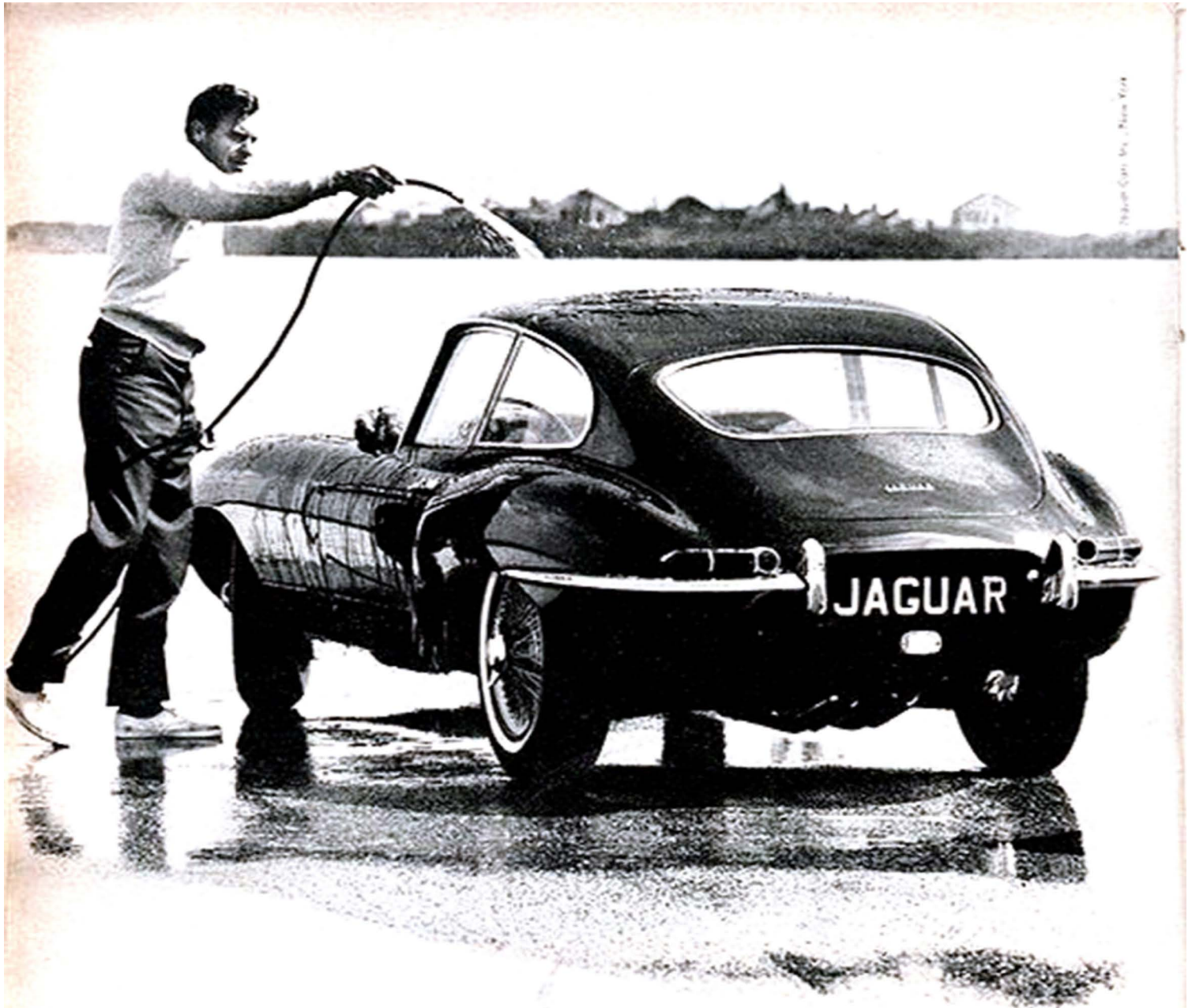


E-type Jaguar (1961-1975)



If you think you can buy a Jaguar and forget it, forget it.

Don't buy a Jaguar XK-E unless you really love automobiles. For this different breed of cat is a highly-tuned, high performance sports car, with a racing heritage born on the world's toughest courses. Yet if you love automobiles, giving your Jaguar the care it deserves is not only no trouble—it's a labour of love.

