



J A G U A R " E " T Y P E

Background of Fame

No more famous background can be found anywhere than that which lies behind the Jaguar 'E' Type G.T. (Good Timing) Models. Developed from the famous 'C' Type and 'D' Type Sports Racing Cars with their illustrious records of successes on the racetracks of the World, the 'E' Type G.T. Models are presented in elegant and luxuriously appointed road vehicles having an outstanding road performance and incorporating very many features derived from the vast store of experience gained in international competitive events.

Thus, the monocoque form of construction incorporating a steel, pressed shell body with sub-frame for engine and rear components, stems directly from the famous 'C' and 'D' Types, whilst an entirely new development is the unique system of independent rear suspension which is the result of many years of research and trial.

The power unit is the world-famous XK 'S' Type 3.8 litre twin overhead camshaft engine, with three carburetors, which produces 265 horsepower and affords a road performance in which ultra-rapid acceleration and high maximum speeds are matched by superlative braking power and the highest degree of controllability. Together, these attributes invest the 'E' Type G.T. with an extraordinarily high factor of safety.

A study of the complete specification contained in this catalogue will reveal that, in every particular, from basic principles to minute details, the Jaguar 'E' Type G.T. is, in truth, the most advanced sports car in the world.



SPECIFICATION

ENGINE. Six-cylinder two-overhead camshaft 300 cubic in. Jaguar "S" type engine. 47 inch bore, 308 mm stroke (3-425 in., 4-1112 in.). Compression ratio 12.1:1. 2200 lb. Compression ratio 9:1 to 11:1 optional. Power output (cr.) 11,200 h.p. at 5300 rpm; torque 260 k. in., or 4000 p.m. Torque 5.1:1, performance type 1000 h.p. with manual valve control. Forced lubrication by submersed pump driven incorporating a full flow filter. Oil pump driven by belt-drive fitted with dry type cylinder liners. Lowest "stroke-per" cylinder head of high speed aluminum alloy forming hemispherical combustion chambers and two overhead camshafts operating large valves of 70 included angle. Aluminum alloy pistons. Head connecting with head and main big end bearings. 21 lbs. dry mass concentrated standard crankshaft covered on open type low inertia bearings. Rotational cooling system with thermatically controlled thermostat driven fan.

TRANSMISSION. Manually operated four speed, single helical transmission, synchro. Centrally positioned shift lever, Synchro on Top. Third and Second gear ratios. First and Back 10 in. single dry plate clutch with synchro servitors. Heavy Spicer shafts bearing propeller shaft. Hypoid rear axle fitted with increasing differential. Worm 5/11:1, optional ratios: 2.81, 3.07, 3.24. Differential ratio mounted in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse coil springs and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted in lower wishbones.

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse tubular coil provided in the wheel carrier and anti-bump adjuster to the sub-frame and, above this, a half-shaft externally located at each end. There are two links to locate the wheel as a transverse pivot. Longitudinal location is provided by the sub-frame mounting the half-shaft in the body structure and by a radius arm between the lower link and a rearward point on the body sub-frame, each enclosing a telescopic hydraulic damper, provide the suspension reaction. The wheel assembly together with the differential and is carried on an easily detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Dual disc brakes on each wheel having split-chamber pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted on wheel hubs adjuster to differential unit. Reforms type brake servo operating directly on to brake pedal. Front operation runs master cylinders through a compensator device which divides the system into two equally independent hydraulic systems for front and rear brakes. Centrally positioned master brake servitor on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion, in-line, steering shaft with accurate adjustments for height and angle. Swivel of frame, lock, 22°. Turning circle, 37 ft. diameter.

WHEELS AND TIRES. 90% spoke wheels with center lock hubs fitted with Dunlop 400-13 type R3 3.05 and tubes. Dunlop R2 racing tires available as optional equipment. 400-13 3.05, 400-13 3.05, 400-13 3.05 on speed wheels.

