

19 November 2011

Jaguar E-Type Coupé, Chassis Nr. 885005

The first Jaguar E-Type ever shown to press and public

3.8 Litre, Fixed Head Coupé, Chassis Nr. 885005; Engine Nr. R1009, Body Nr. V1005, Gearbox Nr. LB 112JD; Date of manufacture (before) March 1961; total number of known previous Owners: approx. 10, mileage: approx. 87'000. Colours: exterior opalescent gunmetal grey, interior: beige; first delivered to Garage Claparède, Geneva, Switzerland on behalf of exhibit at the Salon de l'Automobile de Genève, March 1961. 885005 has stayed in Switzerland ever since.

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885005 is the first Jaguar E-Type ever shown to press and public. The body had originally been conceived as an open two seater. We strongly believe – and are confirmed by a vast number of indications -- that the body of 885005 had been used as the experimental structure for the design of a coupe. It is known that in spring of 1960 at the Jaguar Experimental Department a coupe was built up on the structure of an already existing convertible body. Sir William had been enthralled by the hastily drawn shape of the closed version and decided late in the development process to design and produce a coupe body after all, although at the beginning of the work on the E-Type design there had not been any plan for building a closed car at all. For that purpose an existing cabriolet body structure was used to hand-build the experimental coupe body. This then led to the ok on the second shape of the car. Once a few coupes had been built it was decided to exhibit a coupe at the 1961 Geneva Car Show (Salon de l'Automobile de Genève 1961) as well as for the launch ceremonies at the opening of the New York Motor Show on April 1st two coupes would have to be dispatched to the US. So on short notice for Geneva two coupes had been scheduled instead of just open two seaters. Yet a problem arose as not enough coupes had been built at that time to serve both shows. So as a last resort the experimental coupe body was selected to become one of the two closed cars to be sent for the announcement in Geneva. This car was numbered 885005, and is in fact the car with the oldest existing closed body – a purely hand built car.

Also, the same car was to be unveiled would at a few hours later become the car to be placed on the Jaguar Stand at the Salon de l'Auto, which opened the morning after the launch. As the other coupe to be shown at Geneva, the car employed for experimental purposes, 885002 (or better known as 9600HP), would be the car for the photographers at the outside of the Restaurant for an extended photo session after the launch ceremony inside was over. Subsequently it was to be used for trial runs on the test hill climb by potential customers.

885005 had been shipped from Browns Lane, Coventry on March 6, 1961. It was transported directly to Geneva to be delivered to Garage Place Claparède, most likely on the Wednesday 7th or Thursday 8th of March 1961, in order to get prepared

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for the show. Eyewitnesses are still at hand today who remember the unloading of the shipment. The sequence of delivery, the showing to the press and the placement on the turntable at the Salon de l'Automobile is as follows:

Wednesday, 15th March 1961

Press reception by Jaguar in the presence of Sir William Lyons took place at the Parc des Eaux Vives, a most representative park in the city of Geneva on the south-western shore of Lake Geneva right behind world famous Jet d'Eau (the 140 m high water fountain). Both E-Type Fixed Head Coupes were there, 885002 for photo sessions in the open of the park, 885005 inside of the Restaurant "Parc des Eaux Vives". To make the unveiling look the most exciting, it was conceived in a specially built plywood box which in the essential moment was to be removed.

In the late afternoon of 15th March the first presentation to the automotive press and a great many guests with high reputations in automobiles – such as Count Berge von Trips, Jacques Bonnier, and others – took place within the Restaurant Parc des Eaux Vives. From the Jaguar side certainly Sir William was there, but also important Jaguar PR people. The actual unveiling ceremony was enacted by lifting the top of a plywood box and folding down its sides unveiling 885005 which had been hidden inside. After the initial admiration, toasting, verbal presentations it was the time for the photographers to take inside shots, some of which survive today. After the session inside the Restaurant all moved outside to take the now famous pictures of 885002 (9600HP).

