## Ils restorer a closet specialist in Estypes

Oh dear, I'm in love again, 🧀

L drove out to Kendrick Coach-works in west end Toronto to talk to managing director Maurice Bramhall about E-Type Jaguars Kendrick, which is an authorized Rolls-Royce coachwork repairer - and you don't find that class of establishment on every corner has a sideline in finding E-Types for clients and restoring them to as-new condition.

The cost, including having the engine and drivetrain rebuilt by another firm of specialists, comes

in at around \$50,000.

Which (and compare what you'd pay for a new Corvette, Pörsche, BMW or even a turbo Mazda RX-7) is not bad at all for what is perhaps the sexiest sports car of all time.

Make that second-sexiest.

Out in the Kendrick yard, with snow all but covering the British racing green paint, is No. 1.

An Aston Martin DB4. Late 350s, early 360s. Right-hand drive. Wire wheels. Understated and without any intention to sound sexist — every inch a lady. Price tag? \$15,000.

That's right Fifteen, not 50 grand. What you might call a real

steal.

## Reliable Astons

But, of course, there's always a But.

And as Bramhall explains, getting into any kind of restored classic is "not for the faint-heart-

"People are quite afraid of Astons. An engine job is like a Rolls-Royce engine job. You're talking 15 to 20 grand. Right there, that's what you paid for the car.

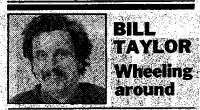
I like Aston Martins. I find them tremendously reliable and they're very simple to work on But when you start getting into expenditure like that, it can sink

The profile of Aston Martin in Canada is so low, people don't recognize them, which is why there isn't much of a market. The only real points of reference is to the DB5 Sean Connery drove in the Goldfinger dames Bond movie.

"An enthusiast is more likely to go out and buy something which will be recognized. Even the least-discerning automotive type will look at an E-Type and almost without thinking say, 'E-Type.' " \_Okay, point taken. The course [2]



Cheshire Jag smile? This 1974 E-type roadster is just one of many Jaguars that surround to workshop of Kendrick Coachworks and managing director Maurice Bramhall in west-end Toro to. His company specializes in restoring Rolls-Royces but he'll gladly do old Jags.



able for restoration a 1966, '67 '68 and '71 roadster; a '67 and '69 coupe; two '71.2+2 coupes; and a '69 2+2 with an automatic transmission (if you can handle the sacrilegious aspects of an E-Type with a slushbox).

'It always strikes me as strange," says Bramball, "I'd have thought most people would be interested in the ealier models with the six-cylinder engine, pre-'72-73. But a lot of them want the later V-12s.

"To me, wire wheels are Jaguar or Healey or the old Aston Martins. With the V-12, the wire wheels couldn't take it so they had to go to a slotted wheel.

"My romantic relationship with E-Types goes back to the wire wheels, the covered headlights, the early ones the *really* fast ones, 160 m.p.h.(255 km/h).

"The other thing is how many people want handtops. I was ex of true love never did run smooth a pecting everyone to want arroad

Well, the customer is always right. And what can a Kendrick customer expect for his or her \$50,000?

"Almost a new car," says Bramhall. "In some ways, probably better than new. It'll be stripped to the metal and restored, using all metal, no filler. The engine will be rebuilt and balanced with all wearing parts. replaced as necessary. The interior will be totally original but new. All new seals, a new convertible roof if it's a roadster.

## Photograph everything

You'd also have a pictorial record of the work done - "we normally photograph every project as it goes along."

Unless you order a nonstandard interior material or paint shade, Kendrick could have your E-Type ready to drive away in as little as four months (place your order now, you could be dazzling your neighborhood by the first day of summer).

. What else does Kendrick Coachworks have, on hand? Plenty:

A 1934 Rolls-Royce town car in cream and black ("Mechanically quite good,'' says Bramhall. "Quite reliable"); a 1950 Rolls-Roce Silver Dawn undergoing full

damage in an altercation wit taxi ("a front bumper alone c \$8,500"). The car is in now cause of a rattle in one of doors, a 1934 Chrysler Air! (Tree been told by the ow there are only six like this existence, made in Canada. U eh? Even the owner says it's i but it has a certain attraction new R-R Corniche convertibl for minor bodywork; a strip down '51 Bentley ("the inner i fenders not out like crazy these"); a Mark II Jaguar se a '72 R-R with a cunningly cealed \$20,000 sound system compact disc player, four sp ers in each door, four in the cel shelf, and a secret comp ment beneath the trunk f with amplifiers"); and a Ponsche, which Bramhall-say "care, very rare. It's not v everybody thinks.

"They all think it's an Speedster In fact, it's a conv ible 'D.' There was the Speed convertible; then a cabriolet, then this. We understand the were less than 2,000 made 'D' was the initial of the firm

turned them into convertibles
And outside in the show the show the show the show the show the show do you turn your back

a seductress? How do you sa