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JAGUAR

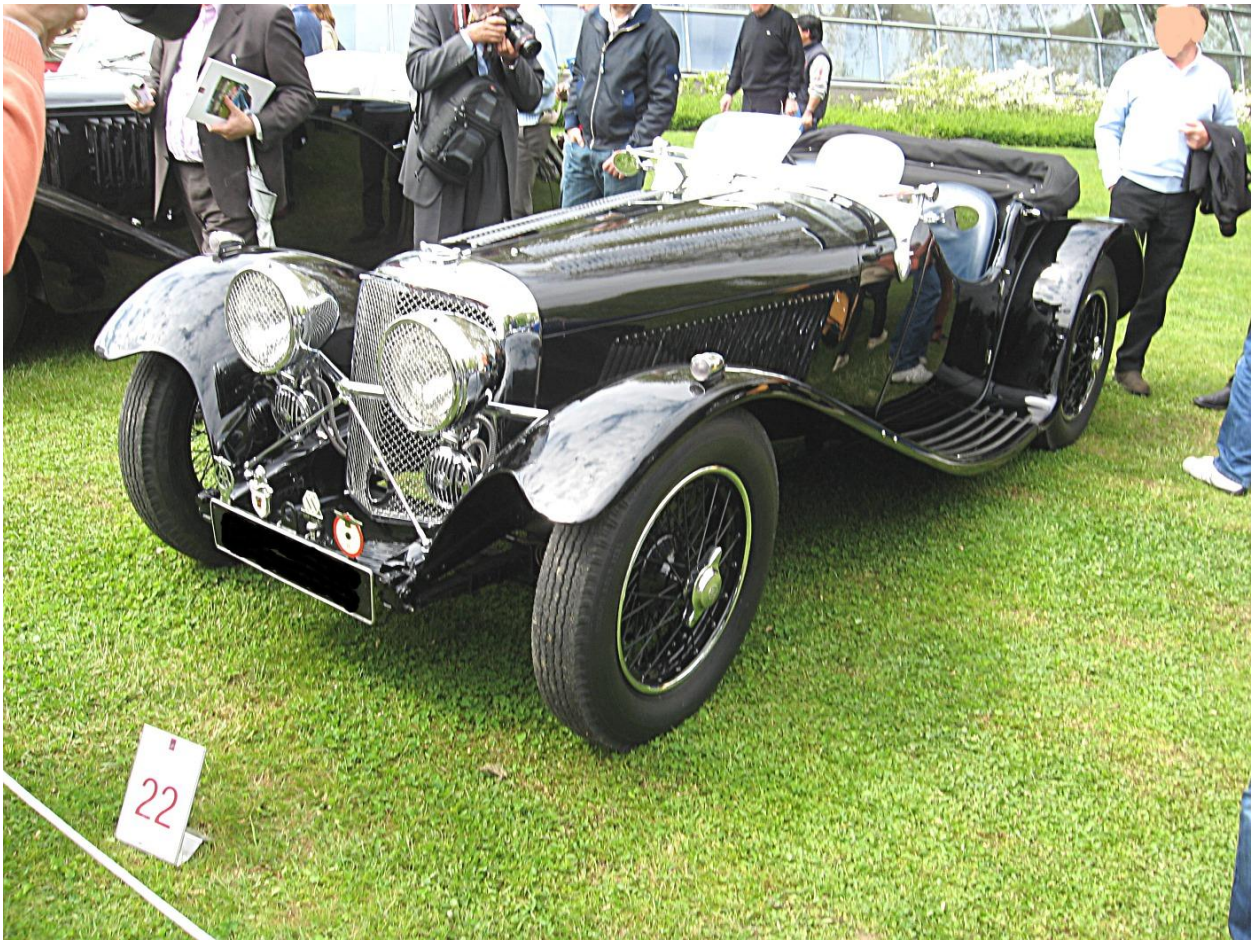
The **SS90** was a British sports car first built by SS Cars Ltd in Coventry, England in 1935. In 1945 the company changed its name to Jaguar Cars Ltd.

The car used a six-cylinder side-valve Standard engine of 2663 cc with an output of 68 bhp (51 kW). The engine differed from the one used in the ordinary cars by having Dural connecting rods, an aluminium cylinder head with 7:1 compression ratio, and twin RAG carburettors. At 8 feet 8 inches (2.64 m) in length the chassis was a shortened version of the one used on the SS 1, and was also supplied by Standard. Suspension was by half-elliptical springs all round, with an underslung back axle. The braking system was Bendix.

