

# Techno Classica Essen Show – 21st to 25th March

**Art Lawrence** reports on the show and looks at some of the interesting Jaguars on display



The Club stand at Essen before things got busy. From the left, the XJ12 Series 1, Chairman Mike Horlor, Christian Zettner, James and Jenny Blackwell, Eileen Lawrence.

**T**his year was the 30th anniversary of Technoclassica, which also coincided with the 50th anniversary of the Jaguar XJ saloon, and to mark the occasion the Club persuaded Hans Jürgen Petig, one of our local German members, to display his Cardinal Red XJ12 Series 1 on our stand. This has been a one family owned car since its first registration in Germany in 1973. The car was in absolutely original condition, not pristine, but a well-used and well-loved example and we received compliments on having such a car on display, rather than a highly restored example.

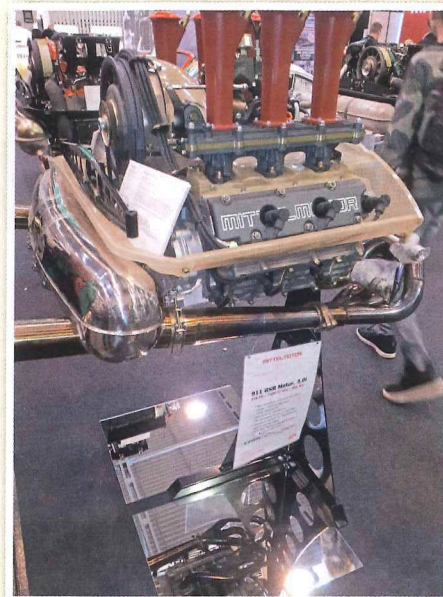
The stand shop was manned by James and Jenny Blackwell, my wife Eileen looked

after the coffee and biscuits, and I helped out with translation. We were supported by Christian and Elizabeth Zettner from the Austrian Region, and by Club Chairman Mike Horlor and Vice Chairman Ray Searles from the main Club in the UK. Local members also helped out on the stand this year, with Herman Mahler and Hans Berlage

A ready to run and very well presented Porsche 911 engine, would you pay €62,000 for a rebuilt engine?

each doing a stint on Friday, and local Regional organiser Arno Bretschneider on Saturday, all giving some of their valuable time to help with the membership drive.

During the show I was able to present a veneered Jaguar plaque to Arno Bretschneider for use at his Region's club nights. The plaque was kindly donated to us by Virginio Brambillo, whose company's



This XK140 has spent 10 years in a collection since restoration but still looks fresh.



A beautiful Ex-USA car, but needing some attention to the paintwork.



The veneered Jaguar plaque being presented to Arno Bretschneider by Art Lawrence.

stand exhibiting re-veneering for Jaguars was located in Hall 6. I would like to say a big thank you to all our volunteers for making it a successful show.

This year's Essen show clashed with a similar event in Stuttgart, but we still had four very busy days and it didn't seem as though visitor numbers to our stand were down on last year. Having said that, there were fewer British visitors this year. There were lots of Jaguars at the show, the biggest model by volume being E-types and then classic XK models.

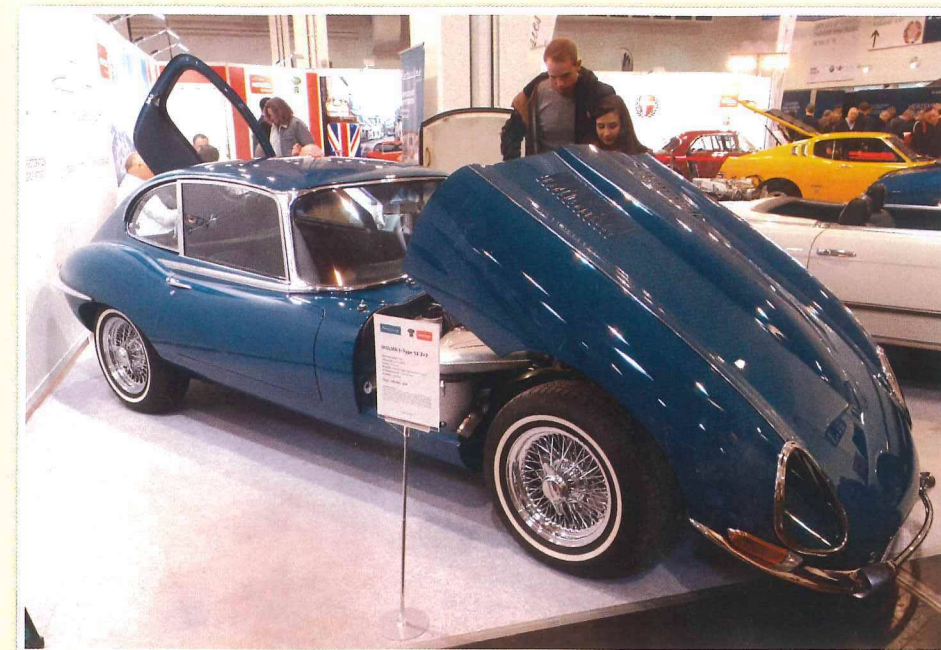
The more modern classic Jaguars were few in number. Apart from our display car there were only two other examples. In Hall 1 there was a 1986, ex-USA XJ6 Series 3 4.2 litre in metallic blue, with approximately 61000 miles on the clock, and offered at €20,900. A beautiful looking car and the only thing I could find fault with was the lacquer, which was crazed due either to



Certainly this car is an investor restoration with only 1500 miles since completion.