FUEL SUPPLY. 16 liter electric pump fitted into tank of 14 imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12 volt system. Large capacity battery giving 17 amp-hours at 16 hour rate with current voltage control. Voltmeter (0-100). Right hand control box, fully adjustable, located behind central control panel for type of engine, 5000 h.p. Lucas 90, 700 lamp bulbs with hand-operated dipping control on Lucas. Separate lever mounted long lamp lever. Separate stop-lamp direction and reflector on Lucas. Separate air supply assembly. Rear number plate lamps. Flashing direction

indicators with self-canceling and warning lights system. Instruments and labeled switches distributed by means of footswitch controlled by a transverse channel switch. Map reading light, interior light. Twin-headed main beam. Triple main speed self-gearing underdrum wiper unit. Electrically-operated windshield wipers. Cigar lighter with 10 minute auto. Starter switch. Vacuum and emergency emergency system control. Oil and pressure. 5 in. diameter 100 r.p.m. speedometer incorporating fuel and oil pressure indicator. 5 in. diameter electrically-operated navigation meter incorporating an electric clock. Anemometer. Electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with fuel warning light. Clock warning light. Clockwork hand and brake fluid level warning light. Warning horn in easily detachable front body section connected to main vehicle through an electric indicator mounted in engine compartment. Lockable.

BODY CONSTRUCTION. Structural steel body of unique patented monocoque construction. Front sub-frame of unique section steel tubing carries engine and suspension and forward angled front screen.

BODY—FIXED HEAD COUPE. Two door two seat body of extremely low drag characteristics, retaining front structure and front wing. Corner-balanced forward opening front section provides excellent accessibility to all mechanical components. Large rearward-swinging front at rear, with wheel arch located in car, incorporates rear window and gives an additional access to luggage compartment, spare wheel and tools. Upper shell provides structural strength behind seat for body panels, etc., and whole of body behind seat available for luggage. Heavy luggage restraint at front of compartment straps down to increase floor space if required. Large window area together with scissor and side windows and two screen pillars provide against all road visibility. Door lights completely concealed within doors when fully lowered. Aligned rear quarter lights act as air curtains if required. Whiplash dampers with overriders at front and rear. Chrome extrusions on rear quarter and wheel-arches frame. Front bucket seats adjustable for recline, upholstered in high quality Vionat leather over Dunlop's basic rubber cushions. Three panel body together with scissor tail unit gained freedom to eliminate reflections. Compensating mechanism with revolution counter and speedometer positioned in front of driver. Control panel contains separate instructions for oil pressure, water temperature, fuel gauge and anemometer, together with fully labeled navigation indicator, auxiliary equipment. Separate forward bench seat provides a radio and two speakers (optional central speaker unit as system). When no radio is fitted the speaker grille is removed and the radio control panel appears in blanked off with an inset. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-speed polished alloy lightweight steering wheel with wood rim and central horn push, four wheel and pressure. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Special steel lining to roof panel to provide maximum headroom.

HEATING AND DEMISTING. High output front air heating and multi-point underdrum de-misting system incorporating a forced fan controlled by switch on Lucas. Temperature and volume of air to rear window and car interior regulated by controls located on floor panel. Ducts direct air to each side of compartment.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the floor plate in a separate compartment and is readily accessible. The tools are housed in the spare wheel compartment together with the jack and wheel brace.

JACKING. Centrally located jacking sockets inside the front and rear wheels in either side of the car to be raised automatically by means of the centrally-operated screw type 400 lb. jack.

PRINCIPAL DIMENSIONS: Wheelbase, 8 ft. 0 in. Track, front and rear, 4 ft. 2 in. Overall length, 14 ft. 7 1/2 in., overall width, 5 ft. 5 1/2 in. Overall height, 4 ft. 6 in. Ground clearance (front), 5 1/2 in. Dry weight (approx.) 3250 lbs.



THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

SPECIFICATION

ENGINE. Six-cylinder twin overhead camshaft 3.8 liter NK Jaguar V6 type engine, 47 mm bore x 86 mm stroke (1.425 in. x 3.352 in.). Cylinders 398 cc (24 cu. in.). Compression ratio 9:1 (11.5:1 recommended). Power output 104.03 hp (76.34 kw) at 3,600 rpm; torque 260 k.l.m. (at 2,800 rpm). Three 50:1 carburetors, type HDS with manual choke control. Forced lubrication by submersed pump system incorporating a full flow filter. Chromed iron cylinder block fitted with dry type cylinder liners. Special stainless steel cylinder head of high tensile aluminum alloy housing integral overhead camshaft and twin overhead camshaft operating large valves of 50 included angle. Aluminum alloy pistons fitted connecting rods fitted with leaded iron big end bearings. 21 in. dia. overcrank (overcranked) crankshaft carried on seven large ball end bearings. Permanent cooling system with thermostatically controlled electrically driven fan.

TRANSMISSION. Manually operated five speed, shaft drive synchromesh gearbox. Centrally positioned clutch speed lever. Synchronizers on Top, Third and Second gear shafts and Back 10 in. synchro drive shafts with hydraulic operation. Hardly Sponer module housing planetary shaft. Hypoid rear axle fitted with limited slip differential. Ratios 3.34:1. Optional ratios: 2.65, 2.47, 3.34. Differential oil reservoir in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted as lower wishbone.

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse subframe link pivoted to the wheel carrier and sub-frame opposite to the differential axle end, above this, a bell-hell interleaf located at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the subframe into the body structure and by a radius arm between the lower link and a mounting point on the body structure. Torsion springs, each enclosing a telescopic hydraulic damper, provide the suspension resilience. The whole assembly together with the differential unit is carried in a specially detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Double bridge-type disc brakes featuring quick-change pads, are fitted with four wheels. Front brakes fitted on wheel hubs, rear brakes fitted instead of backing plates to differential axle. Bellows type brake discs operating directly on to brake pads. Radial piston twin master cylinders through a compensator device which divides the system into two entirely independent hydraulic systems to front and rear brakes. Centrally positioned handbrake actuates on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion. 30 in. steering wheel with vertical adjustments for height and reach. Number of turns, lock to lock, 21. Turning circle, 37 ft. diameter.

WHEELS AND TIRES. Wire spoke wheels with center lock hubs fitted with Dunlop 440 x 15 type H3.2 type radial tires. Dunlop H-2 racing type available as optional equipment. 440 x 15 from 10/50-112 mm on optional wheels.

FUEL SUPPLY. 16 Liter electric pump fitted into rear of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lights 12 volt system, large capacity battery (100 amp. hrs.) 55 amp. hrs. with constant voltage constant regulated alternator. Light four control box, fully automatic located behind front central fuel pump for ease of access. Side lamps. Lucas PL 780 head lamps with hand-operated dipping

control on face. Separate lever actuating head lamp flashing. Separate Stop-Tail direction and indicator control mounted in a single assembly. Three warning plate lamps. Indicator indicators with self-canceling and parking light cut-outs. Interconnected and labeled sections illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light, interior light, two-speeded rear-view mirror. Triple blade two-speed self-dipping rear-view mirror unit, electrically operated windshield wipers. Light lighter with harmonic action. Starter motor, Vacuum and centrifugal automatic ignition control. Oil sump option. 7 in. diameter 180 m.p.h. speedometer incorporating fuel and rev. counters (optional). 5 in. diameter electrically-operated revolution counter incorporating an electric clock. Ammeter, electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with low level warning light. Choke warning light. Combined handbrake and brake fluid low level warning light. Warning lights in quickly detachable front back section (optional) to meet demands through an highway committee mounted on engine compartment (optional).

BODY CONSTRUCTION. Pressed steel steel body of unique internal monocoque construction. Front subframe of square section roof taking stress engine unit, suspension and forward angled fuel access.