The cars rapidly gained attention for their elegant sporting styling, but were not well regarded by the sporting fraternity as their performance did not match their appearance. True sports car performance had to wait for the SS 100, which had similar styling and suspension but an engine fitted with an overhead-valve cylinder head.

The SS 90 does not seem to have been tested independently by any magazines, therefore contemporary performance figures are unknown, but it was widely believed to be capable of reaching 90 mph (140 km/h). In 1932 the basic tourer cost £395. Twenty-three were made.

The car was 12 feet 6 inches (3.81 m) long and 5 feet 3 inches (1.60 m) wide and weighed typically 2,519.9 pounds (1,143.0 kg).[1] The prototype SS 90, ARW395, was owned by Hugh Kennard from 1938 until at least November 1940. The prototype is one of the surviving cars.[2]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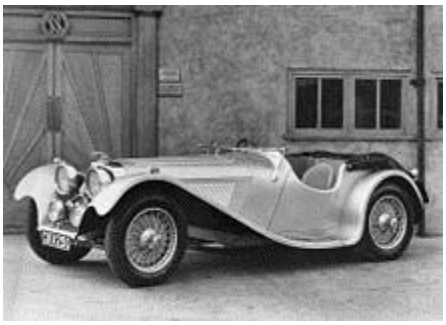
The **Jaguar SS100** is a British 2-seat sports car built between 1936 and 1940 by SS Cars Ltd of Coventry, England. The last one is thought to have been delivered in 1941.

The SS Cars Ltd Model 100 "Jaguar" was so named as the '100' reflected the capability of the 3.5-litre model to exceed 100 mph - then a remarkable speed for a production vehicle. In common with many products of the thirties, the adoption of an animal name was deemed appropriate, and once approved by Bill Lyons the name "Jaguar" was given to a new saloon car in 1936, and from that point to all the cars. .

Following the Second World War, because of the connotations then attached to the initials ""SS", the company was renamed Jaguar in 1945.

The chassis had a wheelbase of 8 feet 8 inches (2.64 m), and was essentially a shortened version of the one designed for the 2.5-litre saloon, a car produced in much greater numbers, and first been seen in the SS 90 of 1935. Suspension was on half-elliptical springs all round with rigid axles. The engine was a development of the old 2.5-litre Standard pushrod unit converted from side valve to overhead valve with a new cylinder head designed by William Heynes and Harry Weslake. The power output was increased from 70 bhp (52 kW) to 100 bhp (70 kW). Twin SU carburettors were bolted directly to the cylinder head. In 1938 the engine was further enlarged to 3.5 litres and the power increased to 125 bhp (93 kW). The four-speed gearbox had synchromesh on the top 3 ratios. Brakes were by Girling. The complete car weighed just over 23 cwt (2600 pounds, 1150 kg).

On test by the *Autocar* magazine in 1937 the 2.5-litre (20 RAC hp rating) car was found, with the windscreen lowered, to have a maximum speed of 95 mph (153 km/h) and a 0–60 mph (97 km/h) time of 13.5 seconds. With the 3.5-litre (25 RAC hp rating) the top speed reached the magic 100 mph (160 km/h) with a best of 101 mph (163 km/h) over the quarter mile and the 0–60 mph (97 km/h) coming down to 10.4 seconds.



A publicity shot of CKV250 outside the SS Cars building in 1937. This is considered to be the first recorded use of the Jaguar 'leaper' mascot.[2]

In 1937 the 2.5-litre car cost £395 and in 1938 the 3.5-litre £445.[3] The coupé, of which only one was made, was listed at £595. A few examples were supplied as chassis-only to external coachbuilders.

Widely considered to be one of the most aesthetically pleasing Jaguar cars it is also one of the rarest, with only 198 of the 2.5-litre and 116 of the 3.5-litre models being made. Most stayed on the home market but 49 were exported. Cars in good condition will now regularly fetch in excess of £300,000. A near concours example was sold by auctioneers Bonhams at the Goodwood Festival of Speed back in 2007 for £199,500 but largely because of the rarity, auction prices for the SS100 have risen very strongly since then.

More recently a perfectly restored example and former Pebble Beach concours winning 1937 S.S. Jaguar 100 3½ Litre Roadster - was sold by Gooding & Co. on 17 August 2010 at their Pebble Beach auction. It fetched an astonishing £666,270 ($1,045,000).[4]

It was on an SS100 that the famous Jaguar 'leaper' was first prominently displayed, despite an inauspicious start. In mid 1936 the first version of the Jaguar vehicle mascot was apparently described by the founder of the company as "looking like a cat shot off a fence". A later publicity photograph of the new Model 100 "Jaguar" (registration mark CKV 250) parked outside the offices of SS Cars Ltd in early 1937 shows a revised Jaguar 'leaper' mascot mounted on he radiator cap. It is this more stylised 'leaper' that became the basis for subsequent mascots and the trade mark for Jaguar Cars Ltd that has been used to the present day.

