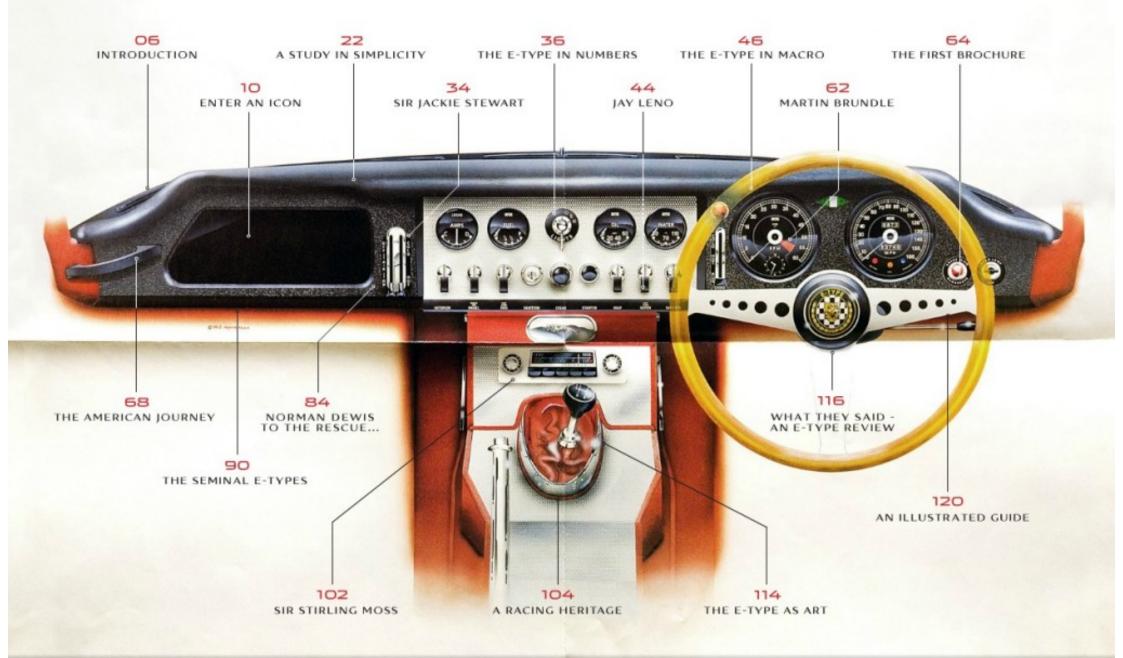




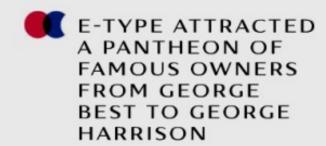
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he 1960s was a decade defined by icons and heroes and 1961 had more than its fair share. There was Yuri, the first man to leave the confines of our planet. There was John, the American President who accepted the Soviet challenge and committed his country to sending Neil, Buzz and Michael to the Moon.



In California, Brian, Dennis, Carl, Mike and Al became better known as The Beach Boys. Meanwhile, in Liverpool, John, Paul, George and Ringo played their first gig at the Cavern

Club. Then, just a month after the Beatles took to the stage for the first time, William, Bill, Malcolm and Norman unveiled the car that came to embody the spirit of the age.

The decade that became known as the Swinging Sixties was a time of revolution, liberation, innovation, socialisation and, of course, sexualisation. The E-Type encapsulated all of those things. It was the world's fastest production car, capable of 150mph yet tractable and comfortable enough not to be the preserve of the unenlightened male. Its styling, by aerodynamicist Malcolm Sayer, was the epitome of grace, appreciated by both sexes at a time when the struggle for equality entered its fiercest stage. And it was no unattainable supercar but a reliable and, above all, affordable sports car.

The E-Type's development actually began in the preceding decade as Jaguar founder Sir William Lyons looked to replace the XK sports car, which had itself been crowned world's fastest production car in 1948. The intervening years had seen Jaguar dominant on the racetrack, particularly at the 24 Hours of Le Mans, with the C and D-Type racers, and it was the lessons learnt from these cars that would inform the design of the E-Type – as well as giving it a name.

