. BD.28577, RH BD 28578 LH

DEFLECTOR PLATES: (parallel torsion bars) Part Nos. BD.28660, RH BD 28863 & 28864 LH
Semi gloss black including mounting brackets

Note: These are only listed in [J.38, page 194 and plate 49, page 221](#) for Series 1 E-type 2+2s, but are believed to have been used on all MY ’68 E-types OTS, FHC, & 2+2s - [confirmation requested](#)

MUD SHIELDS: Part No. BD.20664 R.H. & BD. 28723 L.H.; [per reference C, page 19](#) Same as Series 2 E-types
Semi gloss black - each piece attaches to the body and sub frame which are painted body color - Mud Shield Sealing Rubber listed below attaches to these mud shields

MUD SHIELD SEALING RUBBER:

Retained by metal strips painted semi gloss black secured with pop rivets. R.H. side rubber is continuous. L.H. side metal strips are discontinuous - rubber is continuous - seals on L.H. bonnet wheel well are on wheel side

FIREWALL AREA

FIREWALL:

Gloss body color

STEERING SHAFT HOUSING:

Cast aluminum - not polished

BRAKE/CLUTCH PEDAL HOUSING:

Cast aluminum - not polished

BRAKE MASTER CYLINDER:

Natural cast iron with a metal band on brake cylinder indicating date, etc. - reaction valve at the front of the brake master cylinder is cadmium plated with a white plastic front

BRAKE BOOSTER:

Cadmium plated

CLUTCH MASTER CYLINDER:

Natural aluminum with reddish or orange plastic band indicating date, etc

EXPANSION TANK:

Painted semi-gloss black

EXPANSION TANK PRESSURE CAP:

7 lbs. - 13lbs. with AC; [see reference C, Amendment 2, page 7, and reference F, page 2](#)

LOWER STEERING SHAFT:

Painted semi-gloss black - telescopic type with nylon shear pins

UPPER HEAT SHIELD HOLDING BRAKE AND CLUTCH BOTTLES:

Zinc (galvanized) plated shield mounted to sub frame holding asbestos insulation on manifold side. Translucent white plastic bottles mounted to shield with cadmium-plated bracket. Brake bottles have gray rubber caps cantilevered over wires. Electrical connection concealed beneath cap. No wires on clutch bottle; [see reference D, page 178 for picture.](#)

Note: Chris Bron reports stainless steel - **confirmation requested**

Note: Brushed aluminum after market shields have been observed and are incorrect

Note: Air conditioned cars have pastel green ceramic resistor on semi-gloss black bracket with black oxide clips and semi gloss black AC dryer and bracket mounted to shield.

Note: Decal on heat shield above bottles (or above heater case) reads, "Warning brake system is filled with Girling Crimson Brake Fluid....."; [see reference D, page 164 for picture](#)

BRAKE FLUID AND CLUTCH FLUID HOSES FROM BOTTLES:

Black rubber with yellow stripe one side, brown strip opposite side

VACUUM HOSE:

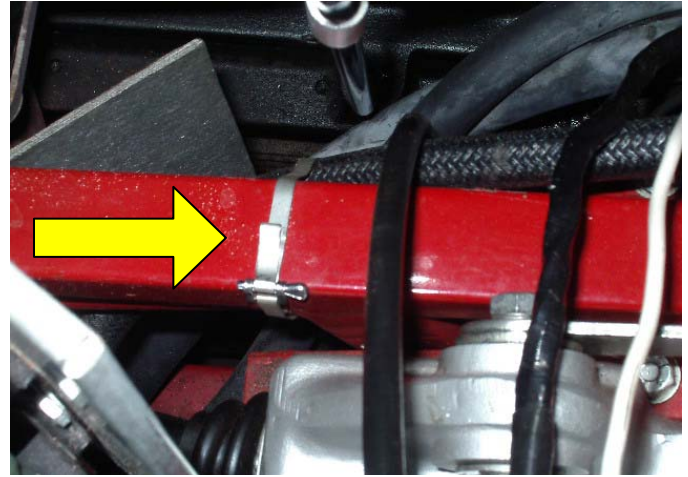
Black cloth braided in herringbone pattern over rubber - secured at each end with Low Pressure Hose Clamps as described on next page

LOW PRESSURE HOSE CLAMPS: For brake and clutch fluid hoses and vacuum hoses

Cadmium plated band with straight-slot machine head screw and square nut in formed recess with 5/8", 1/2", 3/8", etc. stamped on outside of band



Low Pressure Hose Clamps



Metal Clip, Part No. C.8416 (Strappy Thingy)

VACUUM TANK:

Semi-gloss black found on right side of engine (looking forward) mounted to lower fire wall (foot well)

VACUUM LINE ROUTING:

From vacuum tank to RH firewall by hose to black connector pipe secured to firewall with "D" shaped washers painted semi gloss black with pop rivets - the pipe runs behind firewall to LH where it penetrates the firewall again (secured again by a "D" shaped washer with pop rivets) and is connected to a hose that runs to a tee. This hose is strapped to the inner side of the subframe by a metal clip, Part No. C.8416 [per page 121 and plate 29, on page 123 of J.37](#), which is often found missing. From the rear of the tee, another vacuum line curves around to the rear of the reaction valve; on the front side of the tee, another vacuum line runs to the front of the brake booster

CADMIUM PLATED PARTS ON FIREWALL:

Throttle linkage and mounts, bonnet locks & guides, 3 rectangular closure plates for RHD penetrations

Note: The heater valve mounting block is aluminum - the heater valve body is pot metal

Note: George Camp reports that if the specifications of the car were known, i.e. LHD, the 3 rectangular closure plates were installed prior to painting, hence some plates can be found painted gloss body color

WINDSHIELD WASHER BOTTLE: Not listed in reference C, therefore same as later 4.2 Series 1 E-types

Translucent white plastic bottle (like plastic milk bottles) with beige rubber covered canvas strap secured to bracket painted semi-gloss black. Bottle has large gray plastic screw-off cap (to access impeller and shaft) with motor mounted in center and small translucent plastic filler cap with retaining ring located off center - Lucas Model 5SJ, Part No. 54071451; [per reference E, page 33](#)

WINDSHIELD WASHER MOTOR:

Black Bakelite (fades to brown) cover mounted on top of the larger plastic washer bottle cap

HEATER CASE:

Gloss black with pop riveted tag reading "CAUTION NEGATIVE EARTH...."

Note: Chris Bron reports that a red pocket for the Owner Identification Plates safe keeping was attached to the out board side of the Heater Case. Page 9 of Chris's Your Passport to Service states, "As the above illustration indicates, a red pocket for the OWNERS IDENTIFICATION PLATE'S safe keeping is situated in the engine compartment on the Heater Casing". George Camp once showed me a picture of the red pocket attached to the outboard side of the Heater Box.

HEATER CASE SCREEN:

Cadmium plated

HEATER CASE FAN:

White plastic (nylon or polyethylene) with straight tapered blades - yellows with age

HEATER CASE FAN MOTOR:

Black with "Smiths" decal and small green resistor pop riveted to bottom of heater box to provide two speeds

HEATER CASE HOSES:

Black with raised white rubber stripe

HEATER HOSE ROUTING:

Similar to vacuum hose routing above, using 2 concealed pipes behind the firewall and the semi gloss black "D" shaped washers secured by pop rivets, but using Cheney hose clamps as correct for all water lines

RADIATOR AREA

RADIATOR:

Semi-gloss black with tan polyurethane pad on top - pad Part No. BD.31996; [see reference C, Amendment No. 2, page 7](#)

Note: Pads are a service item to be replaced periodically per letter from George Camp; gray pads have been observed and are wrong

FAN SHROUD:

Crinkle black

FAN MOTORS:

Rectangular bodies painted gray hammer tone (Hammerite® Gray #9764) - end frames unfinished pot metal

FAN MOTOR PLASTIC SHIELDS: Almost always missing

Black plastic (textured on top smooth on bottom) mounted above motor to protect electrical connection. Part No. C28144 (LH) and C28193 (RH); [per reference C, Amendment No. 1, page 33](#)



Right Hand Fan Motor Plastic Shield

The photo shows the narrow side pointing up; others have been observed with the narrow side pointing down. In the book, *Jaguar E-type Gold Portfolio 1961-1971*, compiled by R. M. Clarke, and published by Brooklands Books, there are several photos of the shields with the narrow side pointing up; [see pages 137, 153, & 156](#). As these photos are of relatively new and unmolested cars, IMHO, these photos have settled this issue; narrow side should be installed up.