For 1965, the Jaguar XK-E is equipped with a new, more powerful version of the

race-proven XK engine. For even quicker response and acceleration, a four-speed synchromesh gearbox that handles as smooth as friendly kitten; newly designed, more comfortable bucket seats. Other features: four-wheeled disc brakes (driver-proven for hundreds of millions of miles) for safe stops at high speeds. Independent suspension on all four wheels to iron out roads and straighten corners; monocoque body construction (like the airframe of a jet) for added strength without extra weight; positive

rack and pinion steering. In short, this new XK-E is a driver's car.

See and drive the Jaguar XK-E at your dealer's. Coupe \$5,725 [P.O.E.]. Roadster \$200 less. [If you're going to Europe, money-saving overseas delivery can be easily arranged.]

Jaguar: A different breed of cat.

1965 Jaguar XK-E Advertisement Road & Track February 1965

E-type Jaguar (1961-1975)

The combination of beauty, high performance, and competitive pricing established the E-type as an icon of the motoring world.

Design

If a single object can be said to have changed the world's view of Britain, then it was the E-type Jaguar.

After the company's success at the Le Mans 24 hr motor race through the 1950s, Jaguar's defunct racing department was given the brief to use the D-type style and construction, to build a road-going sports car to replace the XK150.

Jaguar designer Malcolm Sayer achieved something unique with the E-type, and even now the car remains a symbol of motorings finest hour.

The E-type Jaguar featured monocoque construction, in which the body, its floor pan and chassis formed a single light and rigid structure. This combined with 4 wheel disc brakes, rack-and-pinion steering and independent front and rear suspension, distinguished the car and created industry wide changes.

Engine

The E-type was initially powered by a 3.8-litre six-cylinder engine sourced from the XK150S. Fed by triple SU carburettors, the in-line unit survived a three-year stint under that long bonnet before being replaced by the larger 4.2-litre version in October 1964.

That engine powered the E-type until a 5.3-litre twelve-cylinder was squeezed between the rails in 1971.



E-type Debut at the 1961 Geneva Motor Show

Launch

With a claimed top speed of 150mph, the Series 1 was introduced, initially for export only, in March 1961. At its launch at the Geneva Auto Salon, the E-type not only stole the show but every headline.

However, Jaguar nearly only had one E-type on display. Sir William Lyons, ordered a second to Geneva only days before the show. This meant a last minute dash from Coventry to Geneva in an E-type Roadster by Norman Dewis, Jaguar's now renowned test driver.

It was assumed that there would only be 400 E-types made and therefore the moulds for the presses were made of timber and plaster. At the launch William Lyons had 2,000 orders, most from the USA.

Series 1(1961-1968)

The E Type was first designed as a Roadster. Sir William did not encourage or want a Coupe until he saw it. The Coupe required a complete redesign of the rear of the car. Because of this, the under-panel rear areas of the Coupe and the Roadster are very different.

In the early days the coupe's roof was handmade and it is likely that no two early coupes have identical roofs. These early E Types were truly hand made.

Earlier built cars utilised external bonnet latches and had a flat floor design. After that, the floors were dished to provide more leg room, and the twin bonnet latches moved to inside the car. Early roadsters also have lead bag shot in the roof linings to stop drumming at speed.

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 on first gear ("Moss box").

4.2-litre cars had more comfortable seats, improved brakes and electrical systems and an all-synchromesh four-speed gearbox. The 4.2-litre cars also had a badge on the boot proclaiming "Jaguar 4.2 Litre E-type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome wire wheels and a detachable hard top for the OTS.

A 2+2 version was added in 1966, with the option of automatic transmission. The body was 9 in (229 mm) longer and the roof angles were different.



Sir William Lyons with his crowning glory. At the launch in 1961, Sir William had 2,000 orders, most from the USA. The New York Motor Show resulted in an average of one E-type selling every hour during the duration of the Show.