The first prototype, E1A, was completed in 1957. Built from aluminium, it utilised a central monocoque and exotic magnesium framework to support the 2.4-litre straight-six, an engine design masterminded by chief engineer Bill Heynes. The main purpose of the car was to test

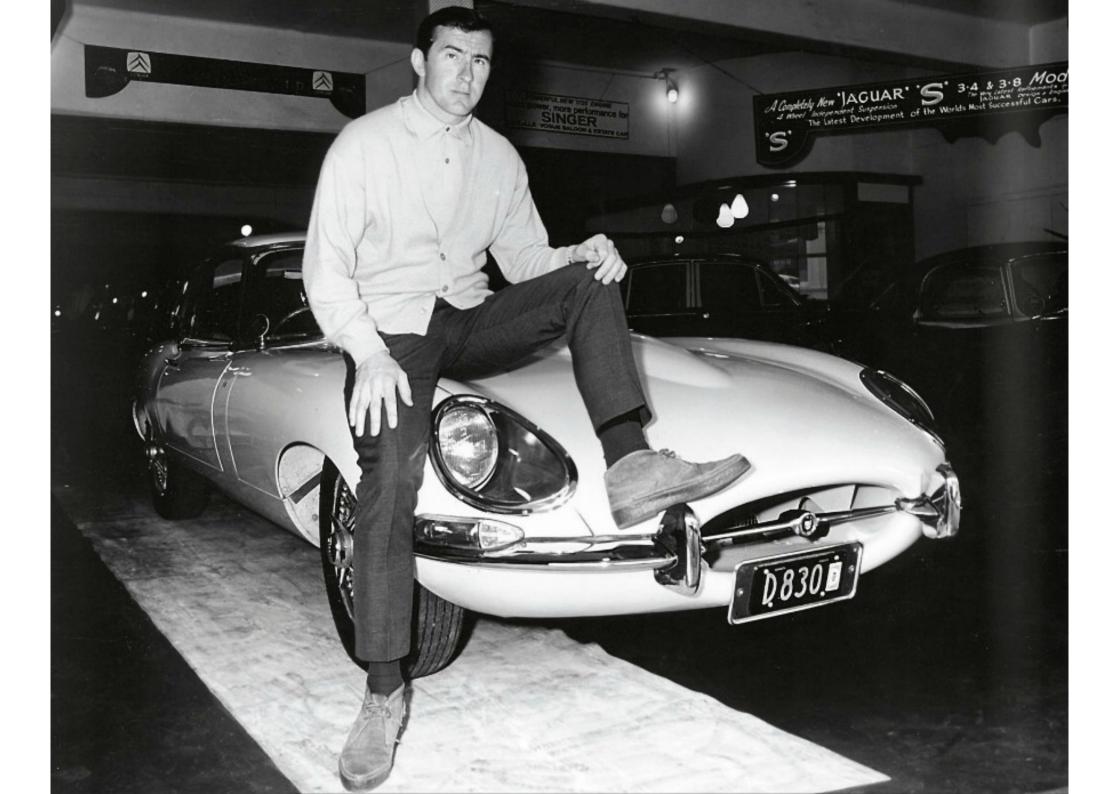


It's slightly dog-eared now, but this bound volume is a treasure trove of information for E-Type owners and enthusiasts the world over. Held safely in the archives of the Jaguar Heritage Trust it is one of seven containing data on every E-Type to leave the factory. From the chassis numbers, to the engine specifications, colours and even names of the first owner, every entry was recorded by hand.

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## SIR JACKIE STEWART

The E-Type was not simply an iconic car but it played a huge part in my personal and professional life in the 1960s. My family actually ran a Jaguar dealership in Dumbarton and one of our best customers was a chap called Barry Filer, who allowed me to help him as a mechanic at races.

We were at a meeting at Oulton Park when I got the chance to drive an E-Type against some pretty big names of the era. I can remember everything about that car — even the number plate: FSNI. It was a garage demonstrator but I managed to set similar lap times to Roy Salvadori and that was probably the point at which I knew my future lay with motor racing rather than trap shooting, which was my other passion.

On the racetrack, the E-Type was immediately a winner in the hands of drivers like Graham Hill. It was very well balanced and had a very driveable engine, so it was relatively easy to drive quickly. It was a perfect car for someone starting out like me.

Away from the track it also helped me win over the future Mrs Stewart! Helen and I were walking out at that time, too, and we did a lot of miles in an E-Type together. It was the car in which she drove at 100mph for the first time – and I should add that there were no speed limits in those days... We also went on our honeymoon in one; we drove all the way to Germany,

where I also competed in a shooting competition. I finished second... and I still blame Helen for that!