FAN BLADES:

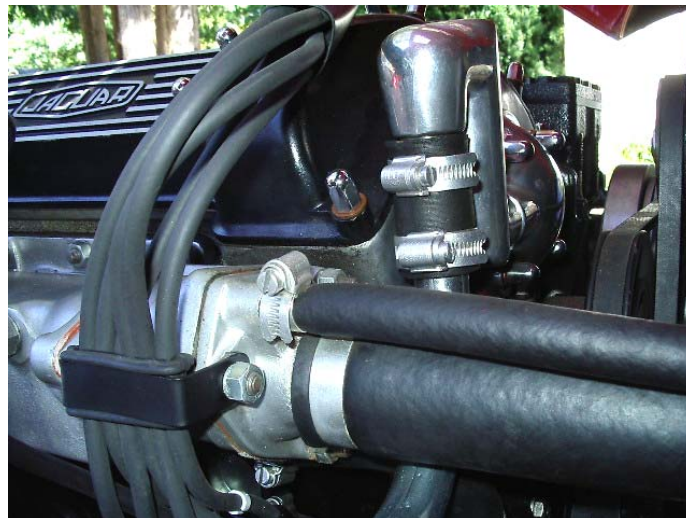
Plastic - white

FAN MOUNTING BRACKETS:

Semi gloss black

WATER HOSE CLAMPS:

Cheney - round screw - slots notched in band (not cut through) - cadmium plated



Cheney Hose Clamps

Note: The Breather Pipe Hoses w/ Cheney Clamps - an exception to “all water hose clamps are Cheney’s”

BLOCK, HEAD, AND CARBURETORS

ENGINE NUMBERS:

Above oil filter housing

BLOCK COLOR:

Black, including the core plugs (freeze out plugs)

CYLINDER HEAD COLOR:

Natural aluminum

CYLINDER HEAD NUTS AND WASHERS:

Chrome acorn nuts, with two types of round cadmium washers - thin with bevel & thick without on same head

LIFTING BRACKETS:

Forged aluminum inverted "U" shape - slightly polished

OIL FILTER ELEMENT CANISTER: Same as Series 1 E-types

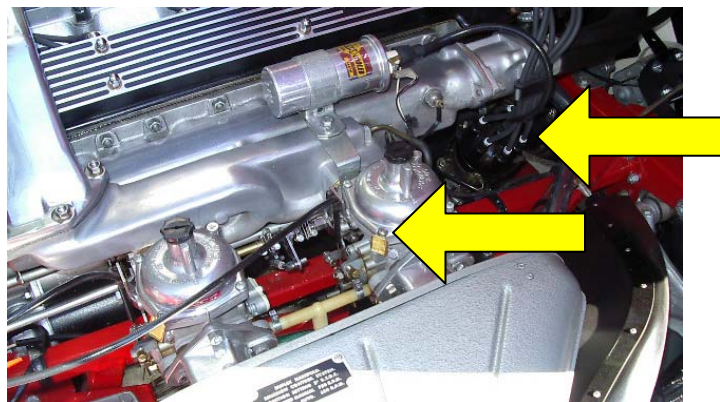
Light green hammer tone (Mid Green #41175) is very close but may be slightly darker, some report blue-green hammertone, which is no longer available. George Camp primes then paints blue and then sprays with green hammertone until it looks right. With cadmium plated nut and washer. Color confirmed by Chris Bron.

DIP STICK: Same as Series 1 and early Series 2 E-types

Chrome plated with rectangular handle reads, "STOP ENGINE WAIT....." secured to engine with semi gloss black bent plate bracket

INTAKE MANIFOLD: **USA ONLY** Part No. C.28695; **per reference C, Amendment No. 2, page 1**

Cast aluminum - see picture below



Intake Manifold

Note: The white number clips on the spark plug wires at the distributor are non-authentic and the brass I.D. Tags on the Carburetors are wrong

CAM COVERS & OIL FILLER CAP: all per reference C, Amendment No. 2, page 1

(NOT FOR USA) up to Eng No 7E.16115 (OTS & FHC) & 7E. 54313 (2+2)

Inlet: C.14987

Exhaust: C.25469

Oil Filler Cap: C.1022 "Jaguar"

Polished aluminum, chrome elongated acorn nuts and copper washers.

(NOT FOR USA) from Eng No 7E.16116 (OTS & FHC) & 7E. 54314 (2+2)

Inlet: C.27497 Black with ribbed Aluminum un-notched at rear

Exhaust: C.27277 Black with ribbed Aluminum un-notched at rear

Oil Filler Cap: C.27278 no "Jaguar"

Black with brushed aluminum ribbing, chrome elongated acorn nuts and copper washers.

(USA ONLY)

Inlet: C.28890

Exhaust: C.28889

Oil Filler Cap: Not listed Known to be no "Jaguar" therefore C.27278

Black with brushed aluminum ribbing, chrome elongated acorn nuts and copper washers. Covers are beveled at rear to allow clearance for polished aluminum mixture crossover duct. "Jaguar" cast on inlet cam cover. Early "Jaguar" casting on inlet cam cover believed to be a separate casting so that "Daimler" could be interchanged. Inlet cam cover had textured background around "Jaguar" and thinner letters; see picture below top



Early inlet cam cover logo w/ textured background



Later inlet cam cover logo without textured background

CARBURETTORS: [per reference C, Amendment No.1, page 2](#)

USA ONLY - Part Nos. C.28817 (front) & C.28818 (rear);

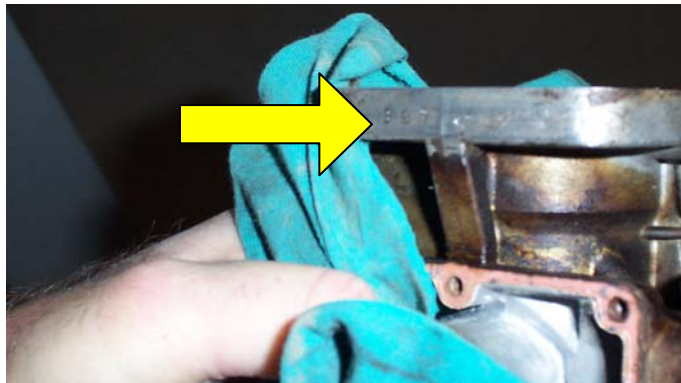
2 - Zenith Stromberg 175 CD2SE's with a bifurcated choke cable secured to left side of each carb with black oxide clip. Each has decal "FOR EMISSION CONTROL SYSTEMS..." Front left dash pot screws are longer with a perpendicular hole at the bottom to accommodate the woven wire from the lead anti-tamper seal, with a "Z" for Zenith, impressed in the center. [Page QY.s.14 of the Service Manual](#) calls for a "new wire and seal", to be fitted to the dashpot at the completion of the 24,000 mile service. Earlier carburetors had a hole drilled through the dash pot and body on the right side near the front right screw for the anti tamper wire and seal.

Carb Position	Jaguar Part No.	I.D. No. on Flange	Carb Position	Jaguar Part No.	I.D. No. on Flange	Carb Type	Year
Left (rear)	C.28818	3165R (rear)	Right (front)	C.28817	3165F (front)	175CD2SE	68-69

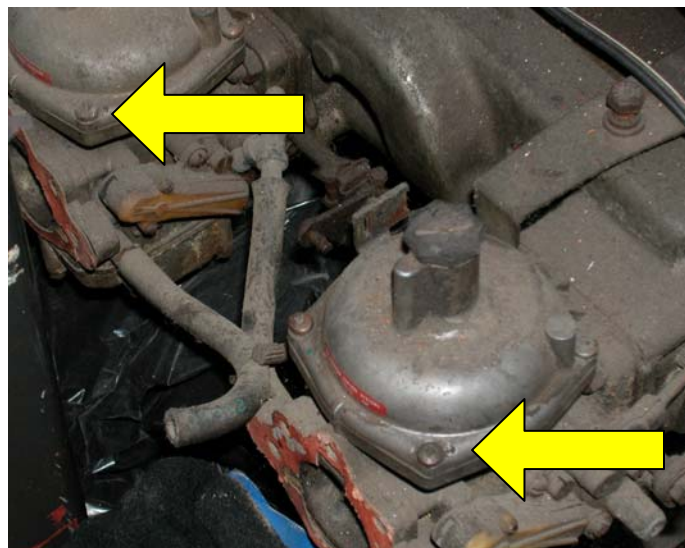
Note: Emission control system decals were smaller than currently available for Series 3 E-types

Note: See Series 2 Judges' Guide for further information on the I.D. Nos.

Note: Carburetors were marked on the bottom flange with I.D. Nos. per the following picture, additional numbers are thought to be batch codes or dates.



