

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

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



Vehicle Details

Vehicle	1971 Jaguar E-Type S3 V12
Owners	Ken and Sue CRYER
Colour	Signal Red
Body	3-door 2+2 Hatchback Coupe
Engine	12 Cylinder Petrol
Registration Plate	KC V12

Engine

Engine Size	5.3L (5344cc)
Engine Configuration	24 valve V12
Camshaft	Single Overhead Cam SOHC
Power	234(kW)@6200rpm 314 (bhp)
Torque	473(Nm) @ 3800rpm
Power to Weight Ratio	156 (W/kg)
Acceleration 0-100km/h	6.8 (s)
Maximum Speed	217 (km/h)

Transmission

Drive	Rear Wheel Drive
Type/Gear ratio	4 Speed Manual/3.31

Fuel

Fuel Type	Petrol - Premium ULP
Fuel Capacity	82 (L)
Fuel Delivery	4 Carburettors Nat. Aspirated
Carburettor Type	Zenith-Stromberg 175 CD SE
Fuel Consumption Average	18.2 (L) / 100km

Wheels & Tyres

Rim Description	15X6K Wire Wheels
Tyre Size	E70VR R15

Dimensions & Weights

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)

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.