BODY—OPEN TWO SEATER. Two door two seater body of extremely low drag construction, styling from extensive wind tunnel testing. The folding hood incorporating a large rear window is of finest quality fabric, mounted on a special frame to permit single handed operation or driving. When stored the hood assembly is completely concealed by a square detachable cover. Fiberglass detachable hoodtop available as an optional extra. Plexiglas can be fitted without increasing overall load. Centerline hood, forward opening from within provides excellent accessibility to all mechanical components. Windproof windshield and flat pilars provide superb forward visibility. Door hinges completely concealed with doors swing inwards. Windproof handles with variable oil brake and release. Twin bucket seats, adjustable for reach, upholstered in finest quality Vandyke leather over Dunlopillo foam rubber cushions. Three panel floor. Folds and screen rail in rear ground track to eliminate reflection. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel includes separate instruments for oil pressure, water temperature, fuel gauge and oil warning, together with a row of labeled master switches controlling auxiliary equipment. Separate housing beneath panel contains a radio and two speakers (optional extra) located within grille area. When no radio is fitted, the speaker grilles are retained and the radio control panel aperture is blanked off with an inboard. Panel in front of passenger contains an open-forward glove compartment and grab handle. Thermoplastic padded, clear lightweight sunroof screen with wind net and central lock pads. Wide angle rearview adjustable rear view mirror incorporating anti-flick secondary mirror position. Deep pile carpet over thick felt underlay. Luggage accommodation provided in tail of car. Luggage hook lid controlled from inside the car.

HEATING AND DEMISTING. High capacity fresh air heating and anti-fog system with demisting system incorporating a two-speed fan controlled by touch-on face. Temperature and volume of air to windscreen and rear mirror regulated by controls mounted on face panel. Ducts direct air to each side of compartment.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools, in a square fitted and lock container, are housed in the spare wheel compartment.

JACKING. Centrally located jacking points enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type easy-lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 0 in. Track, front and rear, 4 ft. 2 in. Overall length, 14 ft. 7.2 in. Overall width, 5 ft. 5 in. Overall height, 4 ft. 0 in. Ground clearance (lowest), 31 mm. Dry weight (approx.) 224 cwt.

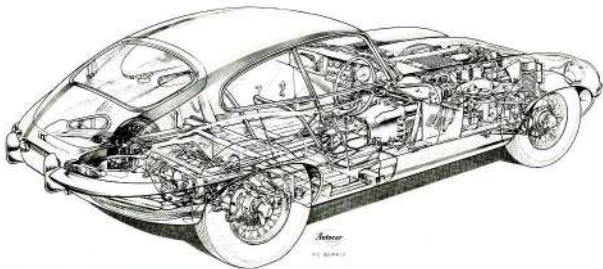


THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

Shown with fibreglass detachable hard top which is offered as an optional extra.



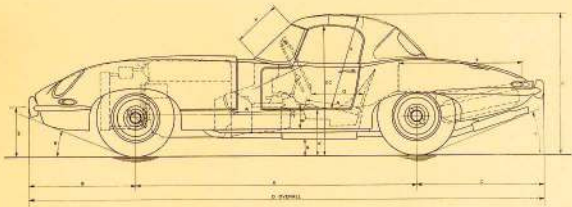
THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

This technical drawing of the Coupé model is reproduced by courtesy of "The Astor" and provides much information concerning design and general construction.



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

This cutaway drawing of the open two-seater is reproduced by courtesy of "The Motor" and provides much information concerning design and general construction.