Carburetor with ID Number on Flange



Early holes for anti tamper seal wire through dash pot and body

NOT FOR USA (CANADIAN MARKET CARS):

3 - SUs with accelerator control linkage, fuel lines, intake and exhaust manifolds, and air cleaner all as per J.38 per reference C, Amendment 1 page 2



Photo of Canadian Market MY '68 E-type courtesy of Rob Dunlop, Ottawa Jaguar Club

Note the absence of the aluminum crossover and the notches on the cam covers for same. The radiator and fans were the same as the USA Market Cars. The early Canadian Market Cars may have had the polished aluminum cam covers (see previous section on Cam Covers). Note the correct absence of the “Duplex Manifold” tag on the triangular Air Plenum.

Note: The first 106 LHD cars for “other than USA” came with the polished aluminum cam covers as found on the Series 1s; some of these are presumed to have been imported to the Canadian Market - see page 13

LINKAGE: USA ONLY

Cadmium plated - from firewall mounted cadmium-plated bracket, with plastic bushing, forward: 2-piece linkage attached to underside of intake manifold - connected to carburetors with adjustable linkage consisting of hex connector with locking nut each side. Linkage is adjustable to assure full throttle

Note: Canadian Market Cars have cadmium plated Linkage per the late Series 1s although there were a few parts unique to “other than USA”

FUEL FILTER ASSEMBLY: Part No. C.27588; **per reference C, Amendment No.1, page 2**

AC cast aluminum - glass bowl - per Service Bulletin C.32, the cleanable gauze element, Part No. C.28080 per above reference, is changed to a renewable element (thought to be porous ceramic) commencing:

	<u>LHD</u>	<u>RHD</u>
OTS	1E.16057	1E. 1905
FHC	1E.34772	1E.21662
2+2	1E.77701	1E.50143

See reference D, page 164 for picture, but hose clamp is wrong! Copy of SB C.32 courtesy of George Camp

Note: Reference C, Amendment No. 1, Page 2, lists the same Fuel Filter Assembly Part No. C.27588 under “for countries other than USA” and “for USA only”

FUEL HOSE: **USA ONLY** From filter to tee

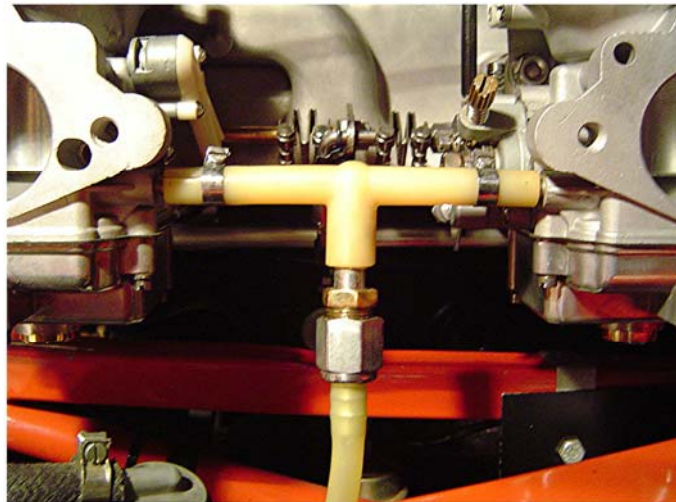
Translucent (when empty) white plastic (probably polyethylene) - gas color can be seen inside hose when full. Fit at tee and filter is push-on friction fit with no hose clamps.

Note: Canadian Market Cars have Fuel Lines per the late Series 1s

“T” FUEL CONNECTION BETWEEN CARBURETTORS: **USA ONLY** - Almost always missing

Molded nylon (probably polyethylene) “T” with a metal pipe embedded in the bottom (Part No. C.28915) with a flare nut and collar (Part No. C.11576) and olive (Part No. C.11575) for connecting the fuel line from the filter - there are 2 clips. Description and part numbers via e-mail from George Camp - heat in hot water to soften before inserting over carb inlets - thanks George.

Note: Some parts houses list C.36893 for the tee which is wrong, but that Part No. is correct for XJ6s



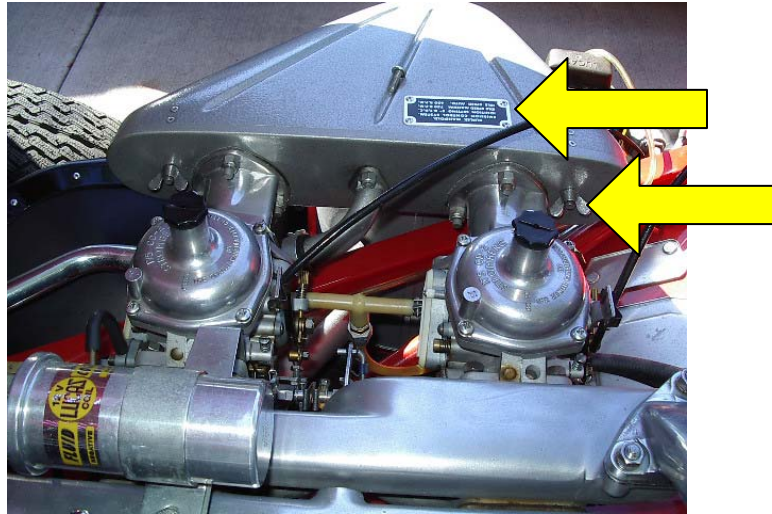
Fuel “T”

AIR FILTER PLENUM:

Triangular shaped fiberglass painted silver hammertone with 3 grooves and pop riveted tag reading “Duplex Manifold”; See Picture under PLENUM BASE on next page

PLENUM BASE:

Painted silver hammertone, with 2-cadmium plated English style wing nuts (see bottom arrow) of unique design (large wings and rough finish, not to be confused with common American made wing nuts) - flanged fitting secured to plenum base and breather pipe secured to fitting with rubber hose and 2 Cheney hose clamps



Note: Canadian Market Cars have Plenum Bases set up for 3-SU Carburetors

Note: Canadian Market Cars should not have the “Duplex Manifold” tag on the plenum (see top arrow)

AIR FILTER CANISTER:

Painted silver hammertone - secured to black painted bracket with 2 cadmium plated bolts

BREATHER PIPE: (from plenum base to breather housing at front of engine)

Cadmium plated - attached at each end with short black rubber hoses with two Cheney hose clamps per hose

EXHAUST SYSTEM

MANIFOLDS:

Porcelain with brass nuts and steel washers to head studs - tops ends of studs for securing down pipes porcelain - rear manifold, Part No. C.28683 **USA ONLY**; per reference C, Amendment No. 2, page 1, is special shape unique to this model (and early Series 2s) with flat top to accept aluminum transfer piece that connects to aluminum mixture cross over

Note: The English use the words “vitreous enamel” (sometimes dropping “vitreous”) for the American word porcelain

Note: Canadian Market Cars have a rear exhaust manifold per the late Series 1s

DOWNPIPES:

Steel - light rust permissible - see the current JCNA rulebook

LOWER HEAT SHIELD: Part No. C.26500; [per reference C, Amendment No.1, page 8](#) - Same as Series 1s Zinc (galvanized) plated shield mounted to sub frame holding asbestos insulation on manifold side, similar to shield holding brake and clutch reservoir bottles. See plate 43, page 169 of J.38 for drawing and page 167 for part number.

Fitted up to: [LHD](#); [per reference C, Amendment No.1, page 8](#)

OTS 1E.16063 except 1E.16057
FHC 1E.34793
2+2 1E.77704

LOWER HEAT SHIELD: Part No. C.28201; [per reference C, Amendment No.1, page 8](#) - Same as Series 2s Silver coated formed asbestos panel attached to sub frame with cadmium-plated brackets directly below upper heat shield that carries the brake fluid bottles

Fitted from: [LHD](#); [per reference C, Amendment No.1, page 8](#)

OTS 1E.16064 including 1E.16057
FHC 1E.34794
2+2 1E.77702 this is a typo, should probably be 1E.77705, unless the 1E.77704 above is wrong

RESONATORS: Same as later Series 1 E-types

Two parallel with integral chrome plated tail pipes whose ends are cut to be perpendicular to ground; [see reference D, page 132 for picture](#)

FRONT OF ENGINE

BREATHER COVER: not listed in reference C, therefore same as Series 1 E-types

Polished aluminum with chrome elongated acorn nuts and cadmium plated spring-type lock washers

BELTS & PULLEYS:

Double groove, except single groove when AC fitted

AC JOCKEY PULLEY: When AC fitted - do not confuse with the jockey pulley at right lower front of engine

Semi-gloss black - mounted on right side of AC/Alternator bracket

AIR CONDITIONING COMPRESSOR: When AC fitted

Painted black and mounted on the left front of the engine by means of an elaborate mount (painted black) that also supports the alternator. Has a metal Tecumseh® HG500 I.D. plate riveted to case

Note: The compressor is mounted vertically on all Series 1.5s (piston travel). Great care must be taken to assure proper clearance with the bonnet - proper engine mounting helps

ELECTRICAL, ALTERNATOR, ETC

ALTERNATOR: Lucas Part No. 54021122 or 54021183 when AC fitted; [per reference E, pages 9 & 13](#)
Lucas 11 AC with front entry cables

Note: When air conditioning is fitted the alternator is mounted in reverse at the front of the engine by means of a composite bracket that accommodates the alternator and AC compressor; the AC compressor is mounted where the alternator would have been. The fan part numbers are also different because of the reverse position and running of the alternator. Face of fan has "AC" stamped in yellow ink.

