


# CLASSIC DRIVER



## 1972 Jaguar E-Type SIII

Lot sold	<b>USD 48 619 - 62 511</b> GBP 35 000 - 45 000 (listed)	Drive	LHD
Year of manufacture	1972	Condition	Used
Chassis number	1S1342	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	10	Engine number	7S5821SB

### Description

1972 Jaguar E-Type Series III V12 Roadster

Registration no. BMS 534K

Chassis no. 1S1342

Engine no. 7S5821SB

'The V12 E-Type was at its best as a long-distance, high-speed tourer. There were few cars which could match its top speed and 120/130mph cruising ability, even amongst the exotica from Italy, and none at all the silence and smoothness of its engine.' Paul Skilleter, The Jaguar E-Type.

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III

from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series III roadster was acquired by the current vendor in April 2008 having had, according to the accompanying V5C document, four previous keepers. The current odometer reading is only 56,000 miles and we are advised that some 30,000 of them were covered in the first car's 18-24 months. Used sparingly since then, 'BMS 534K' is described as in generally very good condition, with the suspension having been recently renewed, and original apart from a stainless steel exhaust. The car is offered with all expired MoT certificates, the aforementioned V5C document and MoT to November 2015.

Bonhams 1793

# Bonhams

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