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1960 E2A

*Had Jaguar resumed its attack on Le Mans in the late fifties, E2A or something very like it would have been the weapon used. Of similar construction to the aircraft rivetted, part space-frame/ part monocoque 'D' type which had won in 1955, 1956 and 1957, E2A boasted independent rear suspension and so scored on handling over the earlier car. Never raced by Jaguar, it was entered in the 1960 Le Mans race by American Briggs Cunningham but failed to finish. After a brief competition career in the States, it returned to Britain and is now owned by a private collector.*

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1938 SS JAGUAR 100 FIXEDHEAD COUPÉ

*The SS 100 fixedhead is unique, being the only SS so bodied and the only Jaguar ever to be exhibited but not to enter production. It made a surprise appearance at the 1938 London Motor Show, a British answer to the rapid, closed coupés then coming into vogue on the continent. When it remained a one-off, William Lyons returned to his pre-war experiment when styling the XK 120, the fixedhead rear view especially bearing a remarkable similarity to this extraordinary Jaguar experiment.*

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*1988 XJ-S CONVERTIBLE*

*Open versions of the XJ-S had been toyed with at Jaguar ever since the car was introduced in 1975, but only when John Egan arrived at Browns Lane did serious work begin, culminating in the true convertible XJ-S which replaced the cabriolet model in 1988. With its fully-powered top, the V12 engined XJ-S convertible became the first completely open Jaguar since the Series III 'E' type (which left production in 1974) and, with its 150 mph top speed, lost very little to the closed version in performance.*

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1954 XK 140 DROPHEAD COUPÉ

*The legendary XK sports car began with the XK 120 of 1948, and developed into the XK 140 of 1954. Combining an exceptional performance with the added advantages of two-plus-two accommodation and tougher bumpers, the XK 140 continued the popularity of the XK series especially in North America. The drophead coupé was the most expensive of the range (which also included roadster and fixedhead), and this example also sports the 'Special Equipment' pack which included wire wheels and extra lights. The XK 140 gave way to the XK 150 in 1957.*