The E-Type's timeless design and speed made it one of the great cars in the history of the British motor industry. It's famous for being the car that everyone wanted and, at just a couple of thousand pounds, it was half the price of many of the limited edition cars from Ferrari, Aston and the like.

But it also played a part in changing how car owners dealt with dealers and the industry. It marked the beginning of the end for the specialist body builders because a network of dealerships was now in place, so you could easily fix your car if you bent it. That hadn't been the case before.

The E-Type was, in every sense, the first mass-produced sportscar in Britain. Nothing before had been available to so many people, for which we have Sir Williams Lyons to thank. He did so much for the motor industry in this country and it's hard to believe that he was never made a peer.

Nothing let this car down, particularly when it first came out. In its purest form, before it grew bigger bumpers and a higher roofline, it was an incredibly beautiful car. Its lines were so clean. It revolutionised motoring and everyone wanted one. Why have a Ferrari when you could have one of these?



## THE E-TYPE IN NUMBERS

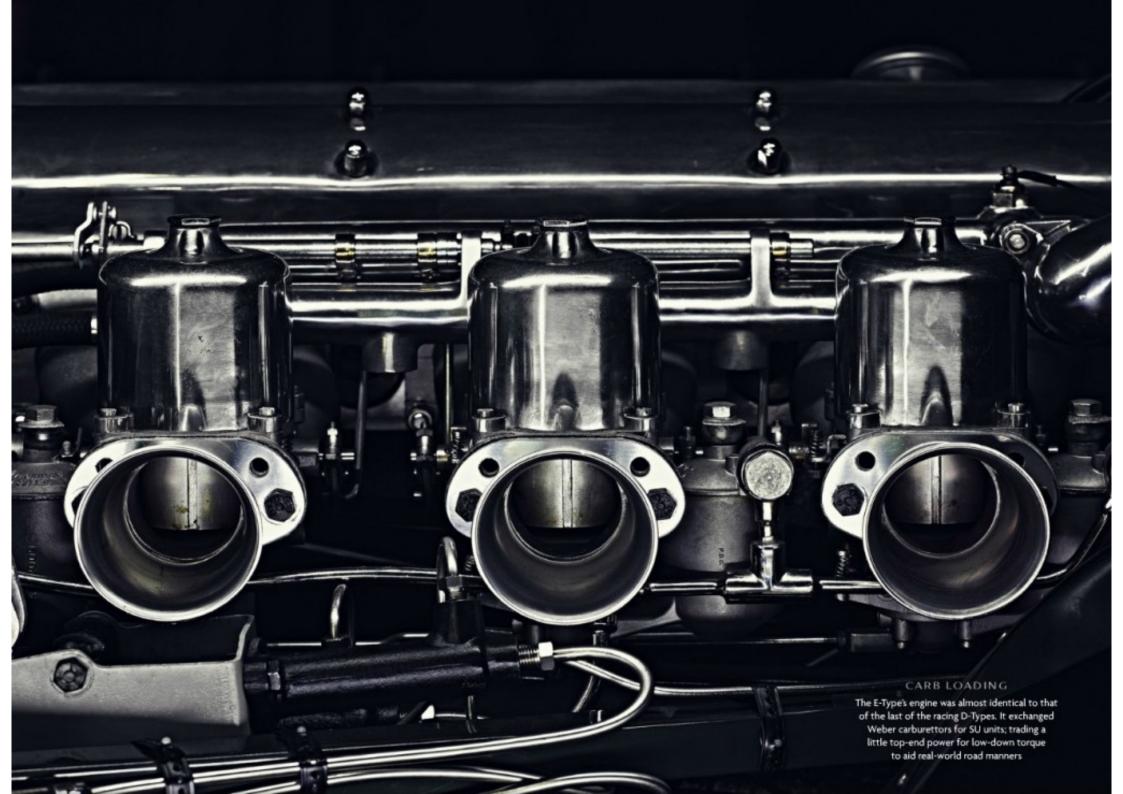
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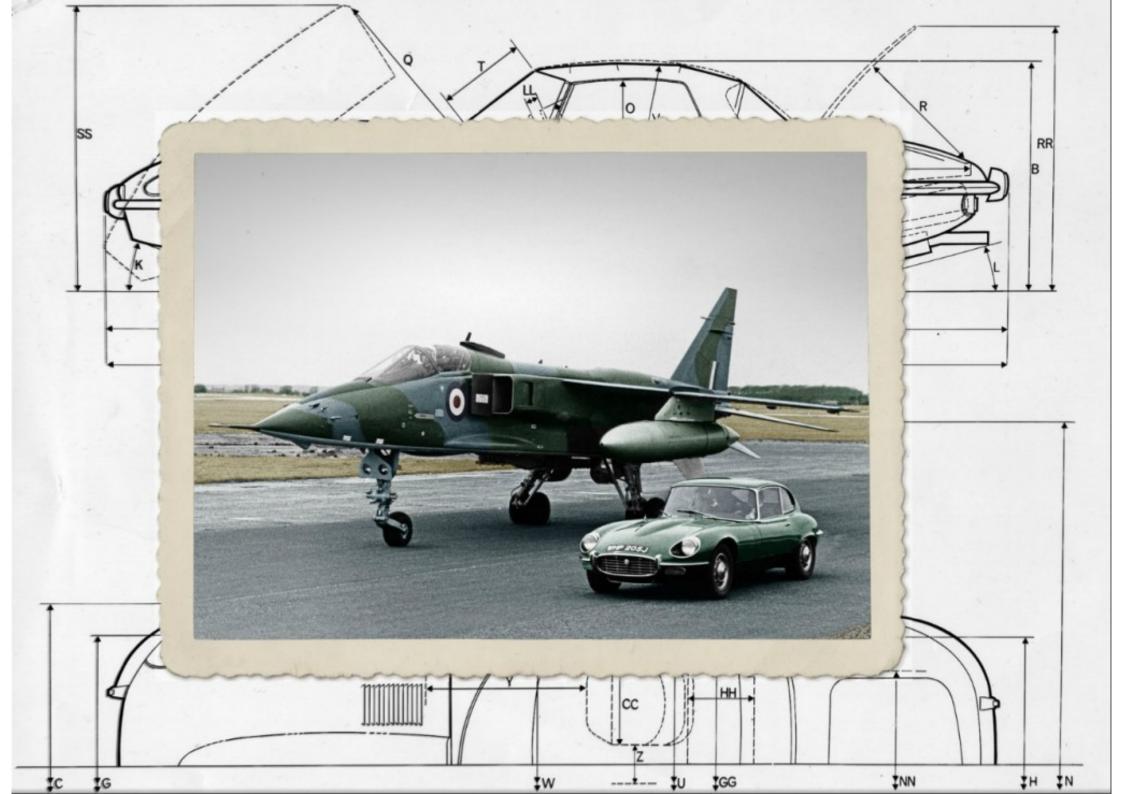