(continued page 12)

E-type Jaguar (1961-1975)



The body shells and front sub-frames were built-up separately, and while the main body structures went down one assembly line, bonnets went on their own line for detail assembly. The bonnet is a beautifully crafted piece of engineering, rigid in construction with gorgeous lines that forms one-third of the whole car.

Series 1 ½ (1967-1968)

In 1967, Jaguar launched an updated model which came to be known as the Series 1 ½. This model was only in production for a single year.

It brought the new unfaired headlight design that subsequently featured on the S2. Improved brakes were also among the updates.

Series 2 (1968-1971)

The Series 2 introduced a number of design changes, largely due to U.S. Safety mandates.

These cars have a wrap-around rear bumper, larger front indicators and tail lights re-positioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling.

Additional changes included a steering lock which moved the ignition switch to the steering column, replacing the dashboard mounted ignition and push button starter; the symmetrical array of metal toggle switches replaced with plastic rockers, and a collapsible steering column to absorb impact in the event of an accident.

New seats allowed the fitment of head restraints, as required by U.S. law

beginning in 1969. The engine is easily identified visually by the change from smooth polished cam covers to a more industrial “ribbed” appearance. Air conditioning and power steering were available as factory options.

Series 3 (1971-1974)

The Series 3 was introduced in 1971, with the new 5.3 L Jaguar V12 engine, up-rated brakes, and power steering.

The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. Options available included automatic transmission, wire wheels and air conditioning.

The newly used longer wheelbase now offered significantly more room in all directions. The Series 3 is easily identifiable by the large cross-slatted front grille, flared wheel arches, wider tyres, four exhaust tips 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. In 1973 these were on the front and in 1974 they were fitted to both the front and rear to meet local 5 mph (8 km/h) impact regulations. Those fitted on European models were smaller.

Lightweight models

Twelve (12) E-types were produced in ‘lightweight’ form, with racing in mind. These rare models command a high price today.

The original plan had been to build 18, so in 2014 Jaguar decided to complete the job and created the remaining six to the exact same specs as the 1960’s versions.

(continued page 15)



Bob Tullius and his Group 44 USA team wins 12 of 17 races in SCCA B Production Series and in doing so wins the 1975 National Championship in his Jaguar V12 XK-E. The championship-winning E-type is now a popular display at the Jaguar Daimler Heritage Trust.

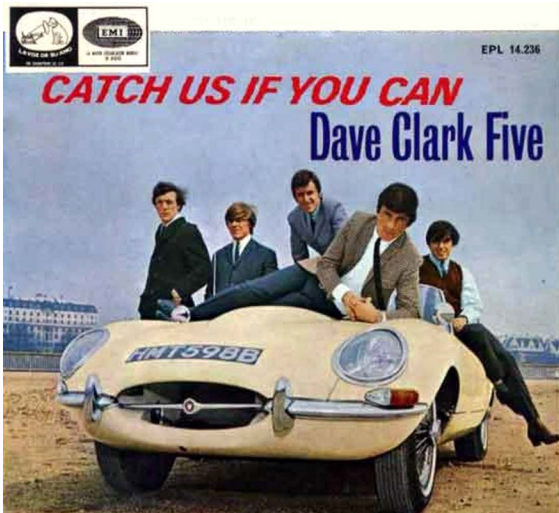
E-types and Celebrities



Charlton Heston in his 66 XK-E Series 1



Roy Orbison collecting his 1968 Jaguar E Type, Series 1.5, Old English White OTS from the factory at Brown's Lane



Dave Clark's E-type Series 1. The record cover ranked no.5 in "The World's Greatest Car Album Covers". (Three of them had to walk home!)



Robbie Williams has several Jaguars including a 3.8 litre E-type, a Modern S-Type and this 1975 Series 3



Sir Elton has owned several Jaguars. He sold this red 1967 E-type at a charity auction in 2001 for £80,000

E-types and Celebrities



Dean Martin in his 1968 Willow Green XK-E Series 2 arriving at NBC Studios in 1968



Tina Turner and her personalised number plated silver 1973 Series 3 XK-E convertible. Note the smaller bumper guards with optional rubber strips and the silver canopy hardtop. Also an earlier photo with her Series 1 XJ6 that was a gift from Sammy Davis Jr



