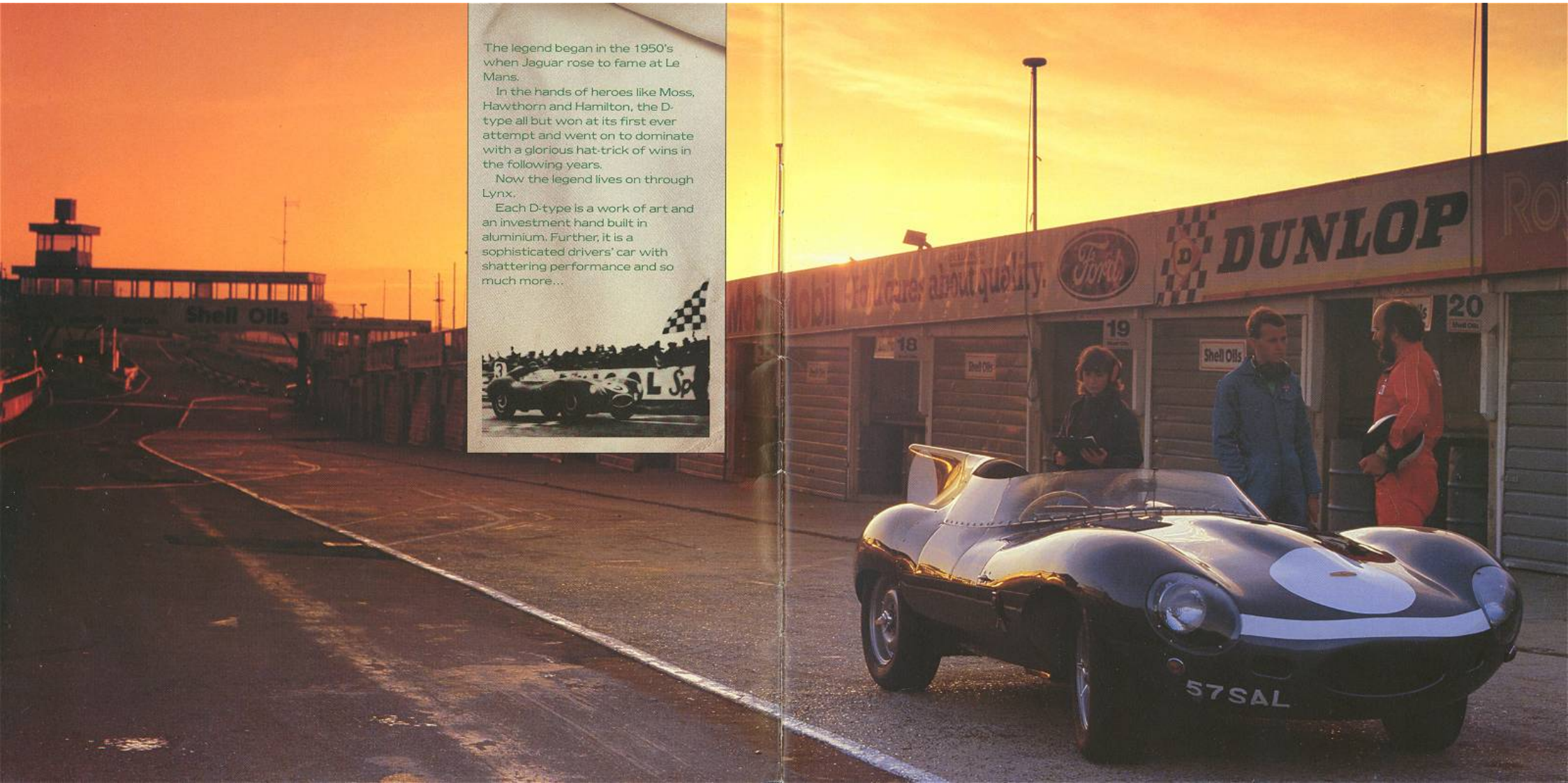# The Lynx
D Type.

Lynx

The legend began in the 1950's when Jaguar rose to fame at Le Mans.

In the hands of heroes like Moss, Hawthorn and Hamilton, the D-type all but won at its first ever attempt and went on to dominate with a glorious hat-trick of wins in the following years.

Now the legend lives on through Lynx.

Each D-type is a work of art and an investment hand built in aluminium. Further, it is a sophisticated drivers' car with shattering performance and so much more…

Engineered for ultimate motoring pleasure.

The combination of light weight and immense power gives the flexibility to be smooth and docile around town.

Yet on the open road...sling-shot acceleration, as the engine crescendos to a thrilling howl.

Unrelenting thrust from each gear change pumps your adrenalin, as your senses respond to the road-feel transmitted by precise handling that lures you on towards 200 mph.