The unnamed owner of the Belgravia vintage car dealer in James Leasor's 'Aristo Autos' novels, 'They Don't Make Them Like That Any More', 'Never Had a Spanner on Her' and 'Host of Extras' drives an SS100, and the car features prominently in the books.

The late Alan Clark MP owned a Jaguar SS100, and during his time in Margaret Thatcher's government was often to be seen piloting his SS100 away from the House of Commons after late Parliamentary sittings.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History

The XK120 was launched in roadster form at the 1948 London Motor Show as a testbed and show car for the new Jaguar XK engine. The display model was the first prototype, chassis number 670001. It looked almost identical to the production cars except that the straight outer pillars of its windscreen would be curved on the production version. The roadster caused a sensation, which persuaded Jaguar founder and design boss William Lyons to put it into production. In 1949 the first customer car, chassis number 670003, was delivered to Clark Gable.

The ex-Clark Gable XK120 was awarded Best in Class at the 2012 Pebble Beach Concours d'Elegance

The "120" in its name referred to its 120 mph (193 km/h) top speed (faster with the windscreen removed), which made the XK120 the world's fastest standard production car at the time of its launch.[4]

It was available in two open versions, first as the roadster (designated OTS, for open two-seater, in America), then also as a drophead coupé (DHC) from 1953; and also as a closed, or "fixed-head" coupé (FHC) from 1951. The DHC was a more deluxe open model, with wind-up windows, and wood-veneer dashboard and interior door caps, as on the FHC.

A smaller-engined version intended for the UK market was cancelled prior to production.

In 1950 and 1951, at a banked oval track in France, XK120 roadsters averaged over 100 mph for 24 hours and over 130 mph for an hour, and in 1952 a fixed-head coupé took numerous world records for speed and distance when it averaged 100 mph for a week.

Roadsters were also successful in racing and rallying.

[edit] Construction

1950 aluminium-bodied roadster, ex-Clemente Biondetti, has competition seats and aftermarket steering wheel; positions of tachometer and speedometer have been reversed

The first 242 cars, all roadsters hand-built between late 1948 and early 1950, had aluminium bodies on ash frames. To meet demand it was necessary for the mass-production versions, beginning with the 1950 model year, to have pressed-steel bodies. They retained aluminium doors, bonnet, and boot lid.

With alloy cylinder head and twin side-draft SU carburetors, the dual overhead-cam 3.4 L straight-6 XK engine was comparatively advanced for a mass-produced unit of the time. With standard 8:1 compression ratio it developed 160 bhp (119 kW),[2] using 80 octane fuel. Most of the early cars were exported; a 7:1 low-compression version, with consequently reduced performance, was reserved for the UK market, where the post-war austerity measures then in force restricted buyers to 70 octane "Pool petrol". The Jaguar factory, with access to 80 octane fuel, provided roadsters with the higher compression ratio to the press. Journalists could then test the model's optimum performance in Belgium, on a long, straight stretch of road between Jabbeke and Ostend.[5] The XK engine's basic design, later modified into 3.8 and 4.2 litre versions, survived into the late 1980s.

All XK120s had independent torsion bar front suspension, semi-elliptic leaf springs at the rear, recirculating ball steering, telescopically adjustable steering column, and all-round 12 inch drum brakes[3] that were prone to fade. Some cars were fitted with Alfin (ALuminium FINned) brake drums to help overcome the fade.

1951 XK120 roadster racing at Silverstone has aeroscreen behind removable full-width windscreen

The roadster's lightweight canvas top and detachable sidescreens stowed out of sight behind the seats, and its barchetta-style doors had no external handles; instead there was an interior pull-cord which was accessible through a flap in the sidescreens when the weather equipment was in place. The windscreen could be removed for aeroscreens to be fitted.

The drophead coupé (DHC) had a padded, lined canvas top, which folded onto the rear deck behind the seats when retracted, and roll-up windows with opening quarter lights. The flat glass two-piece windscreen was set in a steel frame that was integrated with the body and painted the same colour.

XK120 drophead coupé

Dashboards and door-caps in both the DHC and the closed coupé (FHC) were wood-veneered, whereas the more spartan roadster's were leather-trimmed. All models had removable spats ("fender skirts" in America) covering the rear wheel arches, which enhanced the streamlined look. On cars fitted with optional centre-lock wire wheels (available from 1951), the spats were omitted as they gave insufficient clearance for the chromed, two-eared Rudge-Whitworth knockoff hubs.

