


CLASSIC DRIVER



1971 Jaguar E-Type SIII

Lot sold	USD 38 743 - 51 657 GBP 30 000 - 40 000 (listed)	Drive	LHD
Year of manufacture	1971	Condition	Used
Chassis number	1S-50015	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	641		

Description

1971 Jaguar E-Type Series III 2+2 Coupé
Registration no. SKW 436J
Chassis no. 1S-50015

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 the Series 3 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 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. Built in two-seat roadster and 2+2 coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

The 15th right-hand drive 2+2 coupé built, this early Series 3 E-Type has belonged to the current vendor since 1989 (sales receipt on file). A comprehensive 'last nut and bolt' restoration commenced in 1992 and after dismantling, the bodyshell was restored, Waxoyled, and repainted in its original colour of Regency Red by Fullbridge Carriage Company Ltd of Malden, Essex. As a time-served motor engineer, the vendor restored the mechanicals himself. The Richard T Russ book E-Type V12 Guide to Authenticity was consulted throughout the restoration and used to maintain the car's original specification. Since the restoration's completion in March 1994, 'SKW 436J' has seen limited use, covering only some 11,000 miles in the last 25 years. A mileage history record is on file together with MoT certificates dating back to 1989, and the car also comes with sundry restoration bills and a V5 registration document.

Apart from annual maintenance, several major items have been replaced subsequently including the radiator, brake servo and master cylinder, clutch operating and master cylinders, SU carburettors (originally Strombergs), and the Pirelli tyres, all of which is detailed on the aforementioned mileage record. It is understood that the engine had been replaced in period.

Throughout the vendor's 30 years of ownership the car has been kept in an airtight dehumidified garage and has seen little use in the rain. Over the years the E-Type has been used mainly to attend various Jaguar Enthusiasts' Club events and shows, including weekends away combining events with holidays.

Bonhams 1793



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