This early Series 1 2+2 E-type in Warwick Grey is the first I have seen in race spec.



This E-type looked like a decent restoration, but the Cotswolds Blue colour just doesn't do it justice, and the door striker gears had serious wear problems, typical of the model.

sun damage or chemical reaction with the paint. Our Chairman Mike told me that this is a common issue with Ex-USA cars.

Porsche cars dominated the show this year, with examples for sale in every hall. Lots of restored 1960s and 1970s models, but very few project cars on view. We Jaguar enthusiasts may complain about parts prices and engine overhaul costs for our straight sixes and V12s, but how about over €60,000?

Local German engine builder Mittelmotor from Bochum was offering rebuilt & exchange complete ready to run engines from €45,000 for a road going 911 to a touch under €62,000 for a 911 RSR engine. Now that would make any home restorer's eyes water!



This very early fixed head coupe looked reasonably priced, and beautiful.



A stunning Jaguar Reborn Car, at €300,000.

## Jaguars at the show

Classic XK models are always on display at Techno Classica and one example was an October 1955 ex-USA XK140 dhc, offered by a Dutch dealer at €155,000. Having had a body off restoration ten years ago, the car has been in a collection since then and looks still fresh.

There were quite a lot of E-types on display. A 1969 Series 2 roadster in British Racing Green was being offered by a UK dealer for €125,000. Another ex-USA car, it had been returned to the UK two years ago and since then had been subjected to a complete restoration with a few upgrades including a 5-speed gearbox, uprated shockers and brakes, and came with a factory hardtop.

It's not often we see E-type Series 1 2+2 cars for sale at Technoclassica, but this year there were three notable examples. The first one I saw was an unusual race prepared car. Another USA Import, this March 1967 car was modified by its owner for classic racing in Germany, with the original interior stripped out, together with Dunlop racing wheels and an uprated engine, gearbox, suspension and brakes, but no roll cage fitted. It was on offer by a private owner for €95,000.

The second Series 1 2+2 E-type was being sold by a Norwegian dealer who has had the car restored in Poland. Originally

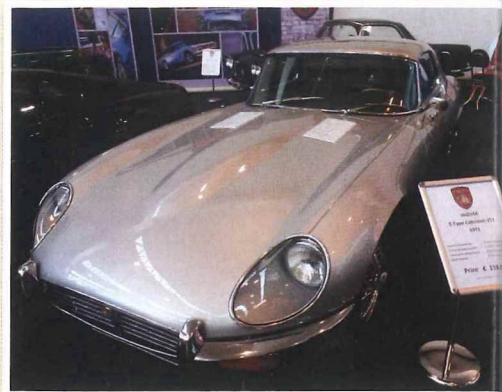
delivered to New York in 1966, the car was imported to Norway in 1998 where it was used up to 2014, during which time it underwent conversion to manual transmission with a T5 gearbox exchange. The dealer bought the car in 2016 and it has been in Poland ever since undergoing restoration. Finished in Cotswolds Blue with a Dark Blue interior, it will not be to every potential E-type owners' taste. The chassis number, 1E-75498 – BW indicates it was manufactured in the last quarter of 1966. It was being offered at an optimistic €139,000.

There were several early E-types fixed head coupes on offer and an Opalescent Dark Blue example was the earliest of them all, and another Ex-USA car. According to its Heritage Certificate, it was built on 31st October 1961 and delivered to Jaguar Cars New York on 2nd December that year. Left





*The stunning XJ6 Series 3 custom build by Jaguar Classic drew a lot of attention*



*This personalised E-type S3 Roadster looked very attractive in silver metallic*



*The LED headlights look great but should they have a wash/wipe system?*

hand drive fhc cars started with chassis number 885001 in March of 1961, making this car number 145. Philip Porter's book, *The original Jaguar E-type* lists the number

of export fhc cars in 1961 as 297, so it could possibly be correct. It was a stunning looking car, and was on offer for €147,000 which seems a good price for such an early car.

In Hall 9, Jaguar Classic had a pair of Series 1 E-types on their stand, one a 1965 4.2 litre car in Golden Sand with Red interior, from the Jaguar reborn programme, for sale at €300,000. The other one, in Old English White, was awaiting a customer and to be restored at a similar price.

Also on the Jaguar Classic stand was the "Iron Maiden" XJ6 which had been custom built for one of the band members. It looked absolutely sunning. The list of special features was very long and included special LED headlights, though there was no sign of any wash/wipe system which someone told me was mandatory for this type of light. Can anyone confirm this?

The final E-type on the Jaguar Classic stand and the third of the Series 1 2+2 cars was a time-warp Ex-USA 1966 example with

manual transmission. With all matching numbers, it was finished in its original Carmen Red paint, with its original interior and also its original toolkit. The description stated that this car was the best completely original Series 1 2+2 that Jaguar Classic had found and it stood as a reference car for their Jaguar Reborn programme. With only 13,768 recorded miles to its credit, following a thorough service and health check by Classic Works in Coventry, the car was being offered with a twelve month guarantee at €120,000.

There were other great looking E-types too, but there were so many E-types at the show I could fill several pages with photographs, so I have had to focus on the most notable ones from my perspective. An example was a 1971 Series 3 roadster that had been fitted with a factory hard top and which had the bonnet front end modified to Series 1 style covered headlights. It was offered at €139,000.

Despite the clash with the Stuttgart Classic Car Show, and all this year's exhibitors being squeezed into smaller stand space allocations because of the on-going reconstruction work at Messe Essen, it was a great show as usual.



*Jaguar Classic's "reference S1 2+2". Said to be a completely original low mileage example and an early car of its type.*