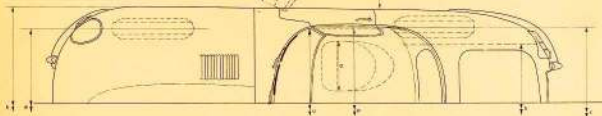


ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LOADED CAR

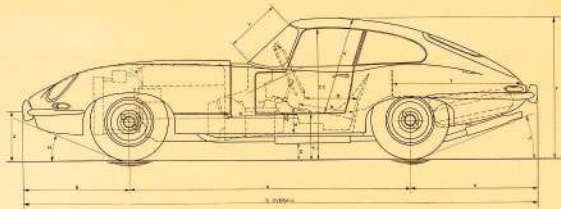
A	WHEEL BASE	94	G	DOOR STEP HEIGHT	10
B	FRONT OVERHANG	34 1/2	H	DOOR OPENING	33 1/2
C	REAR OVERHANG	42 1/2	I	SEAT HEIGHT	6
D	WHEEL LENGTH	17 1/2	J	SEAT DEPTH	20
E	OVERALL WIDTH	40 1/2	K	SEAT WIDTH	16
F	OVERALL HEIGHT	40 1/2	L	SHOULDER ROOM	45
G	GROUND CLEARANCE	5 1/2	M	STRAPBACK WEIGHT TO SEAT SQUARE	17
H	FRONT CLEARANCE WHEEL	21 1/2	N	HEAD TO CLEARANCE	18
I	REAR CLEARANCE WHEEL	27	O	MAX. TRUNK WIDTH	30

INDICATES DETACHABLE HARD TOP

P	MAX. TRUNK LENGTH	31
Q	WINDSCREEN WIDTH	38
R	WINDSCREEN DEPTH	15 1/2
S	WHEEL TRACK	30
T	REAR TRACK	30
U	HEAD ROOM	41
V	FRONT BUMPER HEIGHT	40
W	REAR BUMPER HEIGHT	39 1/2
X	DOOR OPENING ANGLE	42
Y	GROUND TO TOP OF DOOR	43



OPEN TWO-SEATER MODEL GENERAL DIMENSIONS

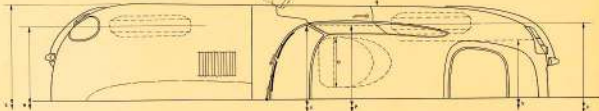


ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A	WHEEL BASE	95
B	FRONT OVERHANG	24 1/2
C	REAR OVERHANG	40 1/2
D	OVERALL LENGTH	176 1/2
E	OVERALL WIDTH	61 1/2
F	OVERALL HEIGHT	48 1/2
G	GROUND CLEARANCE	5 1/2
H	FRONT CLEARANCE ANGLE	24°
I	REAR CLEARANCE ANGLE	20°

J	DOOR STEP HEIGHT	15
K	DOOR OPENING	30 1/2
L	SEAT HEIGHT	5
M	SEAT DEPTH	20
N	SEAT WIDTH	18
O	SHOULDER ROOM	40
P	STEERING WHEEL TO SEAT SQUARE	17
Q	PEDALE TO SEAT CUSHION	18
R	ENG. TRUNK WIDTH	38

T	REAR TRUNK LENGTH	40
U	WINDSCREEN WIDTH	50
V	WINDSCREEN DEPTH	18
W	WHEEL TRACK	50
X	REAR TRACK	50
Y	REAR ROOM	30
Z	FRONT BUMPER HEIGHT	14 1/2
AA	REAR BUMPER HEIGHT	17 1/2
BB	WIND OPENING ANGLE	40°
CC	GROUND TO TOP OF DOOR	48 1/2



FIXED HEAD COUPÉ MODEL GENERAL DIMENSIONS



Continental Road Test No. 10/61

Make: Jaguar

Type: E-type

Makers: Jaguar Cars, Ltd., Coventry, England.

Test Data

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CONDITIONS: Weather: Dry, sunny, and fairly mild. Temperature 67°F. Barometer 30.3 in. Hg. Surface: Dry, clean, smooth. Fuel: Shell Super grade pump petrol 100-100. Cruise setting on 5000 rpm.

INSTRUMENTS

Speedometer to 80 m.p.h. ... 80% view
Speedometer to 100 m.p.h. ... 90% view
Speedometer to 120 m.p.h. ... 95% view
Distance meter ... 95% view

WEIGHT

Front weight, including fuel with oil, radiator and fuel for 100 miles ... 2600 lb.
Rear (incl. distribution of body weight) ... 2100 lb.
Weight taken as correct ... 4700 lb.

