



**The Lynx
'D' Type**

The Lynx 'D' Type Replica

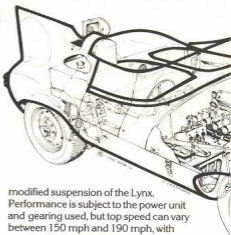
Was conceived to recreate the famous 'D' type Jaguar sports racing car of the fifties.

The project grew from the restoration and maintenance of original 'D' types which we have specialised in, together with the 'D' types predecessor the C type, since 1972. With large stocks of 'D' type parts and drawings and not least original cars constantly in our care, we are in a unique position to produce the most authentically detailed reproduction of the 'D' Type Jaguar possible.

The Lynx 'D' Type Replica incorporates such features as an all-aluminium body and monocoque structure which take the mechanical components from the very similar 6 cylinder 'E' Type Jaguar. The only major departure from the original car is the utilisation of the 'E' type independent rear axle and suspension unit. In fact this dramatically improves the road holding and general comfort of the car, and apart from anything else, facilitates the retention of the 'E' type identity, thus avoiding all the problems of re-registering the car because it is, to all intents and purposes, a re-bodied 'E' Type Jaguar.

THE LYNX 'D' TYPE REPLICA

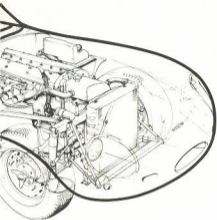
incorporates all the well known qualities of the 'E' Type. Performance, handling and proven components, are further enhanced by the better streamlining, lower weight and



modified suspension of the Lynx. Performance is subject to the power unit and gearing used, but top speed can vary between 150 mph and 190 mph, with acceleration to match.

Great attention has been paid to the incorporation of such visual features as the instrument faces, dashboard, upholstery, steering wheel and much more, even down to the bonnet handles, which are original manufacturer's items. Special mention must be made of the wheels which have pressed alloy ventilated disc centres – manufactured in the same manner as the originals – and are attached to the car by 'D' Type three eared spinners to peg drive hubs.

The car is available in any of the original's body shapes and configurations, such as the Short Nose model, which generally was the shape of all production 'D' types, or the Long Nose model which was



introduced in 1955 for the "Works" cars, with a single wrap-around screen. For 1956, the "Works" cars had full width screens and two doors. The XKSS, which was the road going conversion of the 'D' Type, is also available.

Of all the body styles available from Lynx, the Long Nose, Two Door version proves to be the most popular and practical.

THE LYNX REPLICA is offered in kit form. The kit contains all the necessary components (including the body unit and modified exchange parts) to enable the owner of a 6 cylinder 'E' Type Jaguar to construct his own Lynx 'D' Type without any specialist tools or metal working knowledge.

Bearing in mind the dramatic performance of the completed car, it is recommended that a very thorough overhaul of all the mechanical components is undertaken.

Cockpit layout.



Under the bonnet.



The Lynx 'D' Type



Specification

CHASSIS Hand worked aluminium alloy stressed central monocoque with modified front 'E' Type frames attached and with special rear subframe to take the 'E' Type Jaguar rear suspension unit.

BODYWORK As standard, the kit is supplied with the 1956 works type 'Long Nose' Jaguar bodywork with forward hinging front bonnet, detachable bolted on tail section, full width perspex windscreen, two doors and tail fin. Alloy radiator header tank and twenty gallon fuel tank with Monza quick release filler cap.

COCKPIT Authentically trimmed in a choice of colours. The dashboard finished in crackle black, takes standard 'E' Type instruments. We provide new dials for the rev. counter and speedometer which visually compare with the original to create a high standard of authenticity. Full harness seat belts can be provided at the construction stage.

STEERING With the kit comes a revised steering column on an exchange basis and a set of parts to mount solidly the 'E' Type rack and pinion.

COMPLETED CARS We do not currently offer completed cars though we would be very pleased to discuss the building of such a car for a customer; obviously a suitable 'E' Type must be provided. The cost of this work will depend on the condition of the donor car.

A 10% deposit is required on ordering the car. This guarantees the price to within 10% and also provides a starting date for the construction of your kit. On commencement of work we require a 50% deposit and the balance due on completion. On average a kit takes 12 to 15 weeks to construct.

CONDITIONS OF SALE This brochure and contents, is intended for your guidance only and does not form a contract in any part or form. Lynx reserve the right to alter prices and specification without notice.



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