In addition to wire wheels, upgrades on the Special Equipment, or SE, version (called the M version in the United States) included increased power, stiffer suspension and dual exhaust system.

All XK models are collectible


JWK 650

History

The XK140 was introduced in late 1954 and sold as a 1955 model. Exterior changes that distinguished it from the XK120 included more substantial front and rear bumpers with overriders, and flashing turn signals (operated by a switch on the dash) above the front bumper.

Boot emblem

The grille remained the same size but became a one-piece cast unit with fewer, and broader, vertical bars. The Jaguar badge was incorporated into the grille surround. A chrome trim strip ran along the centre of the bonnet (hood) and boot (trunk) lid. An emblem on the boot lid contained the words "Winner Le Mans 1951–3".

Roadster

Drophead Coupé

Fixed Head Coupé

The interior was made more comfortable for taller drivers by moving the engine, firewall and dash forward to give 3 inches (76 mm) more legroom. The single battery was relocated from behind the seats to inside the wing (fender) on the inlet side.

The XK140 was powered by the Jaguar XK engine with the Special Equipment modifications from the XK120, which raised the specified power by 10 bhp to 190 bhp (142 kW) gross at 5500 rpm, as standard. The C-Type cylinder head, carried over from the XK120 catalogue, and producing 210 bhp (157 kW) gross at 5750 rpm, was optional equipment.

When fitted with the C-type head, 2-inch sand-cast H8 carburettors, heavier torsion bars and twin exhaust pipes, the car was designated XK140 SE in the UK and XK140 MC in North America.

In 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission. As with the XK120, wire wheels and dual exhausts were options, and most XK140s imported into the United States had wire wheels. Cars with the standard disc wheels had spats (fender skirts) over the rear wheel opening.

[edit] Body styles

The Roadster (designated OTS - Open Two Seater - in America) had a light canvas top that folded out of sight behind the seats. The interior was trimmed in leather and leatherette, including the dash. Like the XK120 Roadster, the XK140 version had removable canvas and plastic side curtains on light alloy barchetta-type doors, and a tonneau cover.

The Drophead Coupé (DHC) had a bulkier lined canvas top that lowered onto the body behind the seats, a fixed windscreen integral with the body (the Roadster's screen was removable), wind-up side windows, and a small rear seat. It also had a walnut-veneered dashboard and door cappings.

The Fixed Head Coupé (FHC) shared the DHC's interior trim and rear seat. The windscreen was mounted further forward, which gave more interior space than in the DHC.

[edit] Engine specifications

XK 140 ENGINES [1][2]

Model	Years	Displacement	Configuration	Bore/Stroke	Carburettor	Power
XK 140 3.4	1954-1957	3442 cc	DOHC Straight-6	83 mm x 106 mm	Double SU H6	190 bhp (142 kW; 193 PS) @ 5500 rpm
XK 140 3.4 SE (C-Type Head)("MC" in USA)	1954-1957	3442 cc	DOHC Straight-6	83 mm x 106 mm	Double SU H8	210 bhp (157 kW; 213 PS) @ 5750 rpm

[edit] Performance

Realistically, a stock XK-140 SE could achieve a top speed of 120–125 mph (193–201 km/h). *Road & Track*'s XK-140 MC test in June 1955 recorded a best two-way average of 120.3 mph (193.6 km/h). Best one-way run was 121.1 mph (194.9 km/h). *Sports Cars Illustrated*'s test of the same model in Aug 1957 had a fastest two-way average of 121 mph (195 km/h). Their best one-way run was 124 mph (200 km/h). Karl Ludvigsen's test published in *Sports Car World* (July 1957) had the same results as the *SCI* test.

Acceleration times from 0–60 mph (97 km/h) were 8.4 seconds, 9.1 seconds and 9.1 seconds respectively. Only the *R&T* test tried 0–100 mph (160 km/h) which took 26.5 seconds. Standing 1/4 mile (~400 m) times were 16.6 seconds (82 mph (132 km/h) approx) and 16.9 seconds (86 mph (138 km/h)).


AA 653 FR

The **Jaguar XK150** is a sports car produced by Jaguar between 1957 and 1961. It replaced the XK140.

Initially it was available in Fixed Head Coupé (FHC) and Drophead Coupé (DHC) versions. The Roadster (XK150 OTS - Open Two-Seat) was launched in 1958. Minimal rear seats were fitted in the coupés.

