

This Car Alone Caused A Temporary Spike In The UK Birthrate

On the '61 E-Type, traffic stopping sex appeal made sense then. And Hagerty Insurance makes sense now. After all, bespoke coverage from the only company in the U.K. that specialises in classic car insurance, well, that never gets old.



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Celebrating 60 Years of The E-Type

Design

Jaguar designer Malcolm Sayer achieved something unique with the E-type, and even now the car remains a symbol of motoring's 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.

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.

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.

Series 1 ½ (1967-1968)

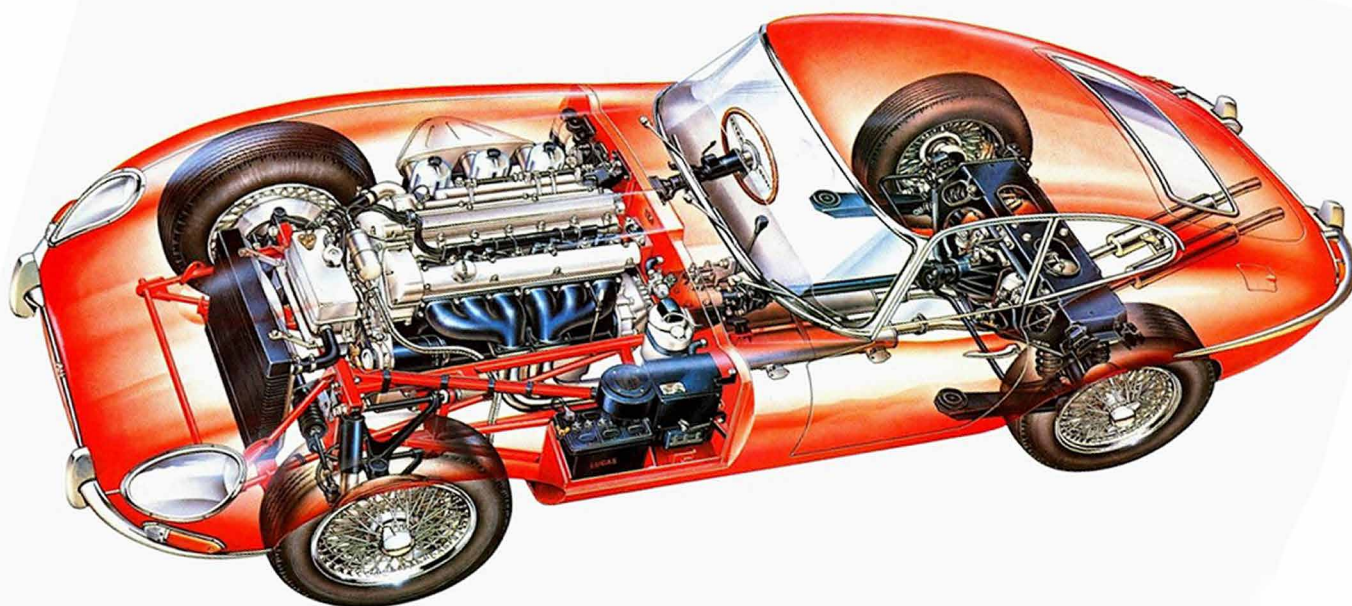
In 1967, Jaguar launched an updated model which came to be known as the Series 1 ½. This model was only in production for a single year. It brought the new unfaired headlight design that subsequently featured on the S2. Improved brakes were also among the updates.

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 "ribbed" cam covers. Air conditioning and power steering were available as factory options.



1961 Jaguar E-Type Fixed Head Cutaway

Celebrating 60 Years of The E-Type

Series 3 (1971-1974)

The Series 3 was introduced in 1971, with the new 5.3 litre 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.

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.

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.

Collectability

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.