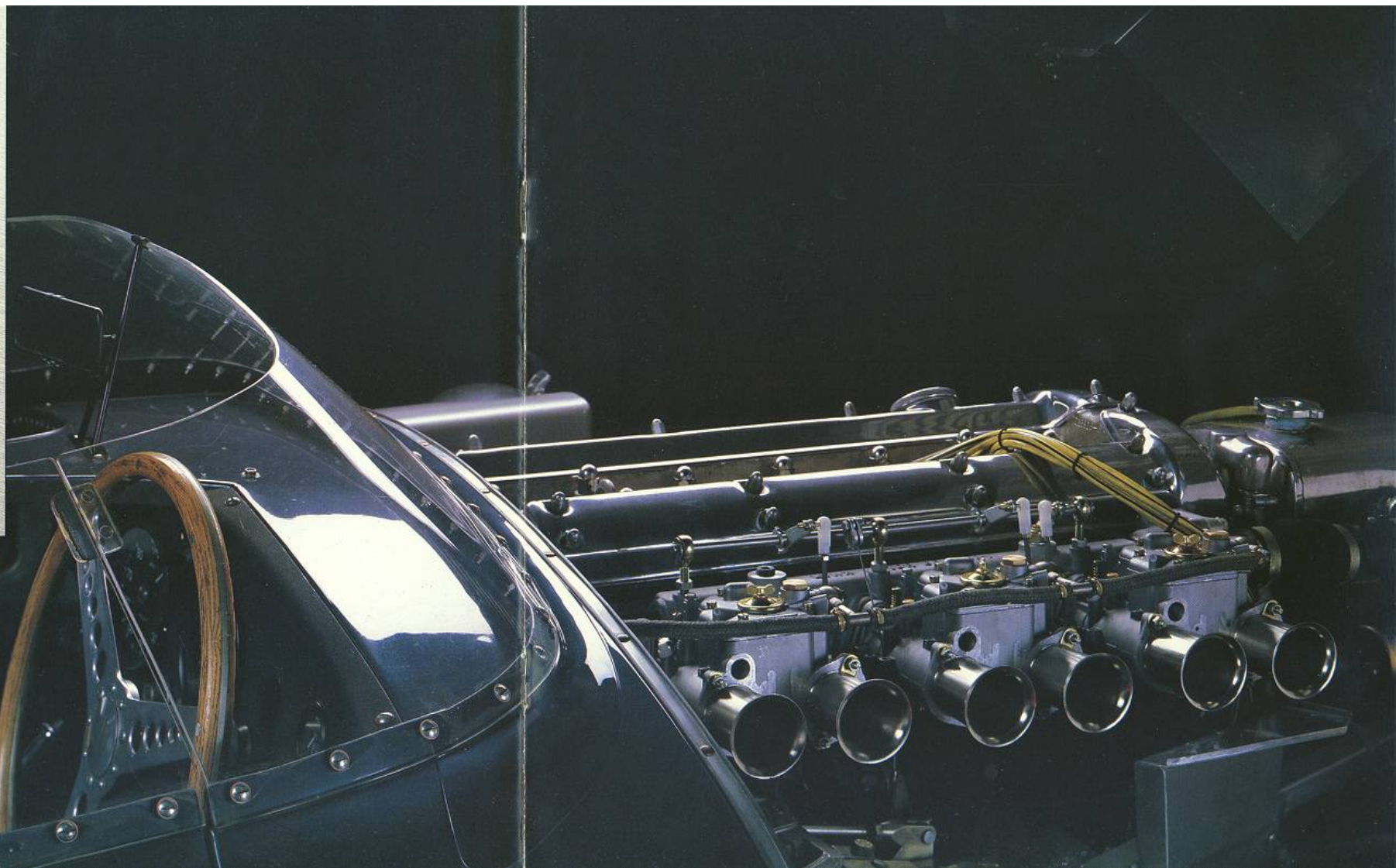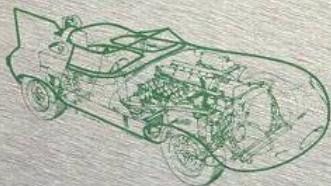This is no car for the faint hearted.

Lynx performance is based on enhanced Jaguar E-type mechanical components crafted into a light, yet amazingly strong structure.

You can choose the 4.2 or classic 3.8 XK series engine, equipped with 3 Weber twin-choke carburettors on a special inlet manifold and a tubular free flow exhaust.

Each can be tuned to any stage you desire, up to 320 bhp.

At the rear, fully independent suspension is set for a combination of crisp handling and practical ride comfort.

Finally, all-round disc brakes provide reassuring reserves of stopping power.

