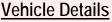
# JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

## 1971 Jaguar E-Type S3 V12 2+2 (XKE)







Vehicle Owners Colour Body Engine Registration Plate

# <u>Engine</u>

Engine Size Engine Configuration Camshaft Power Torque Power to Weight Ratio Acceleration 0-100km/h Maximum Speed

### <u>Transmission</u>

Drive Type/Gear ratio

#### Fuel

Fuel Type Fuel Capacity Fuel Delivery Carburettor Type Fuel Consumption Average

#### Wheels & Tyres

Rim Description Tyre Size



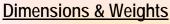
1971 Jaguar E-Type S3 V12 Ken and Sue CRYER Signal Red 3-door 2+2 Hatchback Coupe 12 Cylinder Petrol KC V12

5.3L (5344cc) 24 valve V12 Single Overhead Cam SOHC 234(kW)@6200rpm 314 (bhp) 473(Nm) @ 3800rpm 156 (W/kg) 6.8 (s) 217 (km/h)

> Rear Wheel Drive 4 Speed Manual/3.31

Petrol - Premium ULP 82 (L) 4 Carburettors Nat. Aspirated Zenith-Stromberg 175 CD SE 18.2 (L) / 100km

> 15X6K Wire Wheels E70VR R15



Length/Width	4684/1676 (mm)
Height/Wheelbase	1242/2667 (mm)
Track Front/Rear	1387/1346 (mm)
Kerb Weight	1511 (kg)
Gross Weight/Payload	1900/389 (kg)

GUAF

## Comments:

The E-Type (or XKE in the US), built from 1961-75, is based on Jaguar's D-Type racing car which won the "24 Hours of Le Mans" from 1955-1957. It employed a novel racing design principle, with the engine on a front subframe, front suspension and bodywork bolted directly to the body and no chassis, resulting in a lighter weight. Its combination of beauty, high performance and competitive pricing established the model as an icon of the motoring world. At launch in 1961, Ferrari called it "the most beautiful car ever made". An original Series 1 sold in 2017 for \$7.4M.

With four power assisted disc brakes, rack-and-pinion steering and rear independent coil spring suspension with torsion bar front ends, it spurred industry-wide changes. A 2+2 version of the 4.2 L 6-cylinder coupé was added in 1966 with automatic transmission and longer body. The Series 3 was introduced in 1971, with a new 5.3 L SOHC V12 engine, four Zenith-Stromberg carburettors, uprated brakes, wire wheels and air conditioning. These raised specifications improved the car's appeal. Jaguar called it the "Ultimate Cat", promoting its smoothness and absence of engine noise.

Much of the E-Type structure had to change to accommodate the new V12 engine, including widening of the engine subframes and a wider track. A longer chassis made the Borg Warner automatic transmission available on all V12's. Mechanical upgrades included larger brake discs and fuel tank. Safety and emissions regulations for the US market meant that design was modified for Series 2 and 3 cars. The Series 3 was fitted with large projecting rubber front and rear bumper over-riders to meet impact regulations, a new larger grill, wheel arch flares and four exhaust tips. The "original purity" of the Series 1 was affected by these design changes but the E-Type's striking good looks and appeal were retained.