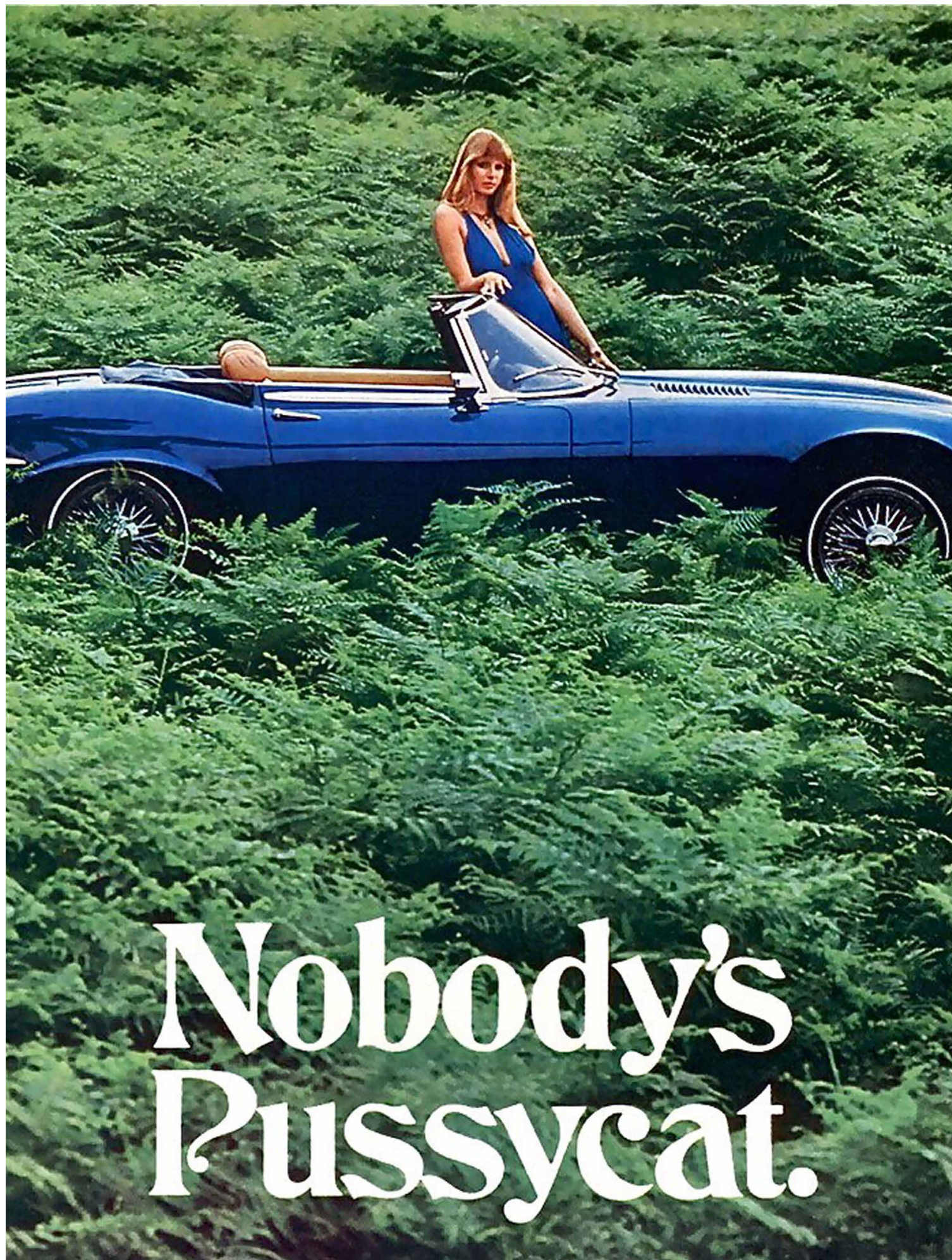
End of the Line

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. ■



1974 Jaguar E-type Series 3 V12 OTS. The Last E-type Built HDU 555N



Nobody's
Pussycat.

60 Facts About The E-Type

To celebrate the E-Type's anniversary, for 60 days the Jaguar Daimler Heritage Trust listed on its website 60 facts about the E-Type. (Not all facts have been included due to space).

Fact 1: The E-type was launched at the Geneva Motor Show on 15 March 1961.



"The most beautiful car in the world"

Fact 2: 9600 HP, the first E-type FHC, was unveiled to the press at the Parc des Eaux Vives, Geneva. This caused a sensation with people pushing for demonstration rides, the police were called to keep order.