Afternoon of 15th March, 1961

After the presentation at the Restaurant du Parc des Eaux Vives, 885005 was brought to the (in 1961 still nearby) Salon and placed on a Persian rug in the midst of the Jaguar Stand. It was certainly the star among all the exhibits. Newsreels like Gaumont and 20th Century Fox were the most popular international means of distributing visual impressions on News in those days, way ahead of TV. They covered the new Jaguar extensively, bringing out its most outstanding features. This is why still today a great many moving impressions remain on 885005.

Thursday, 16th March, 1961

Opening Day of the Salon de l'Automobile on Thursday, 16th March, 1961. Traditionally on Opening Day the current President of Switzerland visits the Salon de l'Auto, cuts the ribbon at the entrance, and takes a walk around the exposition. On that day it is reported that the President and Federal Councillor, Dr. Friedrich Traugott Wahlen had spent an extraordinary amount of time on the Jaguar exhibit, having Mr. Emil Frey, Importer and Main Distributor of Jaguar in Switzerland, explain all the important features of the E-Type, while Jaguar People were attentively watching, among them and towering above their heads, Sir William Lyons and F.R.W. "Lofty" England. Of course a multitude of photographs is available of that important event, especially the lasting experience of the enthusiastic presentation made by Mr. Frey.

After the Geneva Show

After the closing of the doors of the Salon de l'Auto, 885005 stayed in Geneva, being prepared for Swiss authorities approval to make it street legal for the roads took

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place in November 1961 by Garage Place Claparède, Geneva. On 10th May 1961 it was sold to the Insurance Company "CAP Rechtsschutz-Versicherung", who's CEO was Mr. Filippinetti of Scuderia Filippinetti. It would be safe to deduce that the car was actually assigned to him in person and certainly not for use as company car in general.

At the time of writing our records of the further life of 885005 are sparse, although it is believed that they can be retrieved from Swiss archives rather readily. All in all it is believed that there had been 10 owners altogether. For all we know, it had always stayed in Switzerland, most of the time in the Jura region (Canton of Vaud, Neuchâtel, etc. In 1999 Mr. Urs Haehnle of the Jaguar Drivers' Club Switzerland was asked by a Mr. Pierre Pittet to identify an E-Type Coupé he had just purchased. It was then that Haehnle discovered that indeed he had the Geneva Show Car in front of him.

And Today

In 2002 Pittet sold the car to Mr. George Dönni of Roggliswil, Switzerland. It was him who started to undertake an extensive restoration, sparing no efforts in bringing back all the features that make this car unique. A great many body parts had to be corrected back to the state it had been in when leaving Coventry in 1961. All through the restoration work Dönni kept in mind, that this was no ordinary assembly line E-Type but rather a hand-built prototype, originally departing from an open two seater body. Everything reminding of this was preserved such that today again this is a totally authentic car as it had been presented at the "Restaurant du Parc des Eaux Vives" and subsequently at the Salon International de l'Automobile Genève in March 1961. In the course of the restoration George Dönni sold the car to Christian J Jenny of Thalwil, Switzerland, to be eventually included in his collection of Jaguar Sports Cars.

As 2005 marks the 100th Anniversary of the Geneva Salon de l'Auto, car companies had been asked to place their "most interesting cars pertaining to the Geneva Show" on their respective stands. This lead Jaguar Cars to ask the present owner of 885005 to make his car available for being included once more in their exhibit, framing the newest edition of the XKR and the proposed Lightweight Coupe. The three cars together formed a major attraction of the show, at times having visitors standing three rows deep for viewing the attraction. Coming close to repeating history, this year's President of Switzerland, Federal Councillor Samuel Schmid, on his traditional opening round of the Salon, spending again an extraordinary amount of time at the Jaguar exhibit in discussing with owner and Jaguar executives alike the merits of those most attractive sports cars ever featured at the Salon.

In 2011 for the 50th anniversary celebrations of the announcement of the Jaguar E-Type at the Geneva Motor Show 885005 was again shown on the stand of JAGUAR at the Salon International de Genève, for many considered the most attractive exhibit of the entire show. Also the car was shown at three important Concours d'Elegances: Concorso d'Eleganza Villa d'Este on the Lake of Como, Italy, with the very important prize for "the most significant design of all cars present"; at Pebble Beach, Monterey, California, and at the 3rd Schloss Bensberg Classics, with the prize "1st in Class Post-war closed".