MAXIMUM SPEEDS

Flying Quarter Mile
From 0 to 100 m.p.h. ... 14.5 sec.
From 100 to 120 m.p.h. ... 11.0 sec.
From 120 to 140 m.p.h. ... 10.0 sec.
From 140 to 160 m.p.h. ... 9.0 sec.
From 160 to 180 m.p.h. ... 8.0 sec.
From 180 to 200 m.p.h. ... 7.0 sec.
From 200 to 220 m.p.h. ... 6.0 sec.
From 220 to 240 m.p.h. ... 5.0 sec.
From 240 to 260 m.p.h. ... 4.0 sec.
From 260 to 280 m.p.h. ... 3.0 sec.
From 280 to 300 m.p.h. ... 2.0 sec.

FUEL CONSUMPTION

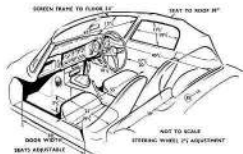
Overall fuel consumption for 100 miles ... 14.5 m.p.g.
Overall fuel consumption for 100 miles ... 14.5 m.p.g.
Overall fuel consumption for 100 miles ... 14.5 m.p.g.
Overall fuel consumption for 100 miles ... 14.5 m.p.g.
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Overall fuel consumption for 100 miles ... 14.5 m.p.g.
Overall fuel consumption for 100 miles ... 14.5 m.p.g.

Overall Fuel Consumption for 100 miles
14.5 m.p.g. (incl. 100 m.p.h. 14.5 m.p.g.)
100 miles

Towing Fuel Consumption (m.p.g.) in steady speed in 100 miles 10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.
10 m.p.h. 14.5 m.p.g.

STAIRING
Turning circle (feet) ... 30 ft.
Left ... 30 ft.
Right ... 30 ft.
Turning circle (feet) ... 30 ft.
Left ... 30 ft.
Right ... 30 ft.

BRAKES from 30 m.p.h.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.
0-30 m.p.h. in 100 ft. ... 100 ft.



ACCELERATION TIMES (from standstill)

0-10 m.p.h.	1.5 sec.
0-20 m.p.h.	3.0 sec.
0-30 m.p.h.	4.5 sec.
0-40 m.p.h.	6.0 sec.
0-50 m.p.h.	7.5 sec.
0-60 m.p.h.	9.0 sec.
0-70 m.p.h.	10.5 sec.
0-80 m.p.h.	12.0 sec.
0-90 m.p.h.	13.5 sec.
0-100 m.p.h.	15.0 sec.
0-110 m.p.h.	16.5 sec.
0-120 m.p.h.	18.0 sec.
0-130 m.p.h.	19.5 sec.
0-140 m.p.h.	21.0 sec.
0-150 m.p.h.	22.5 sec.
0-160 m.p.h.	24.0 sec.
0-170 m.p.h.	25.5 sec.
0-180 m.p.h.	27.0 sec.
0-190 m.p.h.	28.5 sec.
0-200 m.p.h.	30.0 sec.

ACCELERATION TIMES at 100 m.p.h. (from 100 m.p.h.)

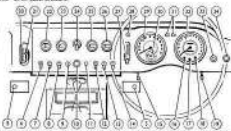
100-110 m.p.h.	1.5 sec.
100-120 m.p.h.	3.0 sec.
100-130 m.p.h.	4.5 sec.
100-140 m.p.h.	6.0 sec.
100-150 m.p.h.	7.5 sec.
100-160 m.p.h.	9.0 sec.
100-170 m.p.h.	10.5 sec.
100-180 m.p.h.	12.0 sec.
100-190 m.p.h.	13.5 sec.
100-200 m.p.h.	15.0 sec.
100-210 m.p.h.	16.5 sec.
100-220 m.p.h.	18.0 sec.
100-230 m.p.h.	19.5 sec.
100-240 m.p.h.	21.0 sec.
100-250 m.p.h.	22.5 sec.
100-260 m.p.h.	24.0 sec.
100-270 m.p.h.	25.5 sec.
100-280 m.p.h.	27.0 sec.
100-290 m.p.h.	28.5 sec.
100-300 m.p.h.	30.0 sec.