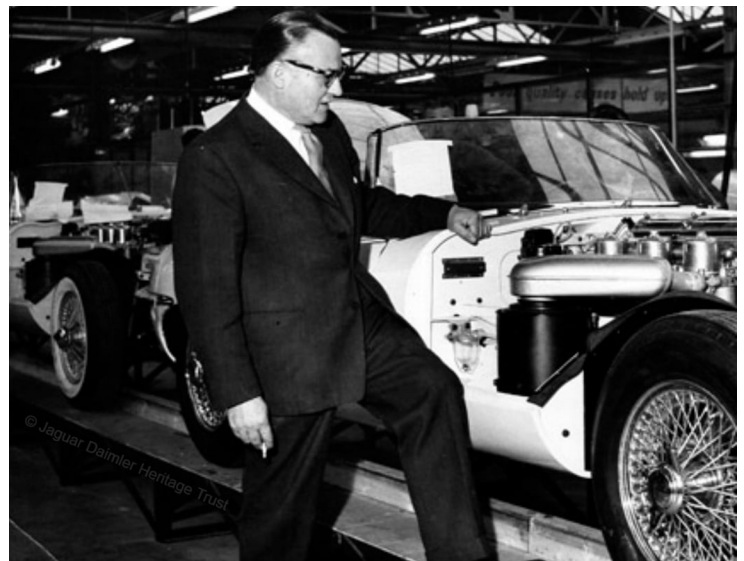
Fact 3: Demand was so high that Sir William Lyons phoned the factory and told Norman Dewis to drive 77 RW, the first E-type Roadster, to Geneva. He drove through the night arriving in Geneva 11 hours later just in time to get ready for the demonstration drives.



Fact 4: The third E-type at Geneva in March 1961 was the launch car on the stand in the Motor Show - E-Type FHC, chassis 885005. The car is still in Switzerland in the ownership of a Swiss collector.



Fact 5: The engineering team behind the E-Type was led by Jaguar Chief Engineer, William Heynes, with Malcolm Sayer working on the body design and Bob Knight on the Independent Rear Suspension (IRS) setup.



Fact 6: When it was launched in March 1961, the E-Type was the world's fastest production car.



60 Facts About The E-Type

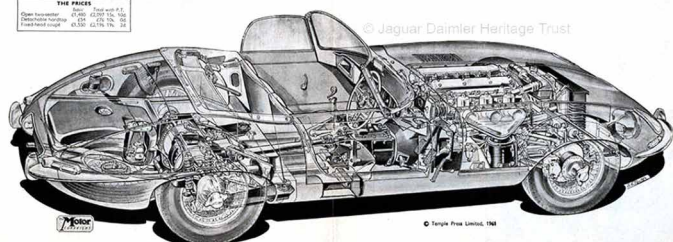
Fact 7: By the end of Geneva Motor Show the Company had taken orders for 500 E-Types and 9600 HP and 77 RW were returned to Coventry by which time they had covered a total of 3,400 miles.



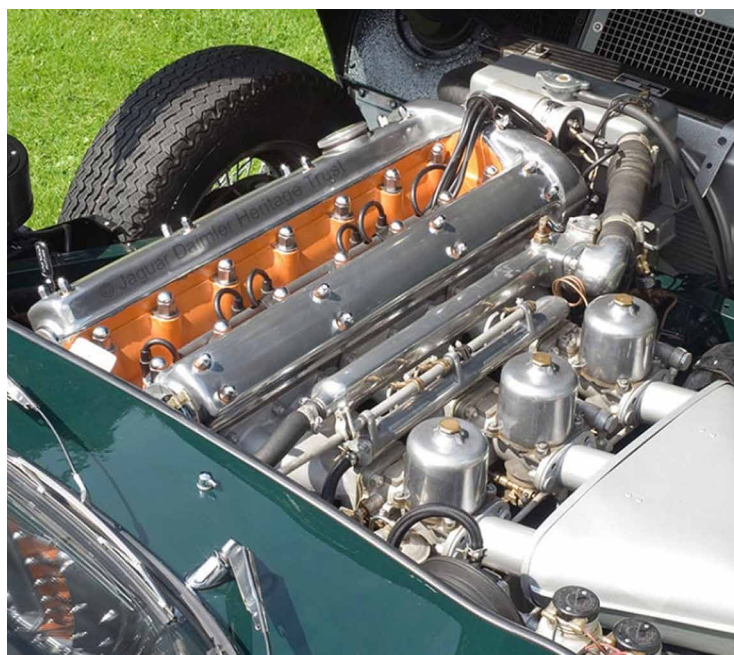
Fact 8: At launch, the E-Type Series 1 coupé cost £2,196 but by 1963, with a reduction in Purchase Tax, this had come down to £1,913. When launched the E-type was half the price of an Aston Martin and a third of the price of a Ferrari. In 1961 the average working weekly wage was £15...so still not cheap.