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JAGUAR E-Type 885 005 Fixed Head Coupé					
Chassis-Nr.	Engine-Nr.	Gearbox-Nr.	Body-Nr.	Engine Type	Power Output
885 005	orig. R1009; replaced by spares engine of Oct1960	LB 112JD	V 1005	straight 6, DOHC	265 PS SAE @ 5500 rpm
Bore x Stroke	Displacement Swiss Tax-PS	Compression Ratio	Torque	Carburettors	Vmax
87 x 106 mm	3781 ccm 19.26 St.-PS	9.0 : 1	260 lb ft @ 4000 rpm	3 2inch SU HD8	240 km/h
Brakes	Weight	Wheelbase	Length	Width	Height
Dunlop Discs, Vacuum assisted	24.1 cwt 1224 kg	8 ft 2,440 mm	14 ft 7.3 in 4,445 mm	5 ft 5.2 in 1656 mm	4 ft 1220 mm
Outside Colour	Inside Colour	Approx. Mileage	Swiss Registration Nr.	Construction Year Restoration Years	Number of Previous Owners
Opalescent Gunmetal Grey	Beige	87,000 km	ZH 17564	March 1961 2003 - 2005	Approx. 10

Jaguar E-Type Coupé, 885 005, Summary of History	
Before March 1961	Exact date of production is not known as this car is a mostly hand built Prototype; experimental coupe body built on convertible body by hand
6 March 1961	Transport Coventry to Geneva by Lorry
15 March 1961	Formal Society of Motor Manufacturers and Traders (SMMT) -Event Presentation by Sir William Lyons at Restaurant du Parc des Eaux Vives, Geneva
16 March 1961	Opening of Salon International de l'Automobile de Genève
Until End of March 61	Several Photo-Session
15 May 1961	Tested and licensed by Motor Vehicle Department of Geneva (Number Plates GE 67163 or GE 67121)
16 May 1961	Purchase by "CAP Assurances Judique", said to be driven by Mr. Filippinetti, CEO
	Car was licensed in Switzerland to a number of people – history still unveiling
19 September 74	Records of a road test by Motor Vehicle Department Basel (MOT)
27 February 1975	Owned by one Johann Stucki, a chef de cuisine [cook] from Basel – It was him who had an accidental slide backwards towards the River Emme, stopped by a tree. Car was confiscated by Police as Stucki had no drivers licence
October 1977	Subsequently auctioned off by state authorities -- a Garage in Yverdon becomes the new owner, a Garage M. Stucki, Yverdon (no relation to cook)
Late 1977	Garage Stucki sold the car to an unknown person in French speaking Switzerland
1978	Owned by Mr. Gendroz, Cuarny VD
1978	Sold to Nicolai Brothers
1999	Purchase by Mr. Pierre Pittet; JDCS E-Type expert, Urs Haehnle, recognizes car as the Geneva Announcement Car of 15 th March 61
Spring 2002	Purchase by Georg Doenni, GB Classic Cars, Roggliswil LU

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November 2002	Purchase by present owner Christian J Jenny
2003-2004	Restoration by GB Classic Cars Doenni, Roggliswil LU
3 March 2005	Displayed on JAGUAR Stand at the Salon Int'l de l'Auto at Geneva for 10 days
7 March 2005	Displayed on a turn table at the Swiss Traffic Museum, Lucerne
August 2005	Innundation of the Swiss Traffic Museum – water reached an inch below the tires
22 April 2006	Presented at the Concorso d'Eleganza Villa d'Este, Gernobbio, Italy, second in class
3 March 2011	Displayed on JAGUAR Stand at the Salon Int'l de l'Auto at Geneva for 10 days
21 / 22 May 2011	Presented at the Concorso d'Eleganza Villa d'Este, Gernobbio, Italy, Prize for "the most significant design of all cars present"
21 August 2011	Presented at the Pebble Beach Concours d'Elegance, Monterey, California
17 / 18 Sept. 2011	Presented at the Schloss Benberg Classics, Bensberg, Bergisch Gladbach, Germany, 1st in Class "Post-war closed"