
1973 Jaguar E-Type Series III 2+2 Coupe

Lot sold	USD 87 829 - 101 341 GBP 65 000 - 75 000 (listed)	Drive	RHD
Year of manufacture	1973	Condition	Used
Gearbox	Manual	Location	
Chassis number	1S51776	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	863	Engine number	7S.10947--SA
		Exterior brand colour	OE White
		Interior brand colour	Red leather

Description

Guide price: £65000 - £75000. <ul class="unIndentedList"><ul class="unIndentedList">Right-hand drive, four-seat, V12 Srs III with the desirable manual gearboxComprehensive 4-year restoration with over a 1,000 hours of labour lavished on the carShowing only 59,700 miles backed up by many invoices and MoTsA photographic record of all the work carried out showing great attention to detail<div>In 1971, the E-type would be subject to its most far-reaching changes. Walter Hassan, one of Britain's pre-eminent postwar engineers and mastermind behind the Coventry Climax Formula 1 engines, worked with Jaguar technical boss Harry Mundy to produce an all-new V12 designed for maximum smoothness and consequently, the Series III became Jaguar's first production V12-powered car. The V12 was only 36kg heavier than the straight-six, handling balance wasn't too drastically affected, and the top speed was still approaching 150 mph, however, the new car did not sit too well with diehard E-Type fans. Amongst the criticisms, it was felt that the front-end styling with its prominent chrome grille lacked the grace of the earlier cars, the suspension was too soft, and it had become a 'cruiser' rather than a sports car. Jaguar, however, was not unduly concerned. Success in motorsport (in the UK) was no longer driving sales and the, somewhat picky, US market had become essential to the E-Type's

survival. What Jaguar did not anticipate was the way that the new car's 'approachability' would appeal to a whole new breed of customer here in the UK. Company executives trundling to work in their Rovers or Ford Granadas realised that the Series 3 with its automatic box, comfortable cockpit, stress-free engine, compliant ride, and general good manners was a viable alternative as a 'daily driver' and once again showroom doors started swinging.

Supplied new by Henlys Jaguar Limited of Bristol in June 1973, this Old English White, Series III 2+2 is fitted with the desirable manual gearbox. A Jaguar Daimler Heritage Trust certificate (no22614) was issued in 2003 confirming the original numbers and colour specification and a number of invoices and older MoTs corroborate the current indicated mileage of 59,700.

The car has been lovingly restored over a four-year period with huge attention to detail and the results are very impressive. A large file of photographs are included in the car's history file, following the progress of the car's rebirth and clearly show just how thorough the current custodian has been. As is normal, the Jaguar was completely stripped to assess the level of corrosion, if any, and the relevant panels were repaired or replaced as appropriate followed by a professional respray in its original Old English White to the standard that is evident today. The chassis was also stripped of old underseal, prepared, and painted in body colour almost to the same level of finish as the rest of the car. During the rebuild as many parts as possible were restored and reused to maintain originality and when that was not possible the correct Jaguar parts were sourced. As can be seen from the photographs the results are really spectacular. The shut lines are all to factory tolerances and the coats of OE White are deep and even

The four-seat interior was originally in French Blue however it was a little tatty and the decision was made to retrim the car in Red which was a popular choice in period. Not including the bodywork or the retrim, the invoices for sundry parts alone total over £7,500. The chrome wire wheels were refinished and the car sits on excellent Pirelli P4000s

Looking almost 'factory fresh, VJX 22 must surely be one of the best presented Series III E-types currently available on the market.

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