

Lynx

LIGHTWEIGHT E-TYPE



IF ANY CAR HAS EVER ACHIEVED 'LEGEND' STATUS IN ITS LIFETIME, IT IS THE E-TYPE JAGUAR - MALCOLM SAYER'S SUPERB STREAMLINING AND WILLIAM LYONS' EYE FOR DETAIL COMBINED TO PRODUCE A NEW CONCEPT IN ROAD-GOING SPORTS/RACING CARS.

The knowledge gained in the race-bred and inspired C- and D-Types was incorporated in the styling, performance and engineering excellence of the Jaguar Lightweight E-Type.

Now hand built by Lynx, renowned for their craftsmanship over many years with the Lynx D-Type and racing Lightweight E-Types, this car is a prime showcase of the combination of Jaguar's engineering expertise and the panelbeater's art.

The Lynx Lightweight E-Type remains faithful to the original version, with each car being hand-built in either Roadster with hardtop or Low Drag Coupe form. The body comprises a monocoque with bonnet, doors, boot and roof panels hand-made in aluminium. The interior is fully carpeted and is fitted with special aluminium competition seats trimmed in Connolly hide, and an integral roll-over bar. The power plant is a Lynx-specification modified six cylinder twin overhead camshaft 3.8 or 4.2 litre unit blueprinted and gas-flowed with Lynx-jetted triple

Weber carburettors on a Lynx inlet manifold, and specially-profiled camshafts, producing 285bhp. A full state-of-the-art 3.8 litre Lucas fuel-injected unit can also be supplied complete with wide-angle cylinder head and dry sump lubrication. Even alloy cylinder blocks are available if desired. With a power output of up to 340 bhp, its performance is stunning with 0-60mph in 4.4 seconds and 0-100mph in 10.9 seconds.



The gearbox is a 4.2 all-synchromesh unit with the option of a close ratio gear set for even sportier performance. Up-rated fully independent torsion bar front suspension with anti-roll bar, and independent rear suspension, combine to provide superior handling and comfort, whilst up-rated disc brakes offer reassuring stopping power.

Lynx are also able to supply individual components for sports and racing E-Types including engine, suspension and braking modifications, aluminium bonnets, hardtops, doors and the Lynx-designed Inlet Manifold complete with Lynx-jetted twin-choke Weber carburettors.

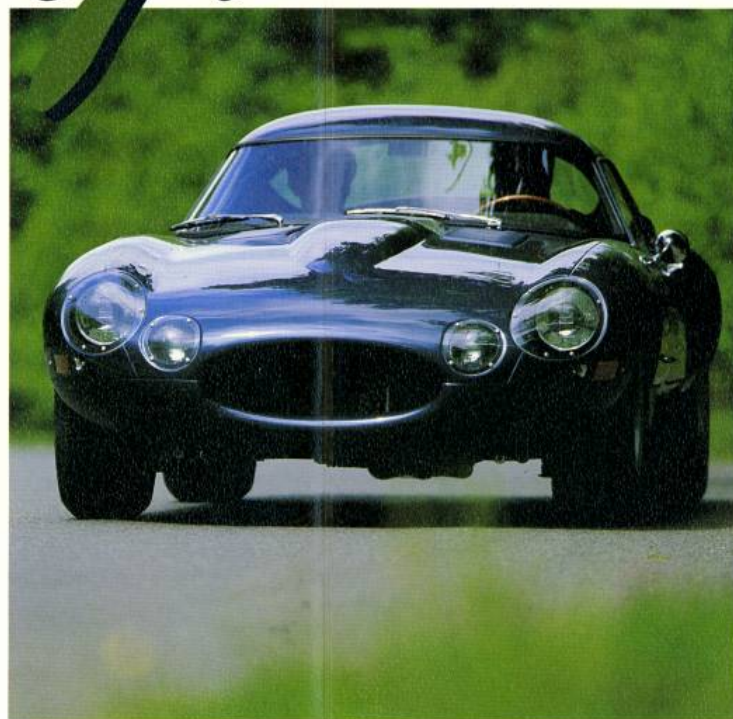
In the Lynx tradition, each Lynx Lightweight E-Type is meticulously hand-built to order and can be used on the road as well as on the track.

The Lynx Lightweight E-Type - A Real Performer.



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**L I G H T W E I G H T
E - T Y P E**



SPECIFICATIONS

ENGINE:	Blueprinted 3.8 litre or 4.2 litre Jaguar in-line 6 cylinder DOHC XK unit with 3 Weber 45DCOE twin-choke carburettors on Lynx Inlet Manifold, with Lynx-profiled camshafts, large valves etc. Standard maximum power: 285bhp @ 5500 rpm
TRANSMISSION:	E-Type 4.2 all-synchromesh gearbox
SUSPENSION:	Front: Independent wishbones with up-rated torsion bars & anti-roll bar, Koni adjustable shock absorbers Rear: Independent, rotating top wishbone, 4 coil spring/damper units, Koni adjustable shock absorbers
STEERING:	Rack & pinion, 2 3/4 turns lock-lock
BRAKES:	Front: Up-rated front discs & calipers. Rear: Inboard discs
WHEELS:	15 inch competition wires on splined single centre lock spinners or Dunlop-pattern alloy on centre lock peg drive hubs with a choice of rim widths to suit application
BODY:	Monocoque with aluminium alloy panels
STYLING OPTIONS:	A choice of Roadster with hardtop or Low Drag Coupe version
WHEEL BASE:	8ft 0in / 2440mm
TRACK:	Front: 4ft 3in / 1295mm. Rear: 4ft 6in / 1370mm
OVERALL LENGTH:	14ft 7 5/8 in / 4450mm
OVERALL HEIGHT:	4ft 0 1/8 in / 1220mm
OVERALL WIDTH:	5ft 5 1/4 in / 1660mm
ACCELERATION:	0-60 mph: 4.7 sec. 0-100 mph: 12.1 sec.

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