THE PRICES		
	Basic	Total with P.T.
Open two-seater	£1,480	£2,097 15s. 10d.
Detachable hardtop	£54	£76 10s. 0d.
Fixed-head coupé	£1,550	£2,196 19s. 2d.

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Fact 9: The E-Types were launched with the 3,781cc XK engine with triple 2 inches SU carburetors. This was the same version engine that had featured in the very last iteration of the Jaguar XK150S sports car from 1958 to 1960.



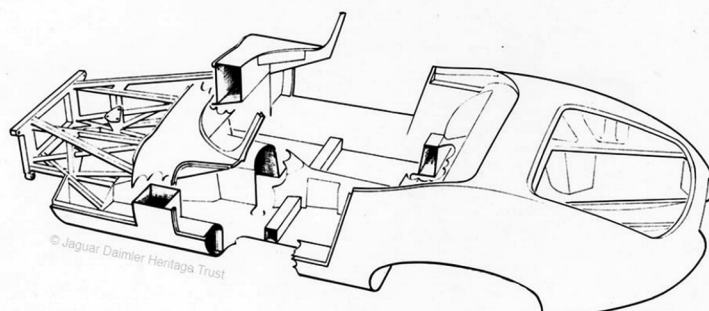
Fact 10: Jaguar's PR Manager and Public Relations Officer Bill Rankin is credited with having created the initial aura surrounding the launch of the E-Type which continued long after Geneva.



Fact 11: The E-Type encapsulated the spirit of the "Swinging Sixties" - liberation, innovation and style. It attracted celebrity owners from Sid James to Princess Grace of Monaco.

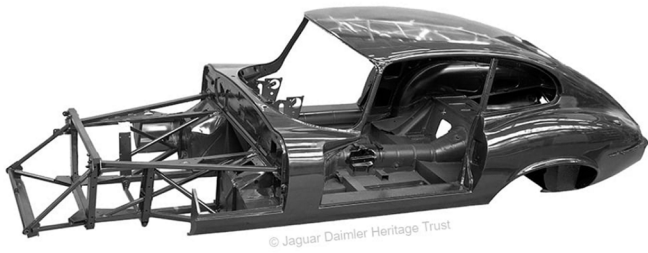


Fact 12: The E-Type structure was completely unlike any of its predecessors, weighing in at 225 kg less than the XK150 it replaced.



60 Facts About The E-Type

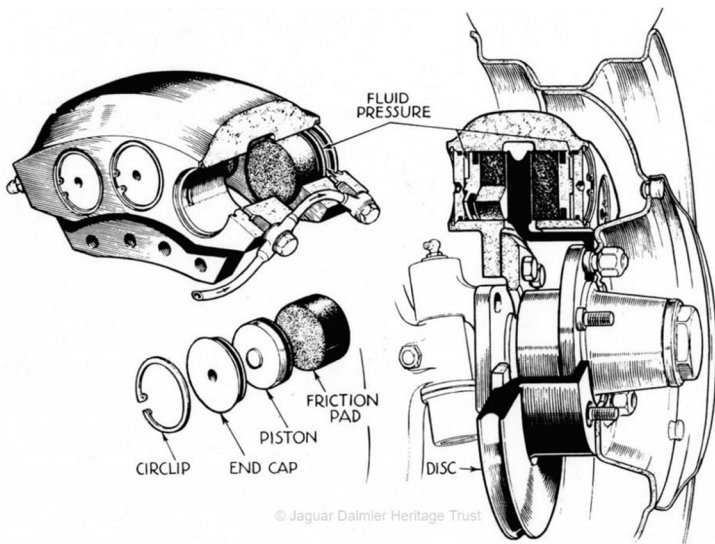
Fact 13: The E-Type was designed as a roadster but Bob Blake, a body fabricator came up with fixed head coupe. When Lyons saw this he said "Did you do this, Blake?"... It's good... We'll make it."



