



# AMERICAN DREAM

Fred Villforth reports from the prestigious Amelia Island Concours d'Elegance

Now in its third decade, the Amelia Island Concours d'Elegance is among the world's top automotive events. It is always held the second full weekend in March, at The Golf Club of Amelia Island and The Ritz-Carlton, Florida. For 2018, 'The Amelia' had 305 rare vehicles from owners and collections around the world. Emerson Fittipaldi was the Event Honoree, with many of the cars he raced on display. Cars are entered in 34 classes and are judged by an international team of more than 100 noted marque specialists, race drivers, restorers, crew chiefs, designers, writers and collectors. Best in Class and Amelia awards are presented for each class, plus 47 Corporate Awards. A total of 140 trophies are handed out – it takes seemingly forever as the cars are brought forward! There are two top awards – Best in Show Concours d'Elegance and Best in Show Concours de Sport.

In 2016, Barbara and I were sitting on the steps of the Amelia Island golf pro shop when a concours volunteer asked us to take a survey about the area and event. She asked for suggestions for improvements. There was a single Jaguar, an XK 140 I think, at the concours that year, so I said more Jaguars would be a big improvement! In 2017, Amelia



- Top : a famous numberplate. Chassis S850664 was one of three cars entered by Briggs Cunningham at Le Mans in 1963
- Right: another well-known 'plate, but an E-type that now looks very different from when John Cuff raced it in the 1960s

featured a special class of D-types and XKSS cars. That was an improvement for sure! This year, E-types were a featured class.

Near the centre of the show field, 10 E-types were parked near the Jaguar Land Rover corporate display. Three FHCs representing the earliest 1961 cars with flat floors – with and without outside bonnet locks and welded louvres – and a 1962 car with dropped footwells were on the show field. Three competition E-types were displayed, including a car raced by Briggs Cunningham in 1962, a 1963 factory-prepared FHC and a 1963 Lightweight Cunningham team car. Three Open Two Seaters were on show – a 1964 Series 1, a 1969 Series 2 and a 1973 V12 Series 3. The lone 2+2 was a 1972 V12.

The earliest car in the show, #885018, is the 18th left-hand-drive FHC, having outside bonnet locks and welded louvres. Jeff Snyder, the restorer for the Sports Clip Collection, said the work took only 10 months, because “the car had been accepted for the Amelia, and that focused the project.”

The Jaguar came to him in a partially disassembled condition. Virtually every effort was put forth to make the car as close as possible to how it left the factory. It's known that many early cars left Browns Lane with car numbers chalked on underside of the floor mats; so it is with this restoration.

In addition to all-original engine, cylinder head and drivetrain, it has been finished in the original paint and interior colours. Materials are as they would originally have come from the factory. Jeff noted that all components have original date-coded parts, even an original 4psi radiator cap with the proper date. Cloth-wrapped hoses, proper mudshield sealing material, corrugated breather pipe, hose clips, and other bits are of the factory-type materials.

Asked how much the car had been driven, Jeff said: “The work was completed last week, and I drove it the mile and half from the airport where we parked the trailer!” Some additional shakedown will surely happen when the car returns to Texas.

Kent and Mellissa Hussey had one E-type that was pretty well rusted and thought, “let's find one with a beautiful body”. So searching around, they found a widow who wanted to sell

- Above: the fairways at Amelia Island were once again packed with classics and thousands of enthusiasts
- Below: 861227 shows off the triple Weber carburetors with which it was fitted in period – the car was set up by Red Rose Motors



CLASSIC SHOWCASE offers some of the world's best **Jaguar E-Type** examples.



1966 Jaguar E-Type FHC VIN: 1E32783  
Concours Show-Winner



1967 Jaguar E-Type OTS VIN: 1E15098  
Original Colors. Rebuilt Engine



1967 Jaguar E-Type OTS VIN: 1E13274  
30k miles since new



1966 Jaguar E-Type FHC VIN: 1E31442  
Rotisserie Restored



1962 Jaguar E-Type OTS VIN: 876751  
California Black Plate Early Example



1974 Jaguar E-Type OTS VIN: UE1S26055  
18k miles since new, with hard top



1965 Jaguar E-Type OTS VIN: 1E10675  
Comprehensive Restoration



1963 Jaguar E-Type OTS VIN: 879320  
Restored Show-Driver



**Classic Showcase**

Where Great Cars Achieve Perfection • Jaguar Specialists



[www.classicshowcase.com](http://www.classicshowcase.com)

several cars, and their FHC was one of them. It was manufactured in October 1961, thus not having the outside bonnet lock, but it did have a flat floor. Oh, and it had a Ford V8 small-block installed under that bonnet. Melissa noted that the “Ford-Jaguar marriage happened very early!”

Fortunately, the original engine was still with the owner. It was rebuilt by a man who was an apprentice at the Coventry Jaguar factory. The firewall required serious work because of the Ford engine installation, and new front frame sidemember assemblies were required. Interestingly, Kent noted “the car has the original tinted glass” – Sundym was a rare option at the time. The restoration of their Old English White car took about three years.