The original Jaguars were built to perform a function: Win races.

Today, Lynx craftsmen hand build the aluminium body structures with aircraft techniques, using high quality materials.

Their workmanship stands the closest scrutiny as a work of art, not just a race-winning utility.

Lynx interiors are hand trimmed with the finest Conolly hide, and the hand-crafted steering wheel alone takes one man a week of patient work for completion to our exacting standard.

Each Lynx D-type is hand made to customer order.

You, can specify almost any option, including long-nose or short-nose versions, with a choice of doors and fin…or even the soft-top XKSS variant shown below.

Our craftsmen can also turn their hand to specialist engineering projects and bespoke conversions on other vehicles, such as the Jaguar XJS.

The Eventer offers extra rear passenger and luggage space, while the XJ Spyder offers true open-top motoring with four full seats and electric hood operation.

As for the XJS Performer…just ask us to tell you more.

SPYDER

XJV 12

The Royal Observatory
Herstmonceux Castle

Specification

Body

The lightweight monocoque is fully stressed through the transmission tunnel and side box members to save space. It is hand crafted from high-strength 16 swg aluminium using rigid rivetted aircraft technology.

Engine and front suspension loads are taken by a tubular steel subframe bolted to the stressed monocoque scuttle and front bulkhead.

Mounted to the rear monocoque there are lightweight but sturdy fabricated steel cantilevers to carry a modified E-type suspension cradle.

The monocoque can be fitted with a choice of forward hinging bonnets and a completely detachable bolted tail section that incorporates extra storage for baggage, wheel and tools.

Styling options

☐ Short nose with metal tonneau over passenger space, single door for driver only and offset single wrap-around perspex screen, curved headrest with or without tack-on fin. Side exit exhaust.
☐ Short nose with optional aluminium passenger tonneau, two doors and "Appendix C" full width windscreen, with or without tack-on fin. Side exit exhaust.
☐ Long nose with passenger tonneau, single door, offset single wrap-round screen, plus faired headrest and integral fin. Rear exit exhaust.
☐ Long nose with optional aluminium passenger tonneau, 2 doors and "Appendix C" full width windscreen, plus headrest and faired fin. Rear exit exhaust.
☐ XKSS variant with full weather protection and polished aluminium bumpers. No division between front seats. Full leather trim on doors, sills, transmission tunnel and seats. Fitted floor carpets. Special tail lamps and polished perforated heatshield over exposed side exhaust.

All models have full harness seat belts and a 22 gallon foam filled anti-surge tank with traditional 3½ inch quick release alloy filler cap.

Dimensions

Wheelbase : 7 feet 6½ inches
Track, front: 4 feet 2 inches
     rear : 4 feet 2 inches
Length : 12 feet 10 inches (short nose)
     13 feet 4 inches (long nose)
Width : 5 feet 6½ inches
Height : 2 feet 7½ inches at scuttle

Lynx Cars Limited

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Sussex TN38 9NU England
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Lynx

Engine

Jaguar in-line six cylinder XK series engine with twin overhead camshafts in aluminium straight-port cylinder head. Fitted with 3 Weber 45 DCOE twin-choke side-draught carburettors on special water-heated inlet manifold. Optional oil cooler with special oil filter.

Choice of ☐ 3781cc (87mm x 106mm) producing 285 bhp (gross) at 5500 rpm or ☐ 4235cc (92.07mm x 106mm) producing 285 bhp (gross) at 5400 rpm in standard tune. Further tuning can include large valves, full gas flowing with matched ports, high performance cams and lightened flywheel with balanced crankshaft.

All models have Lynx fabricated aluminium radiator header tank and dummy dry sump tank with hinged lid for tool storage.

Transmission

Choice of 3.8 E-type or 4.2 all-synchromesh gearbox with optional close ratio gear sets. Single plate organic clutch or optional sintered bronze competition clutch. Back axle ratios of 3.07 or 3.31 or others for special requirements.

Suspension

Front: Independent wishbones with torsion bars plus anti-roll bar and 2 adjustable Koni dampers. Specially made mountings all round.
Rear: Independent broad-based lower wishbones, upper driveshaft links and radius arms with 4 adjustable Koni dampers and specially made coil springs.

Steering

Solidly-mounted rack and pinion with 3 piece universally jointed steering column and hand fabricated wood/alloy laminate steering wheel.

Brakes

All round discs (inboard at rear) with dual master cylinders and independent servo assistance for front and rear circuits, split 60/40 through a balance bar.

Wheels

16 inch Dunlop-pattern pressed alloy ventilated disc wheels, peg driven on special centre lock hubs retained with chromed aluminium bronze 3-eared knock-on spinners.

Tyres

Type and specification by request, depending on application.