Note: When air conditioning is fitted the alternator did not need and did not get a heat shield.

See reference E for more information on alternators - beyond the scope of this guide

ALTERNATOR HEAT SHIELD: Same as Series 1s

Painted gray hammertone (Hammerite® #9764); [see reference D, page 195 for picture](#)

DISTRIBUTOR:

Lucas 22D6 Lucas Part No. 41207A for USA; [per reference E, page 9 and 16](#) - with plastic nuts securing wires covered with rubber sleeves - no vacuum advance - see picture below



SPARK PLUG WIRE AND WIRE ORGANIZING:

7mm wires pass through a semi gloss black rectangular clip with rubber insert bolted to front of thermostat housing then through a PVC sleeve over front intake cam cover; [see reference D, page 192 and 193 for pictures](#) - wires travel through a fiber tube on the RH side of the head, attached at two points by the chromed elongated acorn nuts by means of painted black clips that are pop riveted to the fiber tube - elongated holes are provided for each wire except the last (firewall end) wire, which exits the end of the fiber tube

SPARK PLUG CAPS: Same as Series 1 E-types

Champion "Bow Tie with rubber sleeves; [see reference D, page 193 for picture](#)

COIL:

Lucas HA12 - Lucas Part No. 45169B; [per reference E, pages 9&13](#) - aluminum finish - sticker on coil - plastic nut for high-tension wire - low-tension dual spade terminals secured by brass nut and washer marked "SW" for switch and "CB" for contact breaker

Note: Coil mounted on front of head unless air conditioning is fitted then coil located on intake manifold; [see reference D, page 191 for picture](#)

COIL BRACKET (SADDLE):

Cadmium-plated

STARTER MOTOR: Lucas Part No. 26252A; [per reference E, pages 9 & 17](#)

Lucas M45G - Motor painted black with aluminum end frames

WIPER MOTOR: LHD: Lucas Part Nos. LHD - 75404E RHD - 75403E; [per reference E, pages 10 & 28](#)

Lucas DL3 mounted on firewall - Square motor housing painted gray hammer tone (Hammerite® #9764). Bearing end is unfinished pot metal. Gearbox housing unfinished pot metal with cadmium plated cover

WIRING:

All wiring is loomed-black cloth with green tracer except AC harness is PVC. AC branch (when fitted) is wrapped in PVC tape.

WIRE FIXING:

Black plastic strapping with holes for white nylon push through studs



Wire Fixing Is Sometimes Used To Secure A/C Lines

BATTERY AREA

BATTERY:

Single 12 volt (voltage and configuration per JCNA rulebook) - terminals on outside make removal easier although all pictures in reference B show terminals on engine side - which is the known original configuration.

CARRIER BRACKET FOR BATTERY TRAY:

Semi gloss back - **confirmation requested**

HOLD DOWN: Same as Series 1 E-types

Painted black - retained by 2 cadmium plated J bolts, double coil spring washers - Part No. FG.204/X, and English style wing nuts - rubber pads on bolt sides - bakelite tray under battery with drain tube discharging below splash pan.



English Style Wing Nut and Double Coil Spring Washer

BATTERY CABLE AND ENDS:

Bare negative cable covered with yellow flash reading, "NEGATIVE EARTH". Positive cable insulated with black vinyl. "Helmet" type ends retained by a slotted screw; **see reference D, pages 117 for picture**

CONTROL UNIT: Lucas Part No. 37423D; **per reference E, pages 9 & 15**

Lucas 4TR - mounted on cadmium plated bracket.

ALTERNATOR WARNING LIGHT CONTROL UNIT: Lucas Part No. 38706A; **per reference E, page 9**

Lucas 3AW - with green decal, mounted to left sub frame at firewall connection under the Heater Case

RELAYS: Horn, Alternator/Ignition, and Air Conditioning - when fitted

Lucas 6RA - mounted on the battery side of the left wheel well panel - some alternator relay's may have had label "ALTERNATOR" in white letters on read background with white border - the AC relay (when fitted) would be under the alternator relay which is under the horn relay



Alternator Relay Label

COMMISSION PLATE & MADE IN ENGLAND PLATE:

Aluminum and semi gloss black - mounted horizontally with pop rivets - “Made in England” plate - brass and semi gloss black - mounted horizontally with pop rivets - the plates were mounted on the right side below the Fuel Filter

Note: Cars sold in California had an additional date plate that started with the letter “J”, and ended with a two digit model year number, i.e. “J68” - the “J” plate (as it came to be known) was usually mounted close to the commission plate and was dealer or distributor installed not factory installed

SEAT BELT ANCHORAGE PLATES: Different plate than Series 1 E-types - not present on Series 2 E-types
Aluminum and semi gloss black mounted with pop rivets reads, “THIS VEHICLE COMPLIES WITH
JAGUAR CARS LTD, COVENTRY, ENGLAND”; [see reference D, page 164 for picture](#)

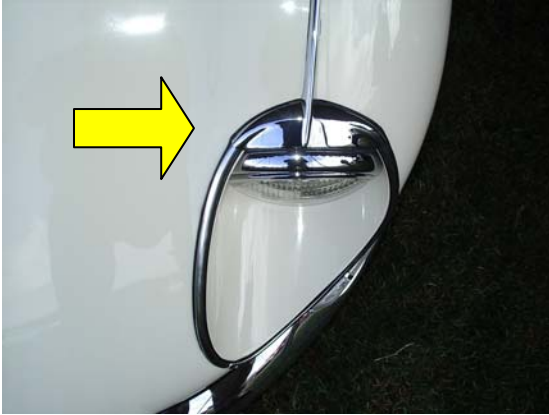
EXTERIOR

BONNET ALL:

Open headlights and small mouth with recessed motif bar with round motif; [see reference D, page 137 for picture](#)

HEADLIGHT EYEBROW:

Chrome plated - shorter at top as opposed to the Series 2 which is longer; see pictures below



Series 1.25 & 1.5



Series 2 - head light was moved forward

HEADLIGHT RIM AND FIXING:

Chrome plated with concealed fixing by pop riveted buttons except small overlapping chrome plated clip at lower front secured by Posidrive screw - set in vinyl trim that continues way up under the eyebrow to the curve to the horizontal; [see reference D, pages 134 for picture](#)

HEADLIGHT BUCKETS:

Gloss body color

FRONT TURN SIGNAL/RUNNING LIGHT LENS: Same as late Series 1 E-types

Clear retained by chrome plated Posidrive screws

FRONT LICENSE PLATE ASSEMBLY: Taken from Bob Stevenson's "Series 1" Judging Guide

Note: The JAGUAR PARTS BOOK 4.2 lists a tilting front license plate assembly for countries where required and a rubber plug, BD.20989, to plug the redundant hole in the lower panel when the bracket assembly was not necessary. Mounting the bracket assembly required drilling two holes in the bonnet. The parts book doesn't list a plug for these holes in countries where a front license plate wasn't required.

Based on the above and other historical information it has been concluded that ALL cars were delivered to the USA with the COMPLETE BRACKET and TILTING assembly to be dealer installed. USA delivered cars must be presented for judging as follows:

With complete bracket assembly including tilt rod installed and functional, or;

With rubber plug installed in lower hole, without holes in bonnet for bracket pivot but with complete bracket assembly, tilt rod and all installation hardware presented, uninstalled, as delivered with the car.

Recently some states/provinces have no longer issued front license plates; a "JAGUAR", Club Plate, or similar would be appropriate if the assembly has been fitted.