The third early coupé, #886097, left the factory on 29 June 1962. The restoration of Randy and Deb Anderson’s car was geared to the exact standards of the day, with proper finish of all components. The six-month British MoT certificate can be seen on the windscreen. The restoration took place over 10 years with all the work done by the owners except for metalwork and paint. It was sprayed the Opalescent Gunmetal to match the E-type introduced at the Geneva Salon in 1961.

The oldest Open Two Seater at Amelia – a 1964 example – was seen advertised in a local Pennsylvania newspaper in 1973. Anton Bonifacic was 21 when he bought the car, because an E-type he saw as a teenager “grabbed me”. It looked “like it was made with performance in mind”.

His high-school buddies had various American muscle cars, but he had a childhood dream to have “a rocket ship”.

The E-type was it, even though it was a “beater” at the time, being dented on all four corners and had suffered a bad respray. Anton worked on the car himself to get it moving – tuning, brakes, steering, cooling, and so on – learning as he went along. When it came to bodywork and paint, he practiced on friends’ cars, offering no guarantees, but improving with each job.

Finally, he got his E-type painted black, and after one day driving it decided he didn’t like it and went right back to sanding and prepping! It then became dark Carmine with a bit of metallic, with a white vinyl interior.

Ten years or so on, he began to restore the car in earnest. K&T Vintage Sports Cars in Allentown, PA did the work that Anton didn’t want to tackle, including a rebuild of the engine and the painting. The silver paint gets back to the rocket ship Anton wanted as a boy. The car has a number of unusual features, including the Dunlop racing wheels, a



- Top right and above right: the Collier Collection brought along 860630 – the E-type FHC that Briggs Cunningham entered at Le Mans in 1962. Cunningham and Roy Salvadori took the car to fourth overall after a trouble-free 24 hours
- Right: Kent and Melissa Hussey’s immaculate Series 1 won the concours’ E-type class



- Left: ex-Bob Tullius XJR-5 was built for IMSA racing, but also took the Jaguar name back to Le Mans in 1984
- Below: Amelia presented a class dedicated to the custom cars of Ed 'Big Daddy' Roth that included the Chevrolet-engined Orbitron of 1964
- Bottom: honours in the concept-car class went to the 1960 Plymouth XNR

chrome-plated differential and fulcrum arms, and a canvas top with glass window. The hood with glass window was made and installed by K&T.

In 1968 and later, E-types changed made to meet USA Federal safety and emission standards. David and Beverly Kirkman's 1969 Willow Green OTS represents the completion of those changes from the Series 1 to the Series 1.5 cars then to the Series 2. Position of lights and bumpers, emission control engines, new switchgear, and seat headrests are some of the changes that happened in 1969. Their car is a super example of this E-type.

Series 3 E-types, all but three having V12 engines, appeared in 1971. Gary and Kathy Bartlett brought their Sable OTS to represent this evolution of the model. It is virtually "undisturbed" and original. Also a V12 was Jim Taylor's Pale Primrose 2+2. This is one of his 25-plus collection of Jaguars, which was featured on a Discovery Channel programme a few years ago. Although he has a FHC and roadster, he brought the 2+2 because the organisers told him they needed one to represent this version of the E-type! Last year, he brought his D-type to that featured class of Jaguars at Amelia.

Racing was a way to promote and advertise the Jaguar brand and E-types contributed to that legacy. Three racing variants were on display. The Collier Collection presented a 1962 factory-prepared car entered by the Cunningham team. The Jaguar is powered by a 3.8-litre, 300bhp engine. It's currently equipped with Lucas fuel injection.

At the 1962 Le Mans 24 Hours, Cunningham and Roy Salvadori averaged 108.87mph for 24 hours, which was about 5mph slower than the D-type's best-ever average. It completed 310 laps and finished fourth overall, but first in the Grand Touring 4000 class. It carried number 10 for the race.

John Cuff was the original owner of #861227 and took delivery of the Carmine Red FHC on 4 September 1963. By October he was competing in hillclimbs. He subsequently had the car prepared by Red Rose Motors - which ran 4 WPD, the Coombs Lightweight E-type in which a young Brian Redman enjoyed so much success - with aluminum doors, hatch and bonnet, suspension tweaks and factory-tuned engine with Weber carburetors. In 1966, it acquired a different engine with dry-sump lubrication and a five-speed gearbox.



TAILORED FINANCE  
FOR STUNNING CARS

JBR  
CAPITAL

Call us now for a competitive quote on 020 3355 0046 or visit our website: [jbrcapital.com](http://jbrcapital.com)

Finance and terms subject to status. Advances between £25,000 and £3m.