History

Although bearing a family resemblance to the XK120 and XK140, the XK150 was radically revised. A one-piece windscreen replaced the split screen, and the wing line no longer dropped so deeply at the doors. The widened bonnet opened down to the wings, and on the Roadster the bulkhead was moved back 4 inches (102 mm) to make the bonnet longer. The car was available at various times in Red, Pearl Grey, White, Indigo Blue, Claret, Cotswold Blue, Black, Mist Grey, Sherwood Green, Carmen Red, British Racing Green, Cornish Grey, and Imperial Maroon.

The XK140's walnut dashboard was replaced by one trimmed in leather. On the early Drophead Coupés, the aluminium centre dash panel, which was discontinued after June 1958, had an X pattern engraving similar to the early 3.8 E-type. Thinner doors gave more interior space. On the front parking lights, which were located atop the wings (fenders), a little red light reminded the driver the lights were on.[3]

The standard engine, the same as fitted to the XK140, was the 3.4 litre DOHC Jaguar straight-6 rated at 180 SAE bhp at 5750 rpm but most cars were fitted with the SE engine whose modified cylinder head and larger exhaust valves boosted the power to 210 SAE bhp at 5500 rpm. Twin 1.75-inch (44 mm) SU HD6 carburettors were fitted.

While the first XK150 were slower than their predecessors, the deficit was corrected in the spring of 1958 with a 3.4-litre "S" engine with three 2-inch (51 mm) SU HD8 carburettors and a straight-ported cylinder to give a claimed 250 SAE bhp.

For 1960, Jaguar bored the 3.4 litre engine to 3.8 litres, rating this option at 220 hp (164 kW; 223 PS) in standard tune or 265 hp (198 kW; 269 PS) in "S" form. A 3.8 litre 150S could top 135 mph (217 km/h) and go from 0–60 mph in around 7.0 seconds, thus restoring whatever verve the XK had been missing. Fuel economy was 18mpg.[3]

Four-wheel Dunlop 12 in (305 mm) disc brakes appeared for the first time although it was theoretically possible to order a car with drums. Either wire wheels or disc wheels could be specified. Suspension and chassis were very similar to the XK140. Steering was by rack and pinion; power steering was not offered.

Production ended in October 1960,[4] and totaled 2265 Roadsters, 4445 Fixed Head Coupés and 2672 Drophead Coupés.

[edit] Engine specifications

XK 150 ENGINES [5][6]

Model	Years	Displacement	Configuration	Bore/Stroke	Carburettor	Power
XK 150 3.4	1957–1959	3442cc	DOHC Straight-6	83mm x 106mm	Double SU H6	190 bhp (142 kW; 193 PS) @ 5500 rpm
XK 150 3.4 S	1957–1959	3442 cc	DOHC Straight-6	83 mm x 106 mm	Triple SU H8	250 bhp (186 kW; 253 PS) @ 5500 rpm
XK 150 3.8	1959–1960	3781 cc	DOHC Straight-6	87 mm x 106 mm	Double SU H6	220 bhp (164 kW; 223 PS) @ 5500 rpm
XK 150 3.8 S	1959–1960	3781 cc	DOHC Straight-6	87 mm x 106 mm	Triple SU H8	265 bhp (198 kW; 269 PS) @ 5500 rpm

[edit] Performance

A 250 bhp 3.4 litre XK150S Fixed-Head Coupé with limited slip differential was tested by the British magazine *The Motor* in 1959. It had a top speed of 132 mph (212 km/h) and could accelerate from 0–60 mph (97 km/h) in 7.8 seconds. Fuel consumption of 22.0 miles per imperial gallon (12.8 L/100 km; 18.3 mpg_{-US}) was recorded. The test car cost £2110 including taxes of £623. It was at the time the fastest closed car the magazine had ever subjected to a full road test.[7]


JAGUAR

The **Jaguar E-Type** (a.k.a. **Jaguar XK-E**) is a British sports car, manufactured by Jaguar Cars Ltd between 1961 and 1974. Its combination of good looks, high performance, and competitive pricing established the marque as an icon of 1960s motoring. More than 70,000 E-Types were sold.

In March 2008, the Jaguar E-Type ranked first in a *The Daily Telegraph* online list of the world's "100 most beautiful cars" of all time.[2]

In 2004, *Sports Car International* magazine placed the E-Type at number one on their list of Top Sports Cars of the 1960s.

Overview

The E-Type was initially designed and shown to the public as a rear-wheel drive grand tourer in two-seater coupé form (FHC or Fixed Head Coupé) and as a two-seater convertible (OTS or Open Two Seater). A "2+2" four-seater version of the coupé, with a lengthened wheelbase, was released several years later.

On its release Enzo Ferrari called it "The most beautiful car ever made".[3]

Later model updates of the E-Type were officially designated "Series 2" and "Series 3", and over time the earlier cars have come to be referred to as, sensibly, "Series 1" and "Series 1½".