ALL THINGS FOR ALL PEOPLE, EVERYWHERE... A motto like that made Harrods the ideal place to show off the new Series 3 to the public.







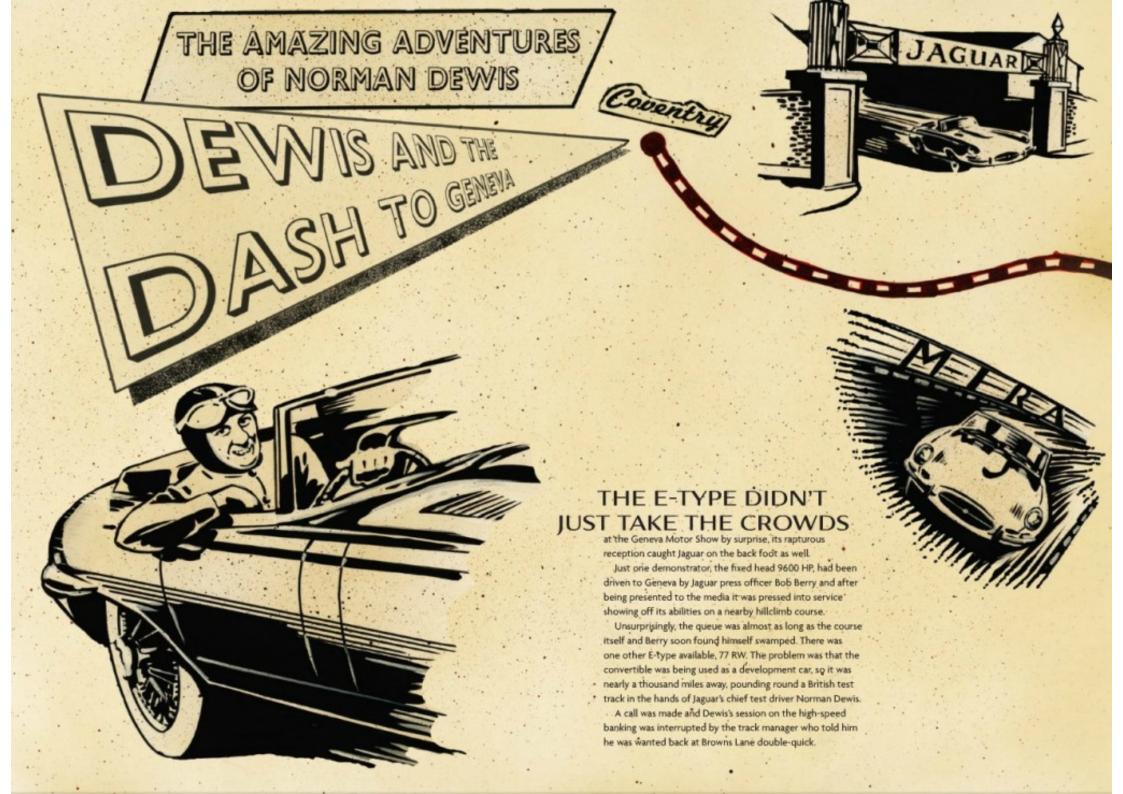


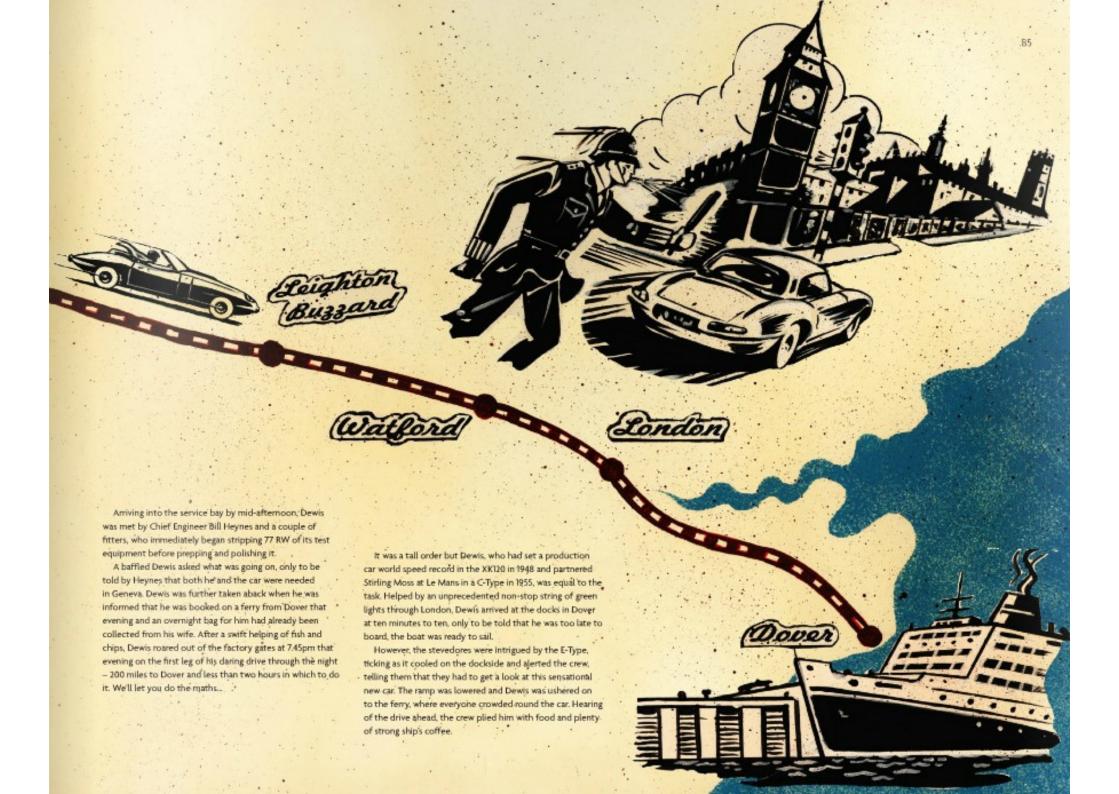
















## THE SEMINAL E-TYPES

EVERY E-TYPE IS SPECIAL BUT SOME HAVE A HISTORY THAT MAKES THEM QUITE UNIQUE. HERE ARE FOUR OF THE BEST...