Suzi Quatro with her Series 1 E-type. The original rock chick topped the charts with "Can The Can" and "48 Crash" in 1973 and "Devil Gate Drive" in 1974



George Harrison, 1964 custom-built E-type including its own record player (Philips Auto-Mignon AG2101)

E-types and Celebrities

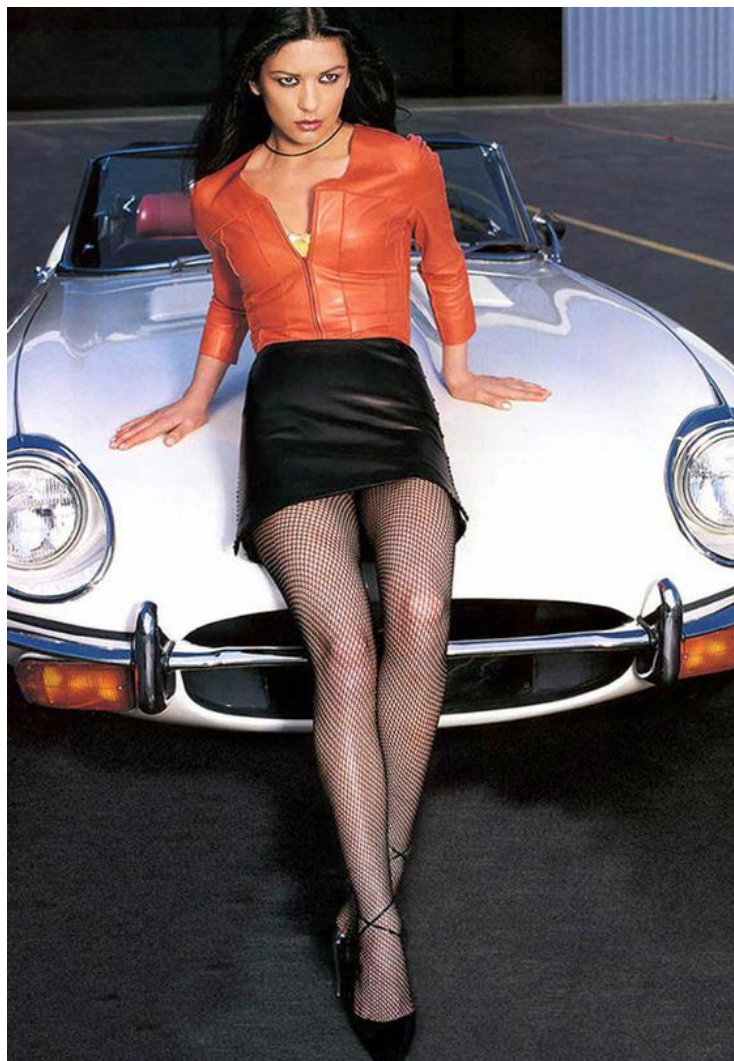


The late Princess Grace and Prince Rainier in their Series 3 E-type roadster. (They owned a number of Jaguars)