Of the "Series 1" cars, Jaguar manufactured some limited-edition variants, inspired by motor racing :

- The "'Lightweight' E-Type" which was apparently intended as a sort of follow-up to the D-Type. Jaguar planned to produce 18 units but ultimately only a dozen were reportedly built. Of those, two have been converted to Low-Drag form and two others are known to have been wrecked and deemed to be beyond repair, although one has now been rebuilt. These are exceedingly rare and sought after by collectors.
- The "Low Drag Coupé" was a one-off technical exercise which was ultimately sold to a Jaguar racing driver. It is presently believed to be part of the private collection of the current Viscount Cowdray.

The New York City Museum of Modern Art recognised the significance of the E-Type's design in 1996 by adding a blue roadster to its permanent design collection, one of only six automobiles to receive the distinction.[4]

[edit] Concept versions

[edit] E1A (1957)

After the company's success at the LeMans 24 hr through the 1950s, Jaguar's defunct racing department was given the brief to use D-Type style construction to build a road-going sports car, replacing the XK150.

The first prototype (E1A) featured a monocoque design, Jaguar's fully independent rear suspension and the well proved "XK" engine. The car was used solely for factory testings and was never formally released to the public. The car was eventually scrapped by the factory.

[edit] E2A (1960)

Jaguar's second E-Type concept was E2A which, unlike the E1A, was constructed from a steel chassis with an aluminium body. This car was completed as a race car as it was thought by Jaguar at the time it would provide a better testing ground. E2A used a 3-litre version of the XK engine with a Lucas fuel injection system.

After retiring from the LeMans 24 hr the car was shipped to America to be used for racing by Jaguar privateer Briggs Cunningham. In 1961, the car returned to Jaguar in England to be used as a testing mule. Ownership of E2A passed to Roger Woodley (Jaguar's customer competition car manager) who took possession on the basis the car not be used for racing. E2A had been scheduled to be scrapped. Roger's wife Penny Griffiths owned E2A until 2008 when it was offered for sale at Bonham's Quail Auction. It eventually sold for US$4,957,000.[5]

[edit] Production versions

[edit] Series 1 (1961–1968)

Series I

Production	1961–1968[6][7]
Body style	2-door coupe 2-door 2+2 coupe 2-door convertible

Engine	3.8 L *XK* I6 4.2 L *XK* I6
Transmission	4-speed manual; 3-speed automatic (automatic available 1966-onward, 2+2 model only)
Wheelbase	96.0 in (2,438 mm) (FHC / OTS) 105.0 in (2,667 mm) (2+2)[8]
Length	175.3125 in (4,453 mm) (FHC / OTS) 184.4375 in (4,685 mm) (2+2)[8]
Width	65.25 in (1,657 mm) (all)[8]
Height	48.125 in (1,222 mm) (FHC) 50.125 in (1,273 mm) (2+2) 46.5 in (1,181 mm) (OTS)[8]
Kerb weight	2,900 lb (1,315 kg) (FHC) 2,770 lb (1,256 kg) (OTS) 3,090 lb (1,402 kg) (2+2)[9]

The Series 1 was introduced, initially for export only, in March 1961. The domestic market launch came four months later in July 1961.[10] The cars at this time used the triple SU carburetted 3.8 litre six-cylinder Jaguar XK6 engine from the XK150S. Very earlier built cars utilised external bonnet latches which required a tool to open and had a flat floor design. These cars are rare and more valuable. After that, the floors were dished to provide more leg room and the twin hood latches moved to inside the car. The 3.8-litre engine was increased to 4.2 litres in October 1964.[10]

All E-Types featured independent coil spring rear suspension with torsion bar front ends, and four wheel disc brakes, in-board at the rear, all were power-assisted. Jaguar was one of the first vehicle manufacturers to equip cars with disc brakes as standard from the XK150 in 1958. The Series 1 can be recognised by glass-covered headlights (up to 1967), small "mouth" opening at the front, signal lights and tail-lights above bumpers and exhaust tips under the number plate in the rear.

3.8-litre cars have leather-upholstered bucket seats, an aluminium-trimmed centre instrument panel and console (changed to vinyl and leather in 1963), and a Moss four-speed gearbox that lacks synchromesh for first gear ("Moss box"). 4.2-litre cars have more comfortable seats, improved brakes and electrical systems, and an all-synchromesh four-speed gearbox. 4.2-litre cars also have a badge on the boot proclaiming "Jaguar 4.2 Litre E-Type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome spoked wheels and a detachable hard top for the OTS.