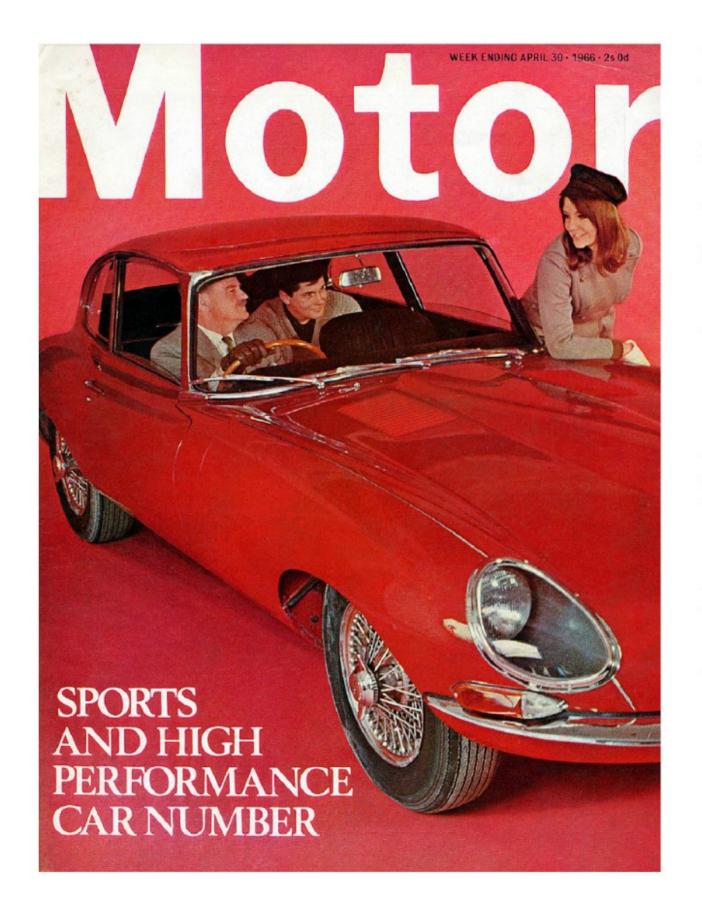
### THE PROTOTYPE

#### E2A

Despite failing to finish at Le Mans in 1960, the potential of E2A was clear to driver Briggs Cunningham, who returned it to the factory and had the experimental engine replaced with a stronger 3.8-litre version with modifications for race pace durability. In order to clear the larger powerplant, a bulge had to be riveted to the bonnet, a feature that would find its way onto the production cars. The car achieved some success in America driven by the likes of Bruce McLaren, Jack Brabham and Dan Gurney. Fortunately, unlike the first prototype, E1A, which was dismantled at the end of its test programme, E2A ended up in private hands for many years before being sold in 2008 for just shy of S5million.











he E-Type, unlike the earlier C and D-Type racers, was never designed as a competition car. Technology had moved on apace and the days in which a car could be driven to the circuit, win and be driven home again – exactly as the C-Type had done at Le Mans – were over.

That isn't to say that the E-Type's racing roots weren't readily apparent. Its central monocoque and front and rear subframes were direct developments of the all-conquering D-Type chassis, while its straight-six engine had been powering Le Mans winners for a decade.

Exactly a month after the E-Type was unveiled, two cars in virtually showroom specification — right down to the cigar lighters — were entered in a 25-lap race at Oulton Park in the hands of Graham Hill and Roy Salvadori. The Aston Martin of Innes Ireland split the pair but future FI world champion Hill took the chequered flag on the E-Type's maiden outing. Briggs Cunningham, who had taken the E2A prototype to Le Mans in 1960, was sufficiently encouraged by this to repeat the exercise with the real thing, finishing a credible fourth in the 1962 race in a coupé, while a roadster fitted with an aerodynamic hardtop followed him home in fifth.

Despite this initial success, Jaguar was not to be drawn into running a full E-Type racing team, as it was concentrating its efforts on developing the mid-engined VI2 XJI3 for a full-bore return to Le Mans. The company was, however, prepared to investigate the possibility of creating a competition E-Type for others to campaign.

