


CLASSIC DRIVER

1971 Jaguar E-Type SIII - 4.2 Roadster

4.2 Roadster

- Lot sold
USD 73 618 - 85 887
GBP 60 000 - 70 000 (listed)
Year of manufacture 1971
- **Mileage** 45 500 mi / 73 226 km
- **Gearbox** Manual
- **Chassis number** C197GLC
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 55232
- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 7R141709
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Description

This eye-catching Series 2 E-Type features glossy Red bodywork matched to a Black hood and contrasting Cream leather interior. We understand its first owner was Mr Dennis Meighan of London, who retained the Jaguar until it was purchased by the vendor in 2006. A spell in storage apparently accounts for the low recorded mileage of 45,500, just 1,700 of which have been accrued since an engine overhaul by VSE of Powys, Wales in 2007. In 2013 £12,572.45 was invested with marque specialists Wat Jag of Great Longstone,

Derbyshire, which funded: a rear axle overhaul; the installation of four pot brake calipers and vented discs, and Gaz dampers; and tuning of the triple SU carburettors. Welcome upgrades to the original specification include a five-speed gearbox conversion and Series 1-style stainless steel exhaust system. The vendor presently classes the E-Type's 4.2-litre straight-six engine as 'excellent', the manual gearbox and interior trim as 'very good' and the bodywork and paintwork as 'good', and confirms the Jaguar 'runs and drives well'. He is now offering 'DLM 210J' complete with a large collection of invoices dating back to 1973, a reproduction handbook and workshop manual, and a number of old MOT certificates, plus an advisory-free one valid into April of next year.

At launch the new Jaguar was the fastest production car of its time - its 3.8-litre engine allowing a 0-60mph acceleration time of around seven seconds and a top speed of c.150mph. Despite this, the engine size was increased from 3.8 to 4.2-litres in October 1964 and, with the change, came a sweeter all-synchromesh gearbox, better brakes and more comfortable seats. The Series 2 models introduced in 1969 are distinguished by their lack of headlamp covers, enlarged front air intake, repositioned front indicators and tail lights, wrap-around rear bumper, twin-electric fans, and refashioned facia and seats.

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)

H&H Classics

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