A 2+2 version of the coupé was added in 1966. The 2+2 offered the option of an automatic transmission. The body is 9 in (229 mm) longer and the roof angles are different with a more vertical windscreen. (this is an incorrect assumption, the S1 OTS, coupe and 2+2 had identical rake windshields). The roadster remained a strict two-seater.

Less widely known, right at the end of Series 1 production and prior to the transitional "Series 1½" referred to below, a very small number of Series 1 cars were produced with open headlights.[11] Production dates on these machines vary but in right hand drive form production has been verified as late as March 1968.[12] The low number of these cars produced make them amongst the rarest of all production E Types.

Following the Series 1 there was a transitional series of cars built in 1967–1968, unofficially called "Series 1½", which are externally similar to Series 1 cars. Due to American pressure the new features were open headlights, different switches, and some de-tuning (using two Zenith-Stromberg carburetters instead of the original three SUs) for US models. Some Series 1½ cars also have twin cooling fans and adjustable seat backs. Series 2 features were gradually introduced into the Series 1, creating the unofficial Series 1½ cars, but always with the Series 1 body style.

An open 3.8-litre car, actually the first such production car to be completed, was tested by the British magazine *The Motor* in 1961 and had a top speed of 149.1 mph (240.0 km/h) and could accelerate from 0 to 60 mph (0 to 97 km/h) in 7.1 seconds. A fuel consumption of 21.3 miles per imperial gallon (13.3 L/100 km; 17.7 mpg_{-US}) was recorded. The test car cost £2,097 including taxes.[13]

The cars submitted for road test by the popular motoring journals of the time (1961)such as The Motor, The Autocar and Autosport magazines were specially prepared by the Jaguar works to give better-than-standard performance figures. This work entailed engine balancing and subtle work such as gas-flowing the cylinder heads and may even have involved fitting larger diameter inlet valves.

Both of the well-known 1961 road test cars: the E-type Coupe Reg. No. 9600 HP and E-type Convertible Reg.No. 77 RW, were fitted with Dunlop Racing Tyres on test, which had a larger rolling diameter and lower drag co-efficient. This goes some way to explaining the 150 mph (240 km/h) maximum speeds that were obtained under ideal test conditions. The maximum safe rev limit for standard 6-cylinder 3.8-litre E-type engines is 5,500 rpm. The later 4.2-Litre units had a red marking on the rev counter from just 5,000 rpm. The maximum safe engine speed is

therefore 127mph (3.31:1 axle) and 137mph (3.07:1 axle) at the 5,500 rpm limit. Both test cars must have reached or exceeded 6,000 rpm in top gear when on road test in 1961.

Series 1 4.2 Roadster, pictured in London

Production numbers from Robson:[14]

- 15,490 3.8s
- 17,320 4.2s
- 10,930 2+2s

Production numbers:[15]

	FHC	OTS	2+2	Total
S1 3.8	7,670	7,828	0	15,498
S1 4.2	5,830	6,749	3,616	16,195
S1.5	1,942	2,801	1,983	6,726
TOTAL				38,419

[edit] Series 2 (1969–1971)

Series II

Production	1969–1971[6][7]
Body style	2-door coupe 2-door 2+2 coupe 2-door convertible
Engine	4.2 L *XK* I6
Kerb weight	3,018 lb (1,369 kg) (FHC) 2,750 lb (1,247 kg) (OTS) 3,090 lb (1,402 kg) (2+2)[9]

Hallmarks of Series 2 cars are open headlights without glass covers, a wrap-around rear bumper, re-positioned and larger front indicators and tail lights below the bumpers, better cooling aided by an enlarged "mouth" and twin electric fans, and uprated brakes. The engine is easily identified visually by the change from smooth polished cam covers to a more industrial "ribbed" appearance. It was de-tuned in the US with twin Strombergs and larger valve clearances, but in the UK retained triple SUs and the much tighter valve clearances. (Late Series 1½ cars also had ribbed cam covers). The interior and dashboard were also redesigned; rocker switches that met US health and safety regulations were substituted for toggle switches. The dashboard switches also lost their symmetrical layout. New seats were fitted, which purists[*who?*] claim lacked the style of the originals but were certainly more comfortable. Air conditioning and power steering were available as factory options.

Production according to Robson is 13,490 of all types.[14]

Series 2 production numbers:[15]

	FHC	OTS	2+2	TOTAL
S2	4,855	8,628	5,326	18,809

Official delivery numbers by market and year are listed in Porter[6] but no summary totals are given.