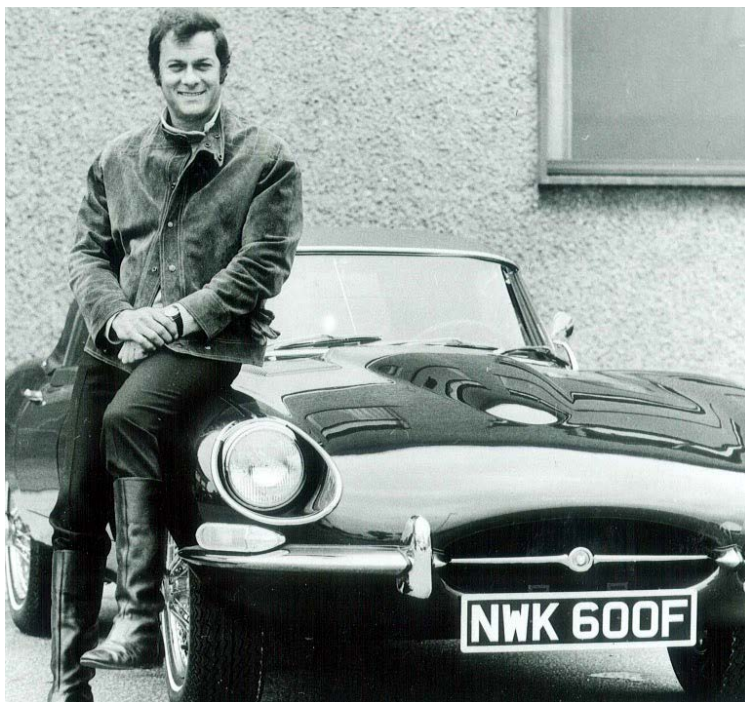


Butter yellow 1965 Jaguar E-type as seen in "How to Steal a Million" with Audrey Hepburn and Peter O'Toole

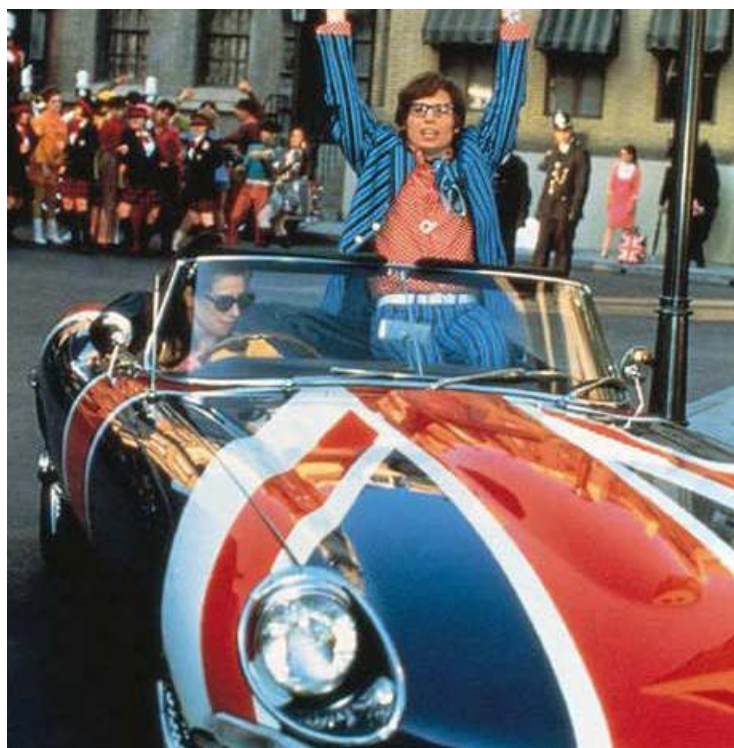
E-types and Celebrities



Actress Catherine Zeta Jones with her Series 2 E-type. She is often seen driving her fathers (Dai's) 4.2 litre AJ-V8 supercharged XJR



Browns Lane Factory, May 1968. Tony Curtis collecting his 1968 custom-built British Racing Green XK-E Series 1.5 OTS



Actors Elizabeth Hurley and Mike Myers in a 1968 Series 1 E-type (also known as the Shaguar) as used in the "Austin Powers" film series. Go to [Austin Powers - Yeah baby yeah!!!](#)



Not sure what cars Kim Basinger owns. This photo was taken as part of a "Silk Stocking" video advert. Black stockings, desert sun and a 1992 E-type S3 roadster. Go to [Kim Basinger - Jaguar](#)

E-type Jaguar (1961-1975)

(continued from page 12)

Motorsport

With official, and sometimes unofficial, help from the factory, the E-type was continually developed and modified for racing from almost the first week that the first production car left the factory. Although the E-type never enjoyed success to the extent that the C-type or D-type did, they did finish fourth and fifth at the 1962 Le Mans 24 Hours.

They were raced in this period by such greats as Jackie Stewart, Graham Hill, Bruce McLaren and of course Bob Jane in Australia and Bob Tullius in the USA.

E-types continue to be raced all over the world, in club events and the like.

For information on the E-type's early racing days, lightweights, semi-lightweights, factory specials, the Le Mans cars, the Modsports era, and the replica lightweight racing phenomena, go to the recently released book "E-type Factory & Private Competition Cars" by Peter Griffiths" - (see page 41).