STOP TAIL, FLASHER AND REFLEX LAMPS: Same as late Series 1 E-types
Chrome with red lenses retained by chrome plated Posidrive screws

SIDE MARKER LAMPS: None present on Series 1.5s E-types

REAR LICENSE PLATE: Same as late Series 1 E-types
Plate secured directly to body

FUEL TANK SUMP:
Semi-gloss black with aluminum washer and cadmium plated plug

GLASS:
Clear or "Sundym" (green tint)

Note: Hatch glass may be heated (optional) on coupes and 2+2s in either clear or tinted

Note: All heated glass wires are thin (almost invisible), tightly spaced, and vertical. I disagree with [reference D, pages 177](#) that states "late Series 1-1/2 and Series 2 cars had the thick widely spaced, horizontal wires", as I've observed too many early and late Series 2 cars with the thinner vertical wires and only one with thick horizontal wires, which was a known replacement. **Thick horizontal heating wires are WRONG and the glass should receive a full non-authentic deduction, despite glass being an expendable item.**

Note: The windshield should have a growler sticker on the lower left hand side with engine break in instructions printed on the inside face; [see reference D, page 160 for picture](#)

WINDSCREEN TRIM:
OTS: Chrome

FHC & 2+2: Chrome

WIPERS:
Frosted escutcheon, nut, arm, and blade with rubber gasket between escutcheon and body; [see reference D, page 135](#)

CHASSIS SERIAL NUMBER:
Aluminum painted black to form aluminum rectangle for numbers - mounted on left pillar viewed through windscreen; [see references D, page 160](#)

BUMPERS: Same as later Series 1 E-types
Chrome plated with overriders - vinyl trim between overriders and bumpers

BUMPER TRIM: Same as late Series 1 E-types
Vinyl trim between bumpers & body returns around ends for a short distance (3" +/-)

MARKINGS:
"E-type JAGUAR 4.2" on boot lid; [see reference D, page 137 for picture](#)

MIRROR: Same as Series 2 E-types

One - fitted to driver's side front door - chrome plated, curved stem, break away design with white plastic protector at base; [see reference D, page 172 for picture](#)

TIRES:

185HR15

Note: The original tires were 185VR15 SP Sport's. In the nineties, tire specifications changed - the specification for an H rated tire became the specification for a V rated tires, i.e. what was V rated became H rated – the tires didn't change the rating changed.

Note: The JCNA rulebook states "tires are considered expendable and may only be replaced with a comparable or superior equipment of ORIGINAL SIZE and compatibility with the vehicle." 185HR15s are the only tires that meet this rule. Dunlop 185HR15 SP Sports are still available from vintage tire houses.

HOOD:

Black Everflex[®] with non-zip plastic window - chrome strip retained by slotted chrome screws at rear deck retains 4 chrome clips, two on each corner, for the Hood Envelope Assembly, enclosing the hood when folded, more commonly known as the "Hood Envelope"; [see reference A, pages 156 for picture](#)

HOOD ENVELOPE:

Black Everflex[®]

Note: The JCNA Rulebook states that all OTSs should be presented for judging with the hood erected. The hood envelope should be displayed for judging much like the tools - at the rear of the car neatly folded in plain view

WIRE WHEELS: "Pressed Steel" wheels were not available

72 spoke

Painted: Stove aluminum standard; [per reference C, Amendment No. 2, page 5](#)

Per Service Bulletin M.20, painted "curly" hub changed to "easy clean" forged hub at Chassis Nos.:

	<u>LHD</u>	<u>RHD</u>
OTS	1E.15753	1E. 1853
FHC	1E.34458	1E.21579
2+2	1E.77602	1E.50972

Chrome: Special Order; [per reference C, Amendment No. 2, page 5](#) - [see reference D, page 203 for picture](#)

Per Service Bulletin M.20, chromed "curly" hub changed to "easy clean" forged hub at Chassis Nos.:

	<u>LHD</u>	<u>RHD</u>
OTS	1E.15487	1E. 1814
FHC	1E.34339	1E.21518
2+2	1E.77475	1E.50912

Since all above Chassis Nos. fall within the range of Series 1.25 production, all Series 1.5 E-types should have the "easy clean" forged hub

KNOCK OFFS:

Chrome plated earless with three (3) lobes - marked "Jaguar" in center, indented, with black paint in indents - arrow showing direction to tighten and "near side" and "far side" on perimeter without black paint; [see reference D, page 203 for picture](#)

ACCESSORIES: See Current Rule Book

Tonneau Cover Assembly: OTS Only - Special Order - Part No. BD-31291; [per reference C, Page 30](#)
Black Everflex[®]

Badge Bars:

Front and rear AMCO bars have traditionally been accepted under JCNA Rule Book Pg. 14

Wing Mirrors: Part No C.19909 (MAGNATEX M2VC/6C) [per J37, page 293](#) - same as Series 1 E-types
Jaguar did not offer wing mirrors as an option on Series 1.5 E-types as they would have been a violation of US Safety Standards. They may have been offered on cars exported to Canada; [confirmation requested](#). Perhaps they could have been ordered in the U.S. from a dealer for owner installation, therefore Non-authentic in Champion Division and Driven Division (only for cars imported to US), but allowed on Canadian Cars if confirmed.

Radio Antenna:

Must be from period - no standard on mounting position unless ordered from the factory with a radio per letter from George Camp

Luggage Racks:

Manufactured by AMCO - dealer or owner installed, not an official factory/dealer option; not factory installed therefore Non-authentic in Champion Division but allowed in Driven Division

INTERIOR:

ALL:

DASH TOP:

Single piece black vinyl with painted black demister slots secured by black Posidrive screws

Note: The change to the windscreen rake (angle) on 2+2s which required a two-piece dash top did not appear until the Series 2 E-types

INSTRUMENT PANELS:

Black vinyl

Note: The warning light for the optional heated hatch glass will be present if heated glass is fitted; otherwise the hole will be plugged; [see reference D, page 176 for picture](#) - the rocker switch will be present in any event, but will be inoperable if not fitted, and will be labeled "REAR WINDOW"

CHOKE OPERATION PLATE: None - also none on early Series 2 E-types

HEATER OPERATION PLATE: Part No. BD.33112; [per reference C, Amendment No. 2, page 34](#)

Aluminum with black background and white lettering, secured by two round headed drive pins; [see reference D, page 140 for picture](#)

L.H. CONTROL LEVER ASSEMBLY: Operating air flap on heater case

Crinkle Black

Note: [Per reference C, Amendment No. 2, page 34](#), the assembly, Part No. BD.32402, and the knob, Part No. BD.33472 ([can anyone describe or provide a picture of these parts - the difference may be internal](#)) were fitted up to:

LHD

OTS 1E.16684

FHC 1E.25001

2+2 1E.77869

Assembly, Part No. BD.33487, and knob, Part No. 33483, (both same as the Series 2s) were fitted from:

LHD

OTS 1E.16685

FHC 1E.25002

2+2 1E.77870

R.H. CONTROL ARM: Operating water control valve

Crinkle Black

Note: [Per reference C, Amendment No. 2, page 34](#), the assembly, Part No. BD.32403, and the knob, Part No. BD.33471 ([can anyone describe or provide a picture of these parts - the difference may be internal](#)) were fitted up to:

LHD

OTS 1E.16684

FHC 1E.25001

2+2 1E.77869

Assembly, Part No. BD.33488, and knob, Part No. 33482 (both same as the Series 2s) were fitted from:

LHD

OTS 1E.16685
FHC 1E.25002
2+2 1E.77870

INSTRUMENTS: Smiths including the clock that rarely works unless altered. *Entrants have long guessed their judging time and set their clocks accordingly - we should continue this great JCNA tradition.*

Note: All instruments have rounded bezels as opposed to angled which are correct on Series 1 E-types; **see reference D, page 139 for picture** - it should be noted that reference D claims, “early Series 1-1/2” cars had angled, but Haddock accepts the start of the open headlight cars (Series 1.25s) as the beginning of the “Series 1-1/2” production

Note: Clock powered by low voltage battery secured to rear of clock - George Camp reports these clocks can be made to work by cleaning internal contacts

Note: Several speedometers used depending on rear axle ratio - available in mph for North American models and kph for those countries using the metric system

Note: **Per reference C, Amendment No. 2, page 31**, the water temperature gauge, in Celsius, Part No. C.28494, had numerals up to:

LHD

OTS 1E.16537
FHC 1E.34944
2+2 1E.77837

Part No. C.29878, without numerals, but with a white band on the left, a “normal” band in the middle, and a red band on the right was fitted from:

LHD

OTS 1E.16538
FHC 1E.34945
2+2 1E.77838 (reference C actually lists 1E.77837, but I believe this to be a misprint)

SWITCHES: Same as Series 2 E-types

Rocker type

Note: The switch for the optional heated hatch glass is fitted to all cars; heated hatch glass or otherwise. The hole for indicator light, present with heated glass, would be plugged when the option was not fitted.

SWITCH HOUSING: Same as early Series 2 E-types

Flat; **see reference D, page 141 for pictures**

AIR CONDITIONING FASCIA: When A/C fitted

Ignition key is located on left side of AC fascia with AC controls next to it - five black plastic vents adjustable up and down and left to right - fascia is extremely thin fiberglass painted black crinkle with black round head Phillips head screws.

