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 panelbeaters 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-synchronesh unit with the option of a close ratio gear set for even sportier performance. Upgraded fully independent torsion bar front suspension with anti-roll bar, and independent rear suspension, combine to provide superior handling and comfort, whilst upgraded 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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**SPECSIFICATIONS**

**ENGINE:** Blueprinted 3.8 litre or 4.2 litre Jaguar in-line 6 cylinder DOHC 3.8 unit with 3 Weber 45DCCE twin-choke carburettors on Lynx inlet manifold with Lynx-profiled camshafts, large valves etc. Standard maximum power: 285bhp @ 6500 rpm.

**TRANSMISSION:** E-Type 4.2 all-synchronesh gearbox.


**STEERING:** Rack & pinion. 21:1 ratio lock-to-lock.

**BRAKES:** Front: Upgraded front disc & calipers. Rear: inboard discs.

**WHEELS:** 15 inch competition wire on splined single centre lock, spinners or Dunlop pattern plus on centre lock, polished drive hubs with a choice of rim widths to suit application.

**BODY:** Monocoque with aluminium alloy panels.

**STYLING OPTIONS:** A choice of Rastoriser with hardtop or Low Drag Coupe version.

**WHEEL BASE:** 86.5 in / 2200mm

**TRACK:** Front: 44.5 in / 1130mm. Rear: 44.5 in / 1130mm.

**OVERALL LENGTH:** 190.5 in / 4890mm.

**OVERALL WIDTH:** 66.5 in / 1680mm.

**OVERALL HEIGHT:** 52.5 in / 1330mm.

**ACCELERATION:** 0-60 mph: 4.7 sec. 0-100 mph: 12.1 sec.