The Lynx D Type.

Lynx
The legend began in the 1950s 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 time.

Each D-type is a work of art and an investment; hand built in aluminium. Nothing it is a sports-raced driven car with outstanding 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 doble around town.

Yet, on the open road... a ling shot of acceleration, as the power crescendos to a thrilling howl.

Unrelenting thrust from each power change pumps your adrenalin as your senses respond to the road-feel transmitted by precise handling that takes you on towards 300 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 350 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. With race cars, today’s Hennessey hand-built the aluminum body structure with aircraft tech know-how using high-quality materials. Their craftsmanship stands the test of time as a work of art, not just a race-winning utility. Today’s interiors are hand-stitched with the finest Connolly hides, and the handmade, feel-good steering wheel along with a bespoke seat will keep you in your seat for the duration of your journey.
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 fins, or even the soft-top XJS SE variant shown below.

Our craftsmen can also turn their hand to specialist engineering products and bespoke conversions on other vehicles, such as the Jaguar XJ-S.

The E-Type offers extra rear passenger and luggage space, while the XJ 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.
Lynx Cars Limited
60 Castleham Road
Castlereagh Industrial Estate
St. Leonards on Sea
Sussex TN38 9NU England
Tel: 0424 51277
Telex: 940240 Ref: 19019815

Engine

Choice of 3781 cc (97 mm x 106 mm) producing 265 bhp (gross) at 5500 rpm or 3230 cc (92.0 mm x 100 mm) producing 295 bhp (gross) at 5400 rpm in standard tune. Further tuning can include large valves, full gasket seals with matched parts, high performance cam 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 3.6 E-type or 4.2 all-synchronmesh 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. Special made mountings all round.
Rear: Independent broad-based lower wishbones, upper wishbones and radius arms with 4 adjustable Koni dampers and specially made coil springs.

Steering
Solidly-mounted rack and pinion with 3 piece universal jointed steering column and hand fabricated wood/leather laminate steering wheel.

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

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

Tyres
Type and specification by request, depending on application.

Specifications
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 cartridgers to carry a modified E-type suspension cradle.

The monocoque can be fitted with a choice of forward hinged bonnet and a completely detachable bonnet lid 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 fitted headrest and integral fin. Rear exit exhaust.
- Long nose with optional aluminium passenger tonneau, two doors and "Appendix C" full width windscreen, plus headrest and fitted 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 tall lamps and polished perforated heatshield over exposed side exhaust.
- All models have full harness seat belts and a 22 gallon 10.5 foot anti-surge tank with traditional 31/2 inch quick release alloy filler cap.

Dimensions
Wheelbase: 7 feet 6 1/2 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 6 1/2 inches
Height: 2 feet 7 1/2 inches at scuttle