Note: George Camp reports by letter that the radio, when fitted, is mounted to brackets secured to the AC unit, then, the radio console is fitted around the radio



Note: The above Series 2, Variation 1 2+2 has chrome plated adjustable vents on left and right side - three center vents are black plastic - go figure! Maybe this is why we're called judges. Chrome vents were standard on some Series 1.5 E-types according to a letter from George Camp and I just saw a Series 1.5 E-type with chrome vents at the Portland ABFM on September 3, 2005

CENTER CONSOLE: (Finisher Panel Assembly above Transmission Tunnel)

Vinyl sides with removal leather insert panel assembly with vinyl piping between insert panel and sides

Note: The Center Console and Insert Panel Assembly are wider on the 2+2s with automatic transmission and the handbrake protrusion is slightly different; respective Part Nos.:

BD.32765 and BD.32766 - OTS, FHC, and 2+2 with standard transmission

BD.32763 and BD.32764 - 2+2 with automatic transmission

SHIFT LEVER, KNOB & BOOT: Same as later Series 1 E-types

Manual Transmission: Chrome plated lever with solid black round ball with 4-speed pattern engraved and in-filled in white. Black rubber boot with small chrome ring at lever; [see reference D, page 146 for picture](#)

Automatic Transmission: Chrome plated lever with solid black round ball Part No. C.28744; [per reference C, page 4](#) - Series 2s had Bakelite knob, shaped like an inverted pear (rather than a ball) - illuminated plastic position indicator secured to vinyl covered housing matching interior color with two slotted screws - two-piece stiff horsehair closure at lever protrusion

ASH TRAY:

Chrome base with crinkle black top with chrome leaper - hinged at rear mounted to right of handbrake on insert panel assembly

HANDBRAKE LEVER:

Chrome - 2+2 levers slightly different than OTS & FHC: [see reference D, page 147 for picture](#)

ARMREST & STOWAGE COMPARTMENT:

Padded leather cover hinged at rear - cigar lighter faces forward on 2+2s with automatic transmission - the cigar lighter is on the radio console on others

SUN VISORS: [Per reference C, Amendment No. 2, pages 20 & 20A](#)

OTS - Part No. BD.28874 up to 1E16513 - Black Vinyl (pair)

OTS - Part No. BD.33021 from 1E16514 - Black Vinyl (pair)

FHC - Part No. BD.28637 R.H. - Cloth to match headlining with mirror

Part No. BD.21366 L.H. - Cloth to match headlining with mirror

2+2 - Part No. BD.28637 R.H. up to 1E78017 - Grey cloth to match headlining both with mirror

2+2 - Part No. BD.21366 L.H. up to 1E78017 - Grey cloth to match headlining both with mirror

2+2 - Part No. BD.33538 from 1E78018 - Silver cloth to match headliner (pair)

2+2 - Part No. BD.28637 R.H. up to 1E78106 - Green & Fawn cloth to match headlining both with mirror

2+2 - Part No. BD.21366 L.H. up to 1E78106 - Green & Fawn cloth to match headlining both with mirror

2+2 - Part No. BD.33538 from 1E78107 - Fawn cloth to match headlining (pair)

Note at bottom of page 20A reads: "Please note: - From Chassis no. 1E78107 all cars with green upholstery have silver headlining.

FHC & 2+2:

HEADLINING: [Per reference C, page 27 & Amendment No. 2, page 28](#)

FHC - Part No. BD.23514. - Cloth to match sun visors

2+2 - Part No. BD.28560 up to 1E78017 - Grey

2+2 - Part No. BD.28560 up to 1E78106 - Green and Fawn

2+2 - Part No. BD.33543 from 1E78018 - Silver

2+2 - Part No. BD.33543 from 1E78107 - Fawn

Note at mid-bottom of page 28 reads: "Please note: - From Chassis no. 1E78107 all cars with green upholstery have silver headlining.

HINGE & LOCK COVERS:

Metal covered in thin seamless vinyl (perhaps heat shrunk) to match interior color with plastic chrome finisher on top and chrome plated finishers on sides secured with chrome plated slotted screws set in countersunk finish washers; [see reference D, pages 149 for picture](#) - plastic uncovered reproductions available - take appropriate deduction

AREA BEHIND SEATS:

Vinyl to match interior color except bulkhead directly behind seats on FHC is moquette

LUGGAGE RAILS:

Stainless steel with rubber inserts having three ridges. 2 sets horizontal - 5 rows each; plus 5 rows of vertical rails on fold forward squab assembly of 2+2s

HATCH PROP:

Chrome plated single pivot point; [see reference D, page 149 for picture](#)

HATCH OPENING:

Black rubber seal and colored vinyl trim - vinyl trim only produced in black, beige, green, and maroon (red)

HATCH:

Gloss body color with vinyl panels - exposed wires for heated rear window (when fitted) on bottom left and right side below window run through small rubber grommets - wires exposed again and secured to lower hinge arm with black vinyl strapping with nylon buttons - 2 tapered rubber cushions about an inch square secured to hatch strike side with recessed chrome plated slotted screws in center of each cushion - latch strike cadmium plated

OTS:

AREA BEHIND SEATS:

Bulkhead - Hardura to match interior

Wheel arches - vinyl to match interior

HOOD, FRAME & FITTINGS:

Black Everflex[®] (exterior) hood on metal frame (hood stick assembly, Part No. BD 32851 per Reference C, page 30, painted grey with 2 bows (as opposed to 3 bows on Series 1 OTSs). Tan Bowdri[®] interior including front stiffener (valance) that clasps attach to - lead filled damping sack (arrow) between the rear bows to prevent "drumming" - clasps thicker than on Series 1s - black tie down straps; see reference D, pages 152-153 for pictures



Note: David Kirkman reports he has Heritage Certificate No. 4364 showing “soft top colour” to be “sand” for OTS 1E16228 that was produced on November 6, 1967 (other documented colors requested)

Note: Series 1 frames, with 3 bows, will fit Series 1.5 and 2 models with 2 bows per Bob Stevenson

ALL:

REAR VIEW MIRROR: Part Number C 28516; [per Reference C Amendment No 2, page 20](#)

Gray plastic with brushed aluminum stem secured to boss (Part No. BD 32397) glued to windscreen - manufacturer's name "WINGARD" and "Made in England" on top windscreen screen side of plastic mirror. [See Page 435 of Porter's Jaguar E -Type The Definitive History for picture](#)



Mirror Photo courtesy of Chris Bron, Jaguar Association of Greater St. Louis

Note: Reproduction mirrors without "WINGARD" and "Made in England" are wrong

Note: Per letter to All Dealers from Charles H. Hornburg Jr., dated April 1, 1968, (copy from George Camp's collection) all the mirrors were secured to the stem by means of a plastic breakaway screw (Part No. C 28475) and apparently some mirrors were discovered fitted with steel screws. The letter advises all dealers to examine their current stock and cars coming into their service departments; plastic screws were to be supplied free of charge and installed to a maximum of 5 lbs. ins. (ins. lbs.) to comply with the "break away" condition required by Federal Safety Standard III.

Note: The above information disagrees with that found in [reference D, page 144](#), but Dr. Haddock accepted all open headlight models as Series 1.5 E-types

DOOR PANELS:

Vinyl - 2 panels with chrome strip between upper and lower panels - lower secured by chrome strip at panel separation and another chrome strip along front angled section - latch handles located in plastic recess - lower chrome strip extends from strike side to plastic recess then another chrome finisher follows the curve of the plastic recess, then another strip extends forward to the hinge side; [see reference D, page 148 for picture](#)

OTS and FHC - plungers to operate the courtesy light strike chrome plates mounted on door
2+2's - plungers are mounted parallel with the car's long axis and do not have strike plates

BUILD DATE PLATE: Not present on Series 1.5 E-types

ARMRESTS: Not present on Series 1.5 E-types

STEERING WHEEL: Part No. C.28590 [per reference C, amendment 2, page 6](#)

16" with three brushed tapered aluminum spokes with 5 gradating holes each supporting varnished wood rim; [see reference D, page 142 for narrative, page 144 for picture](#)

Note: Polished aluminum spokes per Series 1 E-types are WRONG on Series 1.5 E-types

Note: [Per reference C, Amendment No. 2, page 5 & 6](#), the upper steering column assembly, Part No. C.28540, used a functional steering wheel motif assembly (horn button) up to:

LHD

OTS 1E.16945

FHC 1E.35118

2+2 1E.78017 but not fitted to 1E.35080 & 1E.77977

Part No. C.28543, (same as Series 2), used the combination Directional Signal, Horn, and Head Lamp Flasher Switch, Part No. 28489, with horn operated by pushing in on directional signal stalk, fitted from:

LHD

OTS 1E.16946

FHC 1E.35119

2+2 1E.78017

COVER ASSEMBLY FOR DIRECTIONAL SIGNAL SWITCH:

Black plastic, Part No. C.28490 [per reference C, amendment 2, page 6](#)