HILL CLIMBING at constant steady speeds

Max. gradient on 1st gear ... 1 in 5 (Tough 100 m.p.h.)
Max. gradient on 2nd gear ... 1 in 10 (Tough 100 m.p.h.)
Max. gradient on 3rd gear ... 1 in 15 (Tough 100 m.p.h.)
Max. gradient on 4th gear ... 1 in 20 (Tough 100 m.p.h.)
Max. gradient on 5th gear ... 1 in 25 (Tough 100 m.p.h.)
Max. gradient on 6th gear ... 1 in 30 (Tough 100 m.p.h.)



1. Gear lever. 2. Handbrake. 3. Horn button. 4. Clutch indicator and brake light switch. 5. Horn button. 6. Horn light switch. 7. Horn button. 8. Horn light switch. 9. Horn button. 10. Horn light switch. 11. Horn button. 12. Horn light switch. 13. Horn button. 14. Horn light switch. 15. Horn button.



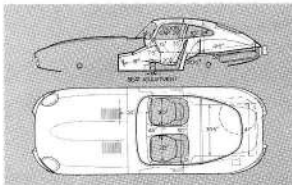
1. Oil pressure gauge. 2. Water temperature gauge. 3. Fuel gauge. 4. Speedometer. 5. Tachometer. 6. Clock. 7. Clock. 8. Clock. 9. Clock. 10. Clock. 11. Clock. 12. Clock. 13. Clock. 14. Clock. 15. Clock.

ACKNOWLEDGMENT

This road test data was prepared by courtesy of "The Motor" and is part of a four-page description and report of the "E" type published by the Motor in its issue of 22nd March, 1961. Reports of the complete article are available on request from Jaguar Cars Ltd., Advertising Department.

Autocar road tests

JAGUAR E-TYPE GRAND TOURING COUPE



Scale 1/16 in. to 1/8 in. Driving seat in central position. Chassis unaccompanied.

PERFORMANCE

ACCELERATION TIMES (secs.)

Speed range, Gear	Ratio	Time in Sec.
m.p.h.	5:1	4:3
10-20	50:3	10:1
20-30	5:1	5:2
30-40	5:1	3:8
40-50	5:1	2:8
50-60	5:1	2:0
60-70	5:1	1:4
70-80	5:1	1:1
80-90	5:1	1:0
90-100	5:1	1:0
100-110	5:1	1:0
110-120	5:1	1:0

From rest through gears to

10 m.p.h.	2.4 sec.
20 "	4.4 "
30 "	5.6 "
40 "	6.9 "
50 "	8.5 "
60 "	11.1 "
70 "	15.2 "
80 "	19.7 "
90 "	24.7 "
100 "	30.2 "
110 "	35.4 "
120 "	41.4 "
130 "	48.4 "

Standing quarter mile 14.7 sec.

MAXIMUM SPEED ON GEARS (R.S. top)

Gear	m.p.h.	R.S.
Top	154.4	242.1
1st	151.7	244.7
2nd	114	187
3rd	78	124
4th	42	66

TRACTIVE EFFORT (by Tapley meter)

Gear	m.p.h.	R.S.
Top	300	1,900
1st	320	1,900
2nd	275	1,600

SPEEDOMETER, m.p.h.