Reviews

The first examples were not ideal in respect to seating comfort. Heel and toe operation of the brake and accelerator was difficult if not impossible.

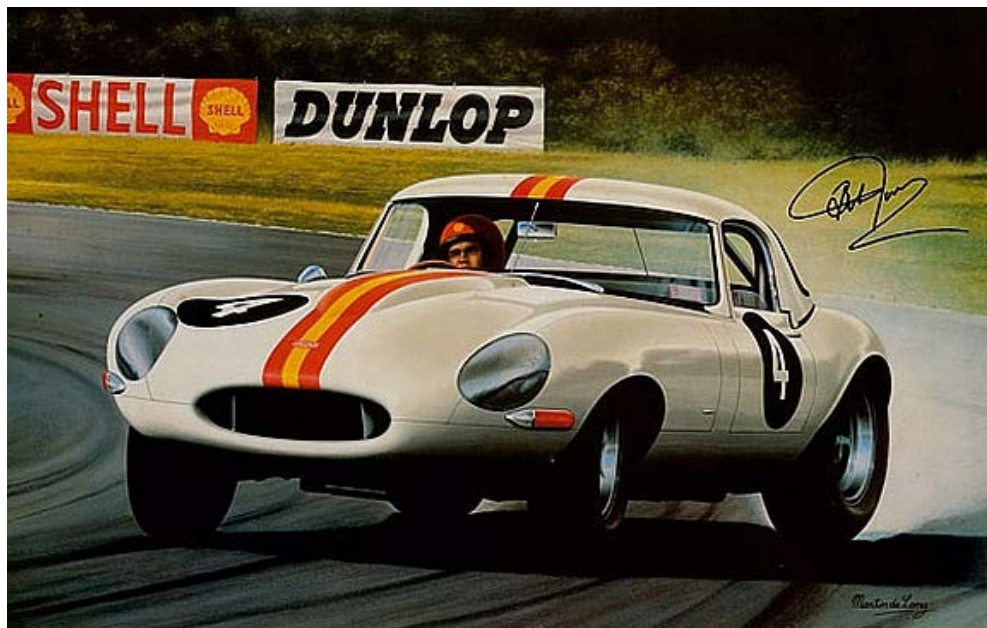
However, almost any minor criticisms of creature comforts were completely overwhelmed by the car's handling and performance.

Production

72,507 cars were produced between 1961 and 1975.

- Series 1 - 38,412
- Series 2 - 18,808
- Series 3 - 15,287

Out of the total number of E-type's built, only 4,750 or 6% were RHD roadsters.



Bob Jane on his way to winning the 1963 Australian GT Championship at the wheel of his lightweight E-type. Bob Jane sold the E-type in 1980 to Perth collector Peter Briggs for \$76,000. Briggs sold it in 1999 for \$ 800,000. The car sold for \$ 9.61 million in 2017.

Collectability

Jaguar car clubs have members in more than 50 countries, including America where 60 per cent of the E-types were once sold.

Of the 70,000+ cars built between 1961 and 1974, it is estimated that around 50,000 are still on the roads (or in collections).

As the cost to restore an E-type continues to rise, so does the sale price of the restored vehicle. This in turn continues to push up the value of all E-type models. The early 'flat-floor' RHD cars are rare and considered more valuable.

New York Museum of Modern Art

One of the first cultural institutions to recognise the E-type's wider importance, MOMA acquired a 1963 roadster in 1996. At the time, it was only the third car to make it into the hallowed halls.

End of the Line

The last special edition, black Jaguar E-type, went down the assembly line in September 1974.

Ironically, the actual press announcement of the demise of the E-type didn't come until February 1975. This was apparently in order to help dealers sell existing stocks together with the fact that it's replacement (XJ-S) was still not ready for launch. It was best to keep the E-type 'alive' for as long as possible. ■

Editor - for a lot more information on the E-type (or any Jaguar model), our club library has literally hundreds of books available for loan including the latest edition of "Jaguar E-type: A Celebration of the World's Favourite '60s Icon" by Nigel Thorley - (see page 41).



Jaguar Drivers Car Club of SA - E-type 50th Anniversary