STEERING WHEEL MOTIF ASSEMBLY: Same as Series 2s

Bakelite and gloss black trim ring surrounding clear plastic over inset Growler motif is listed for all MY '68 E-types; Part No. C. 28573, [per reference C amendment 2, page 6 & 32](#)

Note: Part No. C.16070 (with chrome trim ring) for Series 1s, [per J.37](#)

Part No. C.28573 (with gloss black trim ring) also for Series 2s, [per IPL 5/2](#)

ACCELERATOR PEDAL:

Cadmium plated - no rubber pad

RADIO: Caution - See Latest Edition of Rule Book for rules in Driven Division

Should be of the period - i.e. have knobs & push buttons (8 tracks considered not of the period - not allowed)

RADIO PANEL ASSEMBLY: If radio is not fitted, Part No, BD.30786 Trim Panel Assembly should be fitted. Six variations dealing with automatic transmission and air conditioning

OTS & FHC:

With AC - Part No. BD.32825; [per reference F, page 7](#), black crinkle painted metal formed around radio - speakers mounted on sides with silver expanded metal covers - chrome plated dome nut with chrome washer on lower rear sides [See references D, page 146 for picture](#)

Without AC - Part No. BD.32658; [per reference C, Amendment No.1, page 22](#), black formed vinyl with silver expanded metal covers set into black formed vinyl

2+2s:

With Automatic Transmission - Part No. BD.32660; [per reference C, Amendment No.1, page 30](#), shift lever and indicator positioned way behind console so there's no need for a cutout in the base of the console to accommodate the lever. Tunnel is wider.

With Automatic Transmission and AC - Part No. BD.32815; [per reference F, page 5](#)

With Standard Transmission - Part No. BD.32656; [per reference C, Amendment No.1, page 22](#)

With Standard Transmission and AC - Part No. BD.32813; [per reference F, page 6](#)

Note: The cigar lighter is mounted on the radio console, except for 2+2s with automatic transmissions where it is mounted on the center arm rest facing forward

SEATS: (in English a seat (cushion) is for your butt, a squab is for your back - squabs have fronts and backs)

Seats - leather with 6 pleats - vinyl on sides

Squabs - leather with 6 pleats - leather sides - vinyl on squab back

Seat adjuster handle - exposed end has small vinyl cap

Squab tilt mechanism - painted black with black vinyl cap - mechanism covered by thin molded black plastic cover at left and right sides - black metal bar continuous behind seat supposedly for foot operation by rear passengers in 2+2s; *but the rear passengers weren't supposed to grow feet*

SEAT BELTS: Same as early Series 2 E-types

Kangol - Black webbing with four rows in herring bone pattern. Three point fixed type. Hardware chrome plated with black textured plastic latch with leaping Jaguar sticker applied to smooth center recess; [see reference D, page 173 for picture](#)

CARPET: Same as Series 1 E-types

Wilton wool, with sewn in vinyl inserts on driver's and passenger's side

CARPET HOLD DOWN STUDS: Same as Series 1 E-Types

OTS & FHC - 4 plastic studs per side, 2 front L & R - 2 rears are near tunnel

2+2 - 8 plastic studs per side, 4 front per above, plus 4 rears near tunnel (two are hidden under the seat)

TOE BOARD: Black Hardura faced ½" thick plywood with vinyl edging - back unfinished plywood - the board wedges into place.

Note: Toe Boards were supplied intermittently per '84 and '91 Rule Books per email and attachment of scanned page 21 of the '91 Rule Book from Bob Stevenson. - therefore, no deduction should be taken, and like optional tools (if any); if a toe board is shown, deduct for defects

Note: Chris Bron reports his toe board is dark blue Hardura to match his dark blue interior **(Confirmation of other Hardura colors requested)**

BOOT

FHC's and 2+2s

SOUND DEADENING:

Black Hardura - 1/2" thick - stuck on inside face of rear number plate and front vertical panel of boot (front and rear of spare wheel well)



Sound deadening on rear vertical face of spare wheel well

OTS

INTERIOR BOOT LID:

Painted gloss body color

HINGES:

Painted gloss body color

BOOT PROP:

Spring loaded

BOOT FRONT & SIDE PANELS:

Front - Beige Hardura

Sides - Beige hardboard in leather pattern

MAT:

Beige Hardura with black snaps in each corner

BODY PLUGS:

Black plastic to plug 3 holes in boot deck - seen under mat when removed to access spare in wheel well - also used to plug holes in spare wheel well - all models

ALL:

LOCK ASSEMBLY & CATCH:

Cadmium-plated - Dwight Miller reports yellow chromate conversion coating on catch

SPARE TIRE & WHEEL:

Per JCNA rulebook

SPARE TIRE RETAINER:

Black L shaped handle with black plate

EXPOSED BODY PANELS:

Gloss body color

GAS TANK: Same as Series 1 E-types

Gloss black with thin black Hardura cover

TOOLS & TOOL ROLLS: Transcribed from a copy of a letter from George Camp's collection

*Charles H. Hornburg Jr. Inc.,
9176 Sunset Boulevard, Los Angeles, California,
Jaguar Distributor*

April 17, 1968

To: All Dealers:

From: Walter Taylor, Service Engineer

Attention: Service Managers and Sales Managers

*TOOLS SUPPLIED WITH 1968 MODEL
'E' TYPE CARS*

Will you please note that the only tools supplied with the 1968 cars are:

One Jack

One Wheel Nut Adaptor

One Knock-off Hammer

One Sparking Plug Spanner and Tommy Bar

One Spare Fan (Water Pump) Belt

WT: arf

Based on this letter, all MY '68 E-types should have at minimum the above tools displayed when entered in Champion Division. Note that the letter curiously makes no mention of additional tools available as optional extras, but does use the word "only". No mention of a tool roll is made, but it is well established that the jack and its unmentioned ratchet came with a pouch.

JACK & POUCH: Not listed in reference C, therefore same as Series 1 E-types

Gray screw type with separate gray ratcheting handle all in Hardura pouch:

OTS & FHC: C.20661

2+2: C.25183 - the 2+2 had centering pegs that the jack slipped around

HUB NUT TOOL: Wheel Nut Adaptor - for wire wheels

Cast bronze

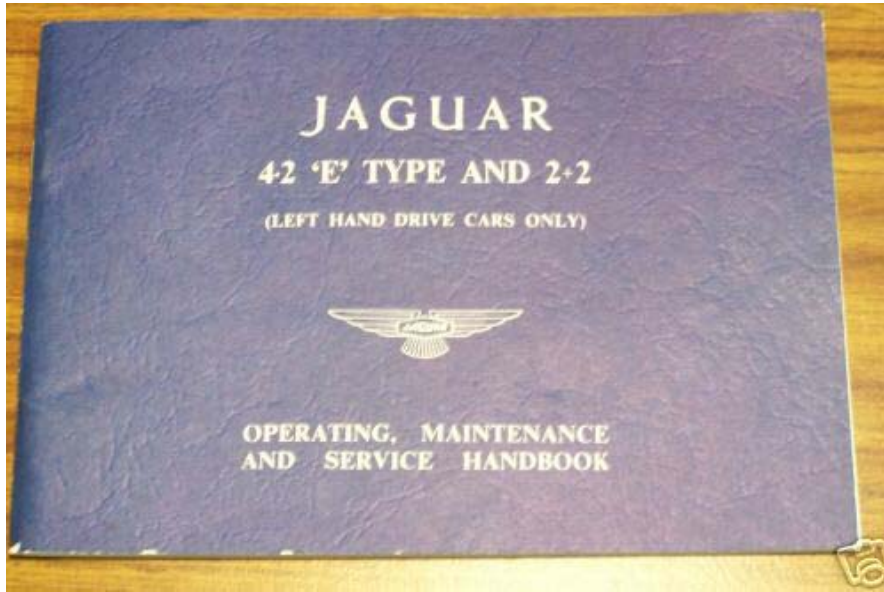
KNOCK OFF HAMMER: for Hub Nut Tool - Same as Series 2 E-types

Lead head and wood handle

OWNERS MANUAL & POUCH: Pouch almost always missing

Publication E.145/2 for LHD cars only with medium dark blue cover per e-mail from George Camp copied below. Tan simulated leather vinyl pouch with clear vinyl cover with embossed "Jaguar Wings" that line up with those on manual; [see reference D, page 170 for picture](#)

I have one "real" '68 manual. Yes, it came in the top open pouch like the S2, where the wings of the manual lined up with the embossed wings of the pouch. E145/2 is for "left hand drive cars only". It shows 3 carb and 2 carb versions along with AC etc. Almost all drawings are new, not reused from S1



COMMON MISSING OR NON AUTHENTIC ITEMS

* indicates not currently made - if this guide somehow encourages the remanufacture of ACCURATE reproductions of these items, I will be a very happy fellow.