Car speedometer	10	20	30	40	50	60	70	80	90	100	110	120	130	140
True Speed R.S.	11	22	33	44	55	66	77	88	99	110	121	132	143	154
True Speed R.S. 90	10	20	30	40	50	60	70	80	90	100	110	120	130	140

BRAKES (at 30 m.p.h. in neutral)

Brake test	Retardation	Stops, stopping distance in ft.
35	0.28g	151
55	0.41g	78
75	0.62g	47
100	0.84g	34.7
115	0.87g	34.7

FUEL CONSUMPTION: (at steady speed)

Top Gear	m.p.h.	R.S.
30	30.0	30.0
40	24.0	24.0
50	20.0	20.0
60	16.0	16.0
70	14.0	14.0
80	12.0	12.0
90	10.0	10.0
100	8.0	8.0
110	7.0	7.0

Overall fuel consumption for 1,000 miles

27.8 m.p.g. (15.4 litres per 100 km).

Approximate normal range: 16-21 m.p.g.

(17-21.5 litres per 100 km).

Fuel: Super Premium.

TEST CONDITIONS: Weather: Dry, sunny.

Wind at 50 m.p.h. maximum speed test.

Air temperature, 40.7 deg. F.

Moist described 17 March 1961.

STEERING: Turning circle

Between buffers R, 400 ft.; L, 360 ft.

Between wheels R, 400 ft.; L, 400 ft.

Turns of steering wheel lock to lock, 2.75

DATA

PRICE (basic), with fixed head coupé body,

£1,590.

British purchase tax, £340 (19% 24).

Total (ex. Great Britain), £1,930 (19% 24).

Exterior: Capemore painted steel body, £400 (24

inc. P.V.). Daimler R.S. racing tyre: price

to be announced later.

ENGINE: Capacity, 3,381 cc. (200.6 cu. in.).

Number of cylinders, 6.

Bore and stroke, 87 x 106 mm. (3.42 x

4.17 in.).

Valve gear, twin overhead camshaft.

Compression ratio, 9 to 1.

R.A.P., 265 (gross) at 5,500 r.p.m. (b.h.p. per

sq. in. 185.4).

Torque, 260 lb. ft. at 4,000 r.p.m.

Max. rev. 5,000 r.p.m. in top gear, 23.0

R.S. 24.0 R.S.

WEIGHT (with 5 gal. fuel): 2,414 (net) (2,702 lb.).

Weight distribution (per cent): R, 49.0; F,

50.4.

Adm. in travel, 22.1 (net) (2,018 lb.).

1.25 per sq. (gross), 0.86.

BRAKES: Daimler disc, inboard at rear.

Hydraulic with vacuum servo, separate

circuits front and rear.

Disc diameter, 11.1 in. (R, 10 in.).

Brake area, 1,242 sq. in. R, 219 sq. in.

(340 sq. in. per test load).

TYRES: 4.41 x 15 in. Daimler R.S. 5.

Pressure, 14 p.s.i. (2.25 bar), 25 (1.72 bar).

5, 10, 15, 20 (fast driving).

(Optional) Daimler R.S. F (0.00 x 15 in.), 25

R (0.00 x 15 in.), 40 (maximum speed).

TANK CAPACITY: 14 Imperial gallons

(63.6 litres).

Oil capacity, 11 pints (6.2 litres).

Cooling system, 22 pints (12.5 litres).

DIMENSIONS: Wheelbase, 50 in. (127 in.).

Track, 48 in. (127 cm.).

Length (overall), 140.7 in. (3,573 cm.).

Width, 58.5 in. (1,486 cm.).

Height, 48 in. (1,219 cm.).

Ground clearance, 5 in. (127 mm.).

Front end, 15 in. (381 mm.).

ELECTRICAL SYSTEMS: 12-volt; 92

ampere-hour battery.

Headlamps, 60-60 watt bulbs.

SUSPENSION: Front, wishbones, torsion

bars, telescopic dampers.

Rear, wishbones, torsion bars and

telescopic dampers (each side, anti-roll bar).

STEERING: Rack and pinion.

Power steering, optional.

Steering wheel, 15 in. (381 mm.).

Steering column, 15 in. (381 mm.).

Steering gear, 15 in. (381 mm.).

Steering knuckle, 15 in. (381 mm.).

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ACKNOWLEDGEMENT

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