

1974 Jaguar E-Type SIII

2dr Roadster . 12-cyl. 5343cc/272hp 4x1bbl

#1 Concours condition

\$293,000

↗ +25.2%

#2 Excellent condition

\$174,000

↗ +21.7%

#3 Good condition

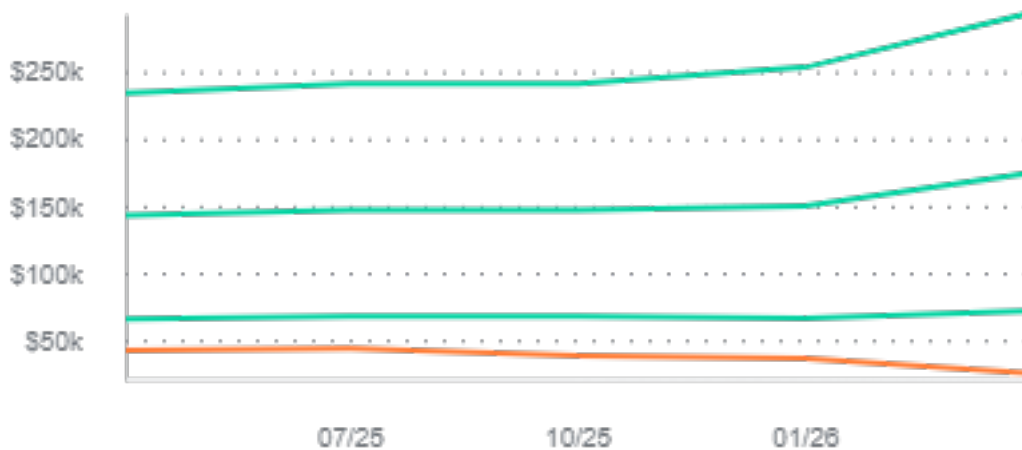
\$71,600*

↗ +9%

#4 Fair condition

\$25,600

↘ -39.8%



NOTE: The chart displays price changes for the last year.

Value adjustments

-15% for auto transmission	+10% for a/c	+5% for wire wheels
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Model description

Ever-tightening U.S. emission regulations were threatening the very existence of the E-type at the dawn of the '70s. The 4.2-liter XK straight-six was at the end of its development so a bore or stroke increase was out of the question. The 5.3-liter aluminum V-12 that was under development at Jaguar seemed to be the answer. It weighed less than the venerable XK six and produced slightly more horsepower than the six had in three carb Series I form.

For the V-12 Series III, Jaguar dropped the two-seater coupe and offered only the 2+2 coupe and the convertible, the latter sharing the 2+2's long wheelbase. Flared wheel arches and an even bigger, busier grille than the Series II rounded out the cosmetic changes. Performance was roughly restored to Series I levels but the car was far less sporting in nature. Still, it could have been remembered better had it not been produced at one of the worst times for the British auto industry. Series III quality control was less than ideal and the cars acquired a reputation for unreliability. All of the things that afflicted the cars when new can be addressed today (and in fact, most have been over the years) but old perceptions die hard. A Series III E-type does, however, get you into top down V-12 motoring for a fraction of the cost of a comparable Ferrari.

Body styles

2dr Roadster

Engine types

12-cyl. 5343cc/272hp 4x1bbl

1971-1974 Jaguar E-type (XKE) stats

Highest sale	Lowest sale	Most recent sale	Sales
\$357,500	\$0	\$95,200	457

Equipment

Additional Info

Shipping Weight: 3380 lbs

Vehicle Length: 184.4 in

Wheelbase - Inches: 105 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.