

# 1972 Jaguar E Type LHD V12 Roadster Series III Silver Grey

For Sale (Contact Mr Allen Conroy tel 633581513)



**The Ultimate Classic**





This is an exceptional, rare LHD Silver Grey V12, S III, Jaguar E Type, Convertible being offered for sale, in what is described (*in "classic car terminology"*) as **very good condition**, and still remains 'very original' throughout to this day.

This car is a **true V12 roadster**, which means it has the 300 HP engine with high 9:1 compression ratio cylinder heads, (*without performance restrictive emission controls*).

This E Type comes with provenance in the form of a **Jaguar/ Daimler Heritage Certificate**, complete with verified Matching Numbers, for the chassis, body, engine and gearbox, making it a very 'sought after' E Type for the Classic Jaguar purists.



This car is more responsive, better performing and sleeker looking than the later models of this mark, this, together with the spoke wire wheels and the preferred 4 speed racing manual transmission system makes it one of the few true original **sports car V12 E types**.

In keeping with the classic car principles and traditions, every effort has been made to retain the authenticity and heritage of this iconic sports car, the factory colour for the car, (which was optional at extra cost at time of manufacture), was 'silver grey' and this was researched, identified, and accurately duplicated in the 2009 repaint.

The engine bay is in excellent condition with refurbished Stromberg carburetors and new ignition



The internals are all original, with wood rim steering wheel, the car also has a new hood and tonneau. The music system has been upgraded, with a modern (pioneer) music system which was achieved without the need for any changes to the facia panel, however the original radio is also still available and is included in the sale, along with the engine rain shields and sun-visors.

The upper end of the engine was professionally refurbished on 10/01/2009 by 'British Performance Inc. (an approved US Jaguar Car Specialist) and the bottom end was inspected at the same time by the same company and determined to be in good working condition, the engine was then stripped down and rebuilt in the Jaguar approved workshop, and resealed (hence the engine is tight and there are no oil leaks)

During the time in the workshop a new power steering rack and complete new breaking system was installed, as well as the wheel alignment, balancing and tracking which were all checked on the BPI factory jig, hence the steering is sharp and the car stops well and straight without pulling.

The cooling system was also completely overhauled including the radiator, the cooling circuit was then cleaned and flushed through. The car therefore runs comfortably in the middle of the temperature range as can be seen on the images.

A new ignition amplifier, distributor cap, leads, wires and spark plugs were fitted along with a new voltage regulator, alternator, together with a new battery and starter motor.

The fuel tank was removed and cleaned along with the fuel transfer lines, the fuel pump was also checked and found to be circulating fuel correctly to the carburettors.

The four stromberg carburettors were removed, refurbished and refitted and the car was then factory tuned (electronically), subsequently the engine now runs with excellent oil pressure, (40 PSI at hot idle and 75 PSI when running hot at 3,000 rpm.)

The engine also now develops full torque in neutral and also with the clutch depressed and spins up smoothly up to the 6500 RPM red line. (performance data available)

The Heritage Certificate, above this car is an Arizonian import which subsequently entered the UK in 2011, hence the car is an original LHD and is virtually rust free, having benefitted from being driven for much of its life in a conducive climate.

Since being imported to the UK this car has been owned by the same person and has undergone annual UK MOT tests, each year, with **pass certificates** being issued from 2011 to 2024 inclusive (save for covid year) These MOTs show the recorded mileage at time of import as 39,562 miles and now in 2025 the mileage is just over 50,000 miles, (averaging just 400+ miles/ year).

This car has excellent unmarked bodywork with very 'well fitting' panels, it also has original undamaged chrome wire wheels with 5 No Original Pirelli tyres fitted. Hence it remains essentially in the same condition as it left the Jaguar factory in Coventry over 50 years ago.



As can be seen above, the car has very well fitted panels and chrome bumper with chrome wire wheels and Pirelli racing Tyres.

The car is currently registered with a UK cherished number plate (7171 AC) and has always been garaged and looked after with no expense spared.

To the true enthusiasts this car still reflects the thrill of driving the very powerful 5.2 litre, 300 HP E Type jaguar with the high performance V12 engine. Without doubt this remains a most memorable exhilarating experience reminiscent of a motor racing "time gone by" sadly never to return.

This is just a great car to drive, which was born from the race tracks, and the success of the C and the D type, so as expected, it has very solid steering, great road handling, and with the highly tuned V12 engine having excellent oil pressure, it has maintained its renowned fast acceleration and an easily achievable top speed attained through the 4 speed manual gearbox with typical racing car characteristics of over 140 mph.

To many, the SIII V12 E type roadster is considered as one of the most desirable of the E Type range being the last of the series and having the benefit of the Jaguar history, legacy and development.

This car is an excellent investment and will only increase in value, as can be verified by the E type specialist web sites.

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