Engine Compartment:

- Anti Tamper Seals*
- Fuel Tee - USA only - Some NOS Still Available
- Rain Shields on Fan Motors
- Compressed horse hair on top of Stone Guard*
- Rubber Boots on spark plug wires from distributor* and to spark plug caps
- American Bolts rather than original English Bolts
- Hose Clamps - Water (Cheney)* - Vacuum and Brake Fluid (Non-Cheney)
- Metal Clip Part No. C.8416* (Strappy Thingy) that holds vacuum hose to subframe
- American style wing nuts rather than English style wing nuts on battery hold down "J" bolts
- Double coil spring washers under wing nuts on battery hold down "J" bolts
- Wrong screws on battery terminal helmets
- Phillips head screws instead of Posidrive screws

Interior & Boot:

- Rear View Mirror - Including poor reproductions without "WINGARD" and "Made in England"
- Phillips head screws instead of Posidrive screws
- Owners Manual and Vinyl Pouch*
- ½" Thick Hardura* Sound Deadening (boot)

Exterior:

- License Plate Holder and Tilt Mechanism
- Phillips head screw instead of Posidrive screws on lenses and elsewhere



Posidrive screws are different from Phillips head screws and can be identified by the "X" slash marks

FINAL THOUGHTS:

LACK OF A PUBLISHED OFFICIAL SERIES 1.5 PARTS BOOK:

As I stated in the Series 2 E-type Judges' Guide, the entrant has no way of proving authenticity from "Official Jaguar Publications", as the JCNA Concours Rule Book specifies, unless he has access to Bulletins and Interim Parts Lists (IPLs) distributed to dealers, which were not readily available to the public. In trade for a days worth of custom taxis service in the Portland Metropolitan Area, Dick Cavicke gave me his copies of *Jaguar / Daimler Spares Division Interim Parts Lists For 1968 Jaguar 4.2 'E' Type L.H. Drive And Jaguar 4.2 'E' Type L.H. Drive 2+2 L.H. Drive (with Amendments No.1 and No. 2)* I will be forever grateful. The JCNA Publication, "*Jaguar E-Type 3.8 L. & 4.2 L*", 36th AGM, Charlotte, NC, March 3-6, 1994 presented at the 1994 AGM provided much information. This JCNA publication contains references to many Jaguar Service and Spares Bulletins and is still available from JCNA.

FORMATTING:

Per JCRC guidelines this Judges' Guide follows the format first produced by Bob Stevenson, therefore the guide follows the JCNA Score Sheets in most cases, and where not practical to do so, I've grouped components that are in the same area together.

COMPONENT COLORS:

As Bob Stevenson stated in his Series I E-type Judges' Guide, "Component colors presented a problem as there are VERY few unmolested cars available for inspection. Because the newest of these cars are now over 30 years old and time and weather effects color, I have not gone into the exact shades of color on components. JCNA has always specified "reasonably close" on exterior color so I would assume these would also hold true on engine components." Likewise, I have not gone into exact shades of component colors, and besides I'm color challenged needing black and white backgrounds to get it even close - wiring's a real challenge. As a service to fellow enthusiasts I've listed available Hammerite® and Plasti-kote® colors from the Series 2 E-type Judges' Guide when these products are known to closely match the original colors found on the Series 1.5 E-types.

PEOPLE:

I'd like to thank Mike Cook for researching the ending chassis numbers and providing copies of important Service and Spares Bulletins from the Jaguar Cars Achieves, in Mahwah, NJ for my direct inspection and George Camp who also provided information from his collection and who was always an email away when I needed someone to confirm a finding or direct me in the right direction. Chris Bron, of the Jaguar Association of Greater St. Louis, and Larry Brody of the Jaguar Association of New England for their help confirming certain items. Rob Dunlop, Chief Judge of the Ottawa Jaguar Club provided insight into the Canadian models. Most importantly, I'd like to thank those people, some of them no longer with us, who prepared the Publication ([Reference A](#)) and Seminar for the 36th AGM, Charlotte, NC, and held March 3-6, 1994. If I could ever be a time traveler, those proceedings would be high on my itinerary. Thanks for being there Karen Miller, Ed Miller, Charles Morgan, and George Camp. And thanks for contributing Ian Cottrell, Ed Miller, Mark Miller, Cliff Schultz, and Paul Skilleter.

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Jaguar Publication J.38 Jaguar 4.2 'E' Type 2+2 Spare Parts Catalog, November 1965
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Jaguar / Daimler Spares Division Air Conditioning Parts List for 4.2 Liter Models
Jaguar Publication IPL 1969 'E' Type Advanced Information, from George Camp's Collection
Jaguar Publication E 146 Emissions 1968, from George Camp's Collection
Jaguar Publications E.145/2 (the Owner's Manual), from George Camp's Collection
The Complete Official Jaguar "E" second revised edition, by Robert Bentley, © 1970, 1974

A WORD ABOUT THE SPARES AND SERVICE BULLETINS (OK, just about a whole page):

In reading Reference A, I had assumed the “P” in Spares Bulletin P.198 stood for page number until I came across a reference therein to Service Bulletin Q.143. I emailed George Camp for his explanation for what the letter code meant; his explanation, by email follows:

Stew, it is not code just book keeping For what it is worth the "system" worked this way: From 1945 to 1960 the system was titled Technical Service and Spares Index: They were numbered from 1 to 276 (last one I know of) and covered the period from August 1945 to November 1959. They were indexed in sections A-Q which were A = General Info., B = Engine, C = Carbs and Fuel System, D = Cooling System, E = Clutch and Flywheel, F = Gearbox and Overdrive, FF = Auto Gearbox, G = Prop Shafts, H = Rear Axle, I = Steering, J = Front Suspension, K = Rear Suspension, L = Brakes, M = Chassis, N = Coachwork, O = Air Conditioning, WW = Windscreen Washing Equipment, P = Electrical, Q, = Misc. This system worked, but due to its arrangement, the index became cluttered as models no longer fit easily into the categories and the book became very large. So in 1960, new Service Bulletins were issued and at the same time Spares Bulletins were begun (in the old system parts were covered in the bulletin along with the service). Service and Spares Bulletins now cross referenced each other, but the information was now in two places.

The new numbering system worked like this: The general headings A-Q were retained. Now however, each bulletin was given a sequential number within that group. A1 issued January 1960 was followed by A2 issued in March of 1960; B1 and B2 and so forth. In some areas there may be years until the next number is used. At the same time the spares system issued Spares Bulletins. In the cover letter dated August 1959 signed by C. Roberts, the system was instituted to provide faster information and greater detail. The Spares Bulletins used the A - R system (why they did not use the A-Q makes me wonder if there was not some empire building going on). A = Engine, B = Carbs and Fuel, C = Clutch, D = Gearbox, E = Automatic, F = Prop Shafts, G = Axle, H = Wheels, I = no I used (smart move as Is are confused with 1s), J = Front and Rear Suspension, K = Brakes, L = Steering, M = Chassis, N = Cooling, O = (no O, same reason as I), P = Body, Q = Electrical, R = Air Conditioning and Heating.

When the Spares Bulletins ended as such is unclear. Technical Bulletins, by 1969 are again complete with part numbers and such. As to the Technical Bulletins, they change again in 1969 to A = Engine, B = Electrical C = Body, D = Transmission, E = Paint, F = Chassis, G = Misc. This scheme continued to 1972 when Leyland consolidated bulletins and they ran in a system that was not trackable for research. There are no sections and there can be multiple issues of the same number for different makes (but all in the same issue).

Hope this helps crack the DaVinci code, but Stew, I remember now that Karen, Charlie, and I spent too much time trying to reconcile the differences in the Technical Bulletins with the Production Notes and the Supply Bulletins. There were indeed a lot of 67 cars with open headlights and I remember we came to the conclusion that Jaguar saw it only as a supply issue not a technical one. They HAD to go to open lights anyway, and if supply was at a point that the closed bonnets were exhausted, then so be it. Further I bet you that the open bonnets were less costly and once that fact was out the switch was on.

COMMENTS:

Comments are always welcome by email. Several items remain questionable; **further confirmation has been requested where highlighted.** If you have HARD evidence disputing anything found herein PLEASE contact me at cleavefamily@comcast.net

About the author – Stew Cleave is the Chief Judge for the Jaguar Owners Club of Oregon and was a member of the Southern Arizona Jaguar Club prior to moving to Oregon. He wrote the JCNA Series 2 E-type Judges’ Guide and has considerable experience judging at JCNA Sanctioned Concours while in Arizona and throughout the NW Region. He is the NW representative to the JCNA Judges’ Concours Rules Committee (JCRC).