Fact 14: Brand identity and badging on the early E-Type's was minimal. The only badge on the front of the car was a round 'Growler' with a red sunray background inserted in the centre of the motif bar that spanned the bonnet air intake. The only badge on the boot lid said 'Jaguar'. Nowhere on the car was 'E-Type' mentioned nor details of the engine size.



Fact 15: E-Types were equipped with Dunlop disc brakes on all four wheels with separate hydraulic circuits front and rear - a rarity in the early 1960s.



Fact 17: Enzo Ferrari is quoted as having said the E-Type is "the most beautiful car in the world".



Fact 18: Even though the E-Type was designed for everyday use rather than as a racing car, it was very successful in racing throughout the 1960s and 1970s.



Fact 19: Exactly a month after the E-Type was unveiled to the public, on 15 April 1961, two showroom specification cars were entered in a 25-lap race at Oulton Park. Graham Hill took the chequered flag on the E-Type's maiden outing.



Fact 20: Four E-Types were sent to the US for the New York Motor Show in April. By the end of the Motor Show, Jaguar North America had taken orders worth \$30 Million (£11 M), most of that for E-Types.

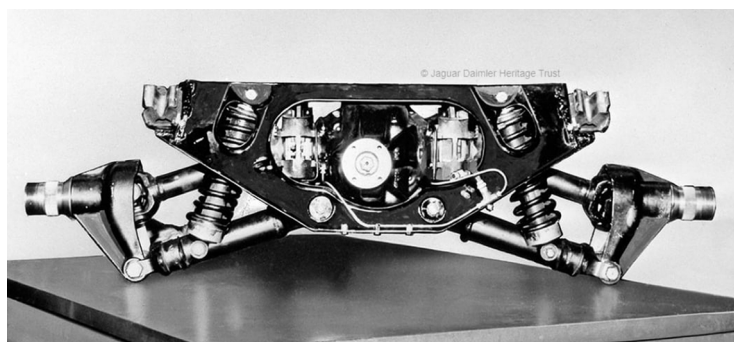


60 Facts About The E-Type

Fact 24: E2A was the 2nd prototype which was developed from the D-Type (the first being E1A which no longer exists) to race at Le Mans. Again designed by Malcolm Sayer. The finished car weighed 953 kg. (73 kg heavier than a D-Type).



Fact 26: E2A was used as the test bed for improving the front suspension and for developing the completely new Independent Rear Suspension developed by Bob Knight.



Fact 27: In 1962 Peter Lumsden & Peter Sargent competed at Le Mans at the wheel of Sargent's E-Type 898 BYR (chassis 850009), one of the earliest E-types from the production line. They finished 5th one place behind the Cunningham/Salvadori E-Type built in the Jaguar Competition Dept.



Fact 28: Between 1963-1964 Jaguar produced twelve Lightweight E-Types to compete in serious racing. One of these cars included the 1963 Australian GT Championship car owned and raced by Bob Jane.



Fact 29: The Lightweight E-Type's monocoques, outer body panels and fitted hardtops were manufactured from aluminium, so that they were 113 kg lighter than the steel bodied E-type.



Fact 34: On 11 October 1964, during a 1,000 km race on the Montlhéry circuit near Paris, Peter Lindner's 'Low-Drag' Lwt E-Type lost control in the wet and collided with another race car. Both drivers and 3 officials were killed. His lightweight 4868 WK was impounded by French authorities and locked away in storage. It was restored in the late 2000s to become the well-known Lindner-Nöcker Lightweight.