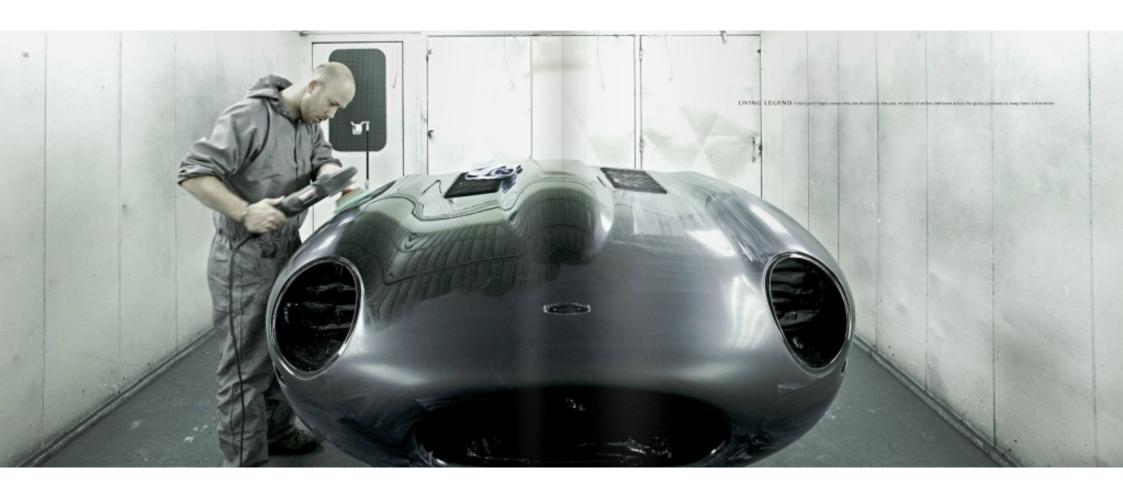




#### WINNERS

Top: E-Types lead in its first ever race Bottom: CUT 7, the Low Drag Coupé

A SHOWROOM SPEC CAR - DOWN TO THE CIGAR LIGHTER -WON THE E-TYPE'S FIRST EVER RACE





# AN ILLUSTRATED GUIDE TO









# SERIES 11/2 2+2

TOP SPEED: 136MPH 0-60: 9 SECONDS

**ENGINE: 4.2-LITRE STRAIGHT-SIX** 

PRICE: £2245

To satisfy the demands of the American market the E-Type was lengthened and made taller to create a third variant, which was – at least in theory – a four-seater. This was also the first E-Type to be offered with automatic transmission.

Engine: 4325cc; six-cylinder, in-line; triple SU carburettors; 265bhp ⊕ 5400rpm; 280lb ft ⊕ 4000rpm Chassis: Steel monocoque; wishborie and torsion bar independent front suspension; independent rear suspension with lower wishbones and upper driveshaft linkage Dimensions: Length 467cm; width 165cm; height 127cm; weight 140lkg



Illustrations by Tavis Coburn



t has never been easy to capture the essence of the E-Type in words and pictures, but we hope that this book reflects the passion and reverence with which we hold the model here at Jaguar.

This iconic car is more than simply a museum piece. It remains a potent symbol of what every Jaguar should be, now and far beyond the next 50 years.

The E-Type's combination of power, sensuous styling, innovation and attainability are hallmarks of every car in the current Jaguar range. Those same principles continue to guide our design and engineering teams.

This book has been a celebration of arguably the most beautiful, most famous car ever created, but to think of it as the greatest Jaguar ever would be incorrect. That will always be the one we have yet to build...

JAGUAR CARS, COVENTRY, ENGLAND

#### **ACKNOWLEDGEMENTS**

Jaguar E-Type: Fifty Years of a Design Icon – commissioned by the Public Relations department of Jaguar Cars Ltd.

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Jaguar E-Type: Fifty Years of a Design Icon First published by FP Creative Ltd – www.fpcreative.com

Published in 2011 by FP Creative Ltd 8 Vine Yard London SEI IQL

ISBN: 978-0-9568013-0-2

Printed in England

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Images: Alex Howe. Words: Stephen Bayley Thanks to Peter Neumark for the loan of the car

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Images: Mark Fagelson & Jaguar Heritage

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Image: Walker Dalton

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Images: Rick Guest
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Illustrations: Tavis Coburn

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Special thanks to Tony O'Keeffe, Karam Ram and Anders Clausager at Jaguar Heritage, Martin Brundle, Sir Jackie Stewart, Sir Stirling Moss, Jay Leno, Peter Holmes, Russell Day.