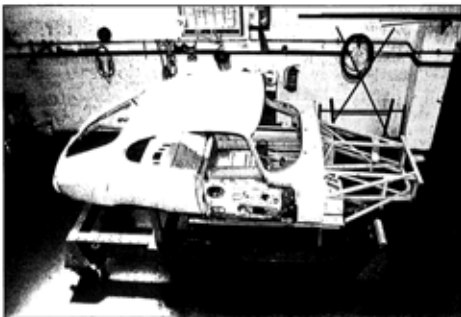


JAG DESIGN Oct 99

Porter's Potterings

News and Views of Jaguars Past and Present from Philip Porter

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FITTED ON THE MAIN E-TYPE BODY JIG AT CMC, ANOTHER MILESTONE HAS BEEN PASSED WITH THE REFITTING OF THE FRONT SUB-FRAMES.

9600 HP - The Latest

IT IS a while since I updated you on progress with 9600 HP, the prototype E type. The restoration progress has continued to be excellent at the Bridgnorth premises of Classic Motor Cars, who are working closely with leading parts suppliers, SNG Barratt. At the time of my last account, the car had been stripped, the body shock-blasted and found, thank goodness, to be in remarkably good condition. A number of unique features are continuing to come to light as CMC delve deeper and deeper. Panel beater Tim Griffin, whose responsibility the bodysheet is, has even found differences from side to side, which is hardly so surprising as the car was handbuilt.

For example, Tim fabricated a small 'B' post section for one side and, needing the same section on the other side, decided to simply make the reverse of what he had just completed. It would not fit, which mystified him for a while. Then he realised that on one side the panel was flanged under the adjacent metalwork and on the other side it fitted over its neighbour. In this way, the old girl is keeping the chaps at CMC on their toes, but it is a challenge they are relishing.

Taking the pursuit of total authenticity to the nth degree, they are also intentionally recreating Jaguar's mistakes or less than perfect workmanship. Most of the repair work is minor and local, and wholesale replacement is, thankfully, not necessary. An exception is the floors. It was decided to replace those, which had been poorly repaired in the past, but the new sections are very faithful reproductions. Where the repairs are to, say, just 10% of a panel, the joints between new metal and old



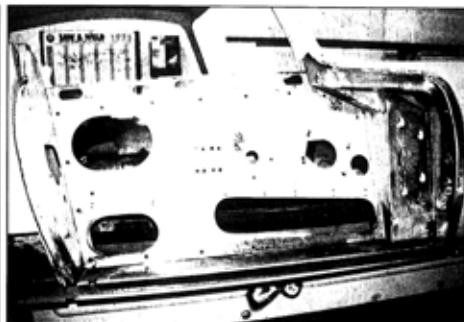
IT IS IMPERATIVE TO SHAPE THE REAR WINGS TO FIT THE REAR LIGHTS ON AN E-TYPE, AS CMC HAVE DONE ON 9600 HP.

Not surprisingly, quite a few body panels, such as the 'B' post sections, are closer to Roadster than production Fixed Head panels. This is not so surprising because, in 1960, there were several Roadster prototypes in existence which had been around for a while.

We were very helpfully taken back to those early days recently when two of the key men behind the E type came to view progress and offer their advice. Tom Jones, as Chief Engineer under Bill Heynes was responsible for much of the E type design work and Cyril Crouch designed the body structure. It amused Cyril to remember the virtually non-existent budget within which he had to work and which explains why the E type was made up of so many small, simply-formed panels.

For quite some time the shell was sitting upside down on a simple frame to enable the old floors to be removed and the various minor repairs to be carried out to the 'A' and 'B' posts, transmission tunnel, the rear bulkhead and the inner rear wings. Meanwhile the new floors were being built up on CMC's specially designed E type jig to ensure dimensional integrity. After try-fitting the new floor section for the benefit of the Carlton TV cameras, Andrew Tart, CMC Technical Director, and Tim Griffin fitted the new floors for real. The bodysheet was then turned back over and fitted to the jig for the next stages.

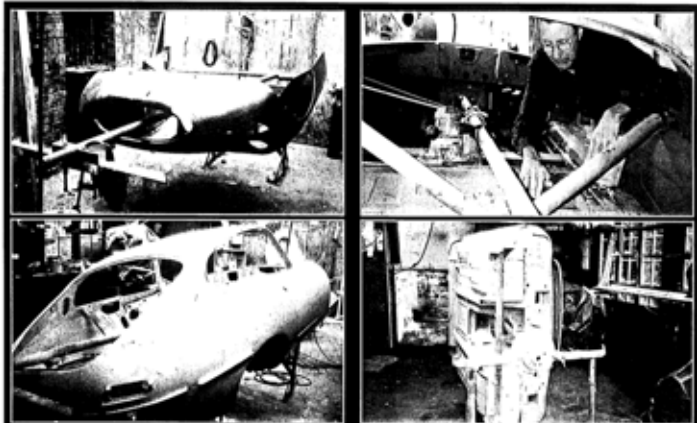
Some highly skilled work has gone



THE REPAIRED OFFSIDE DOOR FRAME IS FITTED TO THE 9600 HP TUB TO SET INITIAL GAPS.

into repairing and thus saving the doors. After carefully removing the outer skins, various delicate repairs were made and these unskinned frames were fitted to the shell for the approximate setting of gaps. They were then reskinned and refitted. As

Tom and Cyril recalled that the boot floor and rear quarter panels were originally made up for this car as a one piece section, and these panels have been missing ever since I acquired the car in 1978, the replacement panel is being created as one



MR SMITH'S INGENUOUS E-TYPE JIGS, BASED ON SCAFFOLDING POLES.

Hung On The Scaffold

FOLLOWING AN early piece on the restoration of 9600 HP, member Mr John Smith of Hampshire kindly wrote in with some helpful comments based on his experience.

"I wondered if perhaps the idea I used myself on my Series I FHC, which involves two separate jigs made out of

ordinary scaffold tubes, might be of use to you".

I have previously seen E type jigs on which the tub is attached on top of a frame, which can then be tilted and revolved to enable different parts of the body to be cut away and replaced whilst holding the whole rigid and dimension-

ally true. However, Mr Smith's jig is cleverly based on a jig going through the middle of the car which appears to allow very good access to all panels, as the above photos show. Note the ingenious use of an old brake disc!

His second jig works on a similar principle for the bonnet.

Meanwhile, as the body has been progressing, such components as suspension, steering, brake, pedal box parts, throttle linkage and the castings for the electrical items have been sent away to be cadmium plated. Upon their return Andrew Tart has carefully laid out all the parts in a logical car fashion, and in sets, to ensure all the parts have returned from the platers and checked fits, etc.

Next month I will detail the novel, but entirely logical, method Andrew is using to build up the bonnet and the necessary modifications. Andrew has also stripped the engine now and I will let you know whether it is good or bad news. The role of Barratt, which up till now has consisted of supplying a few panels and related parts, will go up a few gears as we move into other areas of the restoration. I'll keep you posted.