**For Race**

**For Show**

**FOR GO!**

**SINCE 1973**  
**XKS UNLIMITED**  
 www.xks.com

**Order All Your E-Type Parts and Accessories Directly From THE E-Type Source**

Replacement Parts • Performance Parts • Upgrade Parts  
 Accessories • Books–Manuals–CDs

**FREE 536–Page E-Type Catalogue On CD**  
**Order Parts For Your E-Type**  
**We Ship Daily To Every Corner Of The Globe**

**Find Parts Easily On The Web | Fast One-Page Checkout**  
**State-Of-The-Art Internet Security**

**Visit www.xks.com**  
**Email parts@xks.com**  
**Any Time 24-7**

**JAGUAR E-TYPE PARTS**  
*Master Catalog Series*

**FREE CD**

Print book available for fee

International Calls: +1-805-544-7864 | North American Calls: 800-444-5247 | FAX: +1-805-544-1664



**E-type Award Winners**

**Amelia Award – E-type**  
 1964 Jaguar E-type Series 1  
 The Anton and Barbara Bonifacic Collection  
 – Stroudsburg, PA

**Amelia Award – E-type**  
 1969 Jaguar E-type Series 2 OTS  
 David and Beverly Kirkman – Cumming, GA

**The First Coast News Award**  
*For the car representing the most advanced styling for its era*  
 1961 Jaguar E-type FHC  
 The Sport Clips Collection, LLC –  
 Georgetown, TX

**The Jaguar of North America Award**  
*For the most historically significant Jaguar*  
 1962 Jaguar E-type Cunningham Team Car  
 The Collier Collection at The Revs Institute –  
 Naples, FL

**The Rolex Watch Award**  
*For the car of timeless elegance*  
 1962 Jaguar E-type FHC  
 Randy and Deb Anderson – Urbandale, IA

**Best In Class – E-type**  
 1961 Jaguar E-type FHC  
 Kent and Melissa Hussey – Atlanta, GA

• Above left: two spotless interiors. David and Beverly Kirkman's 1969 Series 2 (top left) won an Amelia award, while the '62 FHC of Randy and Deb Anderson picked up the Rolex Watch award



**WELSH**  
 ENTERPRISES, INC.

All Your Jaguar Needs are  
**just a call or click away!**

Comprehensive website for  
**easy online ordering**

New, Used, Rebuilt, and New Old  
 Stock....AND Rare hard to find parts

Serving all Jaguar models from  
**1949 to present**

Orders placed by  
**2PM EST ship same day**



**welshent.com**



**800-875-5247**

It continued racing, changing owners several times. By 1991, Fred Cliffe purchased the car and rebuilt it for vintage racing. He had it re-skinned in aluminum. In 1992, the car was purchased by Frank Roberts, who sold it to Jamie Del Valle and Aida Torres in 2003. They were able to obtain the Puerto Rico registration 8448 TJ – the original UK registration number.

Asked about the metallic look, Jamie said: "There is no paint. Paint increases weight." It stays shiny simply with minor polishing and waxing. He did some mechanical work before it participated in various shows, concours, events and tours. It has received many, many awards and trophies. In 2014, it was awarded Best in Show by the automotive press at the Indianapolis Motor Speedway Celebration of Automobiles. Jamie is intent to keep it as a useable race car. He said, "I will see how it goes at Sebring next week." Racing continues for this E-type.

Chassis S850664, registration plate 5114 WK, was dispatched from the factory on 7 June 1963 as another Cunningham team car. It was the seventh Lightweight built, and one of three for Cunningham that year. Wearing race number 14, it was driven by Walt Hansgen and Augie Pabst in the 1963 Le Mans 24 Hours, but it dropped out with gearbox trouble in the first hour after only eight laps.

While it was being pushed into its place on the show field Friday, it was leaking gasoline from the rear and I pointed this out to the crew. One of them who seemed to know about the car said, "It only leaks while being moved". What can one say to that? Sitting still, it did stop leaking.

On Saturday show day, it was driven away very early with no explanation; it wasn't clear if it leaked while running. We never got a look at the engine compartment since no one appeared to be showing the car.

This was the second year in a row that the concours was moved from Sunday to Saturday because of predicted inclement weather. The change in

schedule did not seem to affect the attendance. We thought there were many more people at the 2018 event than in previous years – many thousands. There are more than a few vendors of automobilia, insurance, lifestyle and other products. Several manufacturers provide free test-drives of their cars for event attendees, including Jaguar, Infinity, Alfa Romeo and Lamborghini. Auctions from all the major players – Gooding & Co, Bonhams and RM Sotheby's – local road tours and drives, and seminars round out the activities from Thursday to Sunday.

In addition to the E-type class, there were six American-classic classes, two Horseless Carriage, eight racing car, five sports car, three R-R/Bentley, two Ferrari, two Mercedes-Benz, four Concept, Prototype and Specialty, one Motorcycle and one Porsche class. A 1939 Alfa Romeo 8C 2900B Lungo Spider won Best in Show Concours de Sport. Best in Show Concours d'Elegance was a 1935 Duesenberg SJ-582.