[edit] Series 3 (1971–1974)

Series III

Production	1971–1974
Body style	2-door 2+2 coupe 2-door convertible
Engine	5.3 L *Jaguar V12 engine*
Wheelbase	105 in (2,667 mm) (both)[9]
Length	184.4 in (4,684 mm) (2+2) 184.5 in (4,686 mm) (OTS)[9]
Width	66.0 in (1,676 mm) (2+2) 66.1 in (1,679 mm) (OTS)[9]
Height	48.9 in (1,242 mm) (2+2) 48.1 in (1,222 mm) (OTS)[9]

Kerb weight	3,361 lb (1,525 kg) (2+2) 3,380 lb (1,533 kg) (OTS)[9]

A new 5.3 L twelve-cylinder Jaguar V12 engine was introduced, with uprated brakes and standard power steering. The short wheelbase FHC body style was discontinued and the V12 was available only as a convertible and 2+2 coupé. The convertible used the longer-wheelbase 2+2 floorplan. The Series 3 is easily identifiable by the large cross-slatted front grille and flared wheel arches, and a badge on the rear that proclaims it to be a V12. Cars for the US market were fitted with large projecting rubber bumper over-riders to meet local collision regulations, but those on European models were considerably smaller. US models also have side indicator repeats on the front wings. There were also a very limited number of six-cylinder Series 3 E-Types built. These were featured in the initial sales literature.

Robson lists production at 15,290.[14]

Series 3 production numbers:[15]

	FHC	OTS	2+2	TOTAL
S3	0	7,990	7,297	15,287

[edit] Limited editions

Two limited production E-Type variants were made as test beds, the Low Drag Coupe and Lightweight E-Type, both of which were raced:

[edit] Low Drag Coupé (1962)

Shortly after the introduction of the E-Type, Jaguar management wanted to investigate the possibility of building a car more in the spirit of the D-Type racer from which elements of the E-Type's styling and design were derived. One car was built to test the concept designed as a coupé as its monocoque design could only be made rigid enough for racing by using the "stressed skin" principle. Previous Jaguar racers were built as open-top cars, because they were based on ladder frame designs with independent chassis and bodies. Unlike the steel production E-Types, the LDC used lightweight aluminium. Malcolm Sayer retained the original tub with lighter outer panels riveted and glued to it. The front steel sub frame remained intact, the windshield was given a more pronounced slope, and the rear hatch was welded shut. Rear brake cooling ducts appeared next to the rear windows, and the interior trim was discarded, with only insulation around the transmission tunnel. With the exception of the windscreen, all cockpit glass was perspex. A tuned version of Jaguar's 3.8-litre engine with a wide-angle cylinder head design tested on the D-Type racers was used. Air management became a problem and, though a higher performing vehicle than its production counterpart, the car was never competitive.

The only test bed car was completed in summer of 1962 but was sold a year later to Jaguar racing driver Dick Protheroe. Since then it has passed through the hands of several collectors on both sides of the Atlantic and is now believed to reside in the private collection of the current Viscount Cowdray.

[edit] Lightweight E-Type (1963–1964)

Twelve cars plus two spare bodies were made by Jaguar.

In some ways, this was an evolution of the Low Drag Coupé. It made extensive use of aluminium alloy in the body panels and other components. However, with at least one exception, it remained an open-top car in the spirit of the D-Type to which this car is a more direct successor than the production E-Type which is more of a GT than a sports car. The cars used an aluminium block tuned version of the production 3.8-litre Jaguar engine with 300 bhp (224 kW) output rather than the 265 bhp (198 kW) produced by the "ordinary" version. All factory-built lightweights are fitted with Lucas Fuel Injection and a ZF 5 speed gearbox.

The cars were entered in various races but, unlike the C-Type and D-Type racing cars, they did not win at Le Mans or Sebring but were reasonably successful in private hands and in smaller races.

One Lightweight was modified into a Low-Drag Coupé (the Lindner/Nocker car), by Malcolm Sayer.

Another Lightweight was modified into a unique Low-Drag design (the Lumsden/Sargent car), by Dr Samir Klat of Imperial College. Along with the factory LDC, this lightweight is now believed to reside in the private collection of the current Viscount Cowdray.

Many were fitted with more powerful engines as developments occurred.

[edit] Motor sport

Bob Jane won the 1963 Australian GT Championship at the wheel of a "lightweight" E-Type.[16]

The Jaguar E-Type was very successful in SCCA Production sports car racing with Group44 and Bob Tullius taking the B-Production championship with a Series-3 V12 racer in 1975. A few years later, Gran-Turismo Jaguar from Cleveland Ohio campaigned a 4.2-litre six-cylinder FHC racer in SCCA production series, and in 1980 won the National Championship in the SCCA C-Production Class, defeating a fully funded factory Nissan Z-car team with Paul Newman.


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