60 Facts About The E-Type

Fact 39: From 1961 to 1964, Jaguar made 7,671 3.8 litre E-Type Series 1 coupés, of which 1,799 had right-hand drive, and 1,559 were sold in the home market where the coupé was more popular than the open two-seater.

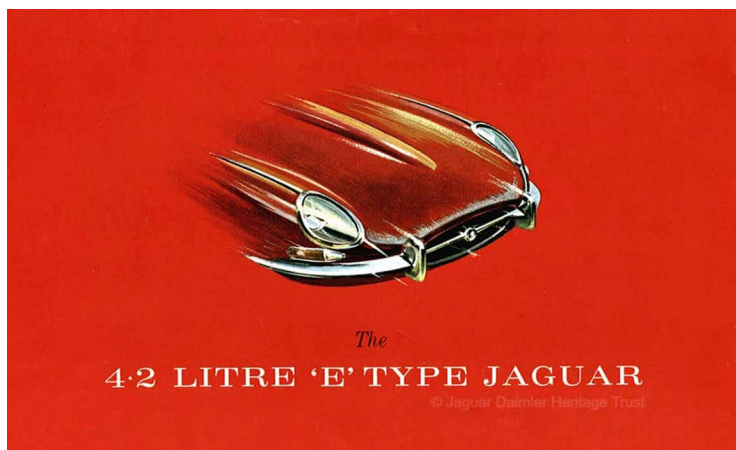


Fact 40: On 9 October 1964 Jaguar launched the 4.2 litre version of the E-Type replacing the 3.8 litre engine, still fed by triple 2" SU carburettors. The power output remained about the same, but torque increased to 283 lb ft at 4,000 rpm allowing the E-type to pull better in the middle rev ranges.



NEW 4.2 LITRE 'E' TYPE MODELS

Fact 42: Many E-Type enthusiasts think the 4.2L Series1 is the best version – it retains the purity of the original car with its faired in headlights. The 4.2L engine and Jaguar all-synchromesh gearbox made the car more fun to drive. The better brakes improved stopping power. The improved seating made it more comfortable for long distance driving. All of these upgrades made it a more refined, more civilised car.

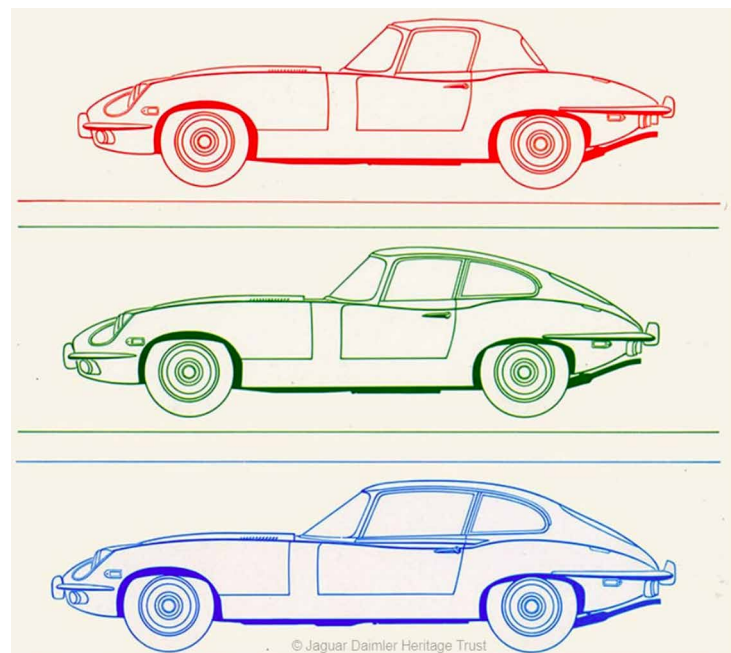


Fact 43: The 2+2 version of the E-Type was launched in September 1965.

The rear seats in the 2+2 could just about accommodate two small children – or maybe one adult seated sideways. When the rear seats weren't occupied, the upper portion of the seat backs could be swivelled forward to increase luggage space to accommodate the often quoted 'two sets of golf clubs'.



Fact 44: The Series 2 was built from August 1968 to October 1970 and it was offered in three body styles: open two seater (OTS), fixed-head coupé (FHC) and two plus two coupé (2+2).

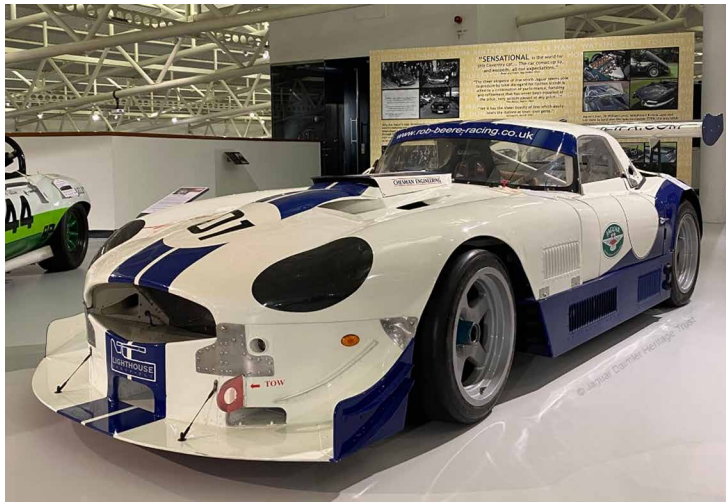


Fact 46: The V12 engine for the E-Type Series 3, was designed and developed by Walter Hassan and Harry Mundy. Unlike the four-cam V12 engine that was used in the XJ13, this was a twin-cam configuration which was more compact, much lighter and easier to produce.



60 Facts About The E-Type

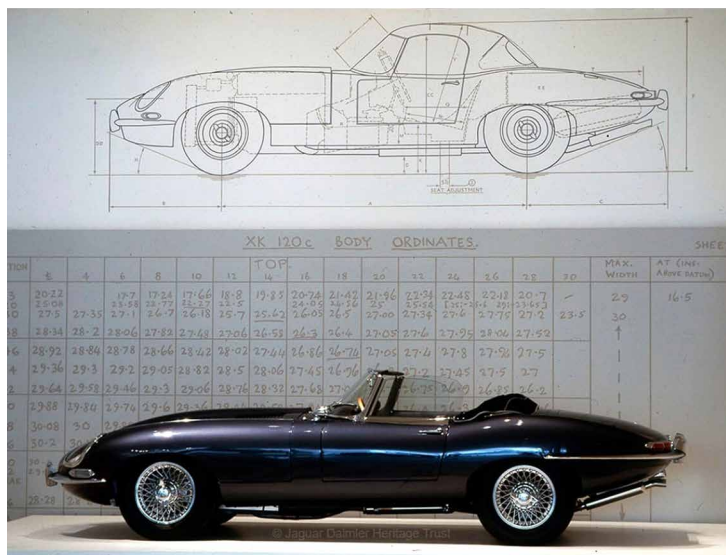
Fact 47: A 1971 Jaguar V12 E-Type built by Fred Cliffe and later highly modified by Jaguar Racing specialist, Rob Beere, achieved the title of the 'World's Fastest E-Type'. In 2001 it achieved an E-type speed record of 184 mph (296.12 km/h). It can sprint from a standstill to 150 mph (242 km/h) in around eight seconds.



Fact 48: The E-Type achieved racing success in its Series 3 form in the USA, when Bob Tullius' Group 44 won the 1975 SCCA Championships.



Fact 54: The Museum of Modern Art in New York added an E-Type as a permanent exhibit in 1996.



Fact 57: According to the Coventry Evening Telegraph 16 March 1961, French actor Jacques Charrier was the first person to buy an E-Type.



Fact 58: From 1961 to 1974 72,512 E-Types were built.



Fact 60: The Last E-Type, chassis number 1S2872, was built on 12 June 1974, and retained by Jaguar cars, registered as HDU 555N. Ownership was transferred to the Jaguar Daimler Heritage Trust in September 1983. ■

