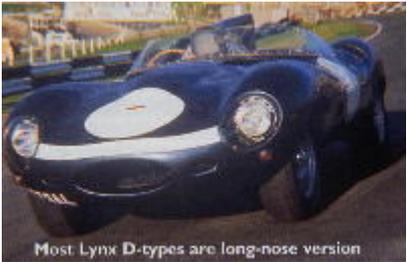
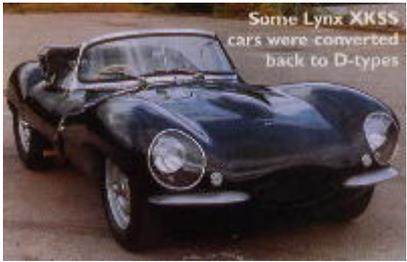


Classic Cars - May 1998

MISSING LYNX by Martin Buckley

Lynx started building cars in 1973 and has been busy most of the time since. Jags have provided most of the work, but there have been other marques you might not have heard of...

<p>1973: D-type</p>  <p>Most Lynx D-types are long-nose version</p> <p>The classic D-type using E-type identity and a 4.2 litre XK engine. Outwardly accurate in every detail. Jaguar IRS makes it more driveable. Initially offered as a kit, 42 examples built, almost all in long-nose form.</p>	<p>1976: C-type</p>  <p>First Lynx C-types date from 1976</p> <p>Mechanically closer to the original than the D-type (no IRS) but never caught on. Dropped in 1981 after four were built.</p>	<p>1977: XKSS</p>  <p>Some Lynx XKSS cars were converted back to D-types</p> <p>This was a roadgoing D-type with hood, bumpers, windows and a proper screen. Six built</p>
<p>1978: XJS Spyder</p>  <p>Lynx beat factory to XJS Convertible idea</p> <p>Lynx Spyder pre-empted the factory XJS cabrio by a decade. Much prettier than the coupe, the Lynx version had rear seats which the factory cabrio lacked. 72 built.</p>	<p>1978: XJ Coupe Convertible</p>  <p>XJC Convertible proved popular</p> <p>This one doesn't look quite right, especially with the hood up, but 16 buyers thought it was worth an additional £5000 on top of the price of the car.</p>	<p>1982: XJS Eventer</p>  <p>Eventer was world's fastest estate</p> <p>Perhaps the best-looking and certainly the most useful of all, the Eventer is a proper high-performance estate with sculpted rear seats and a decent load area. 60 built. Conversion still offered on secondhand XJSs, but Lynx is planning an Eventer version of the XK8.</p>
<p>1984: Saab 900i Convertible</p>  <p>Lynx 900i a basis for Saab's own chop-top</p> <p>Lynx does lots of development work for manufacturers and that's how this one came about. Lynx briefly marketed the car as a conversion; just two were built.</p>	<p>1985: Mercedes 500 SEC Cabrio</p>  <p>Lynx did a pair of these</p> <p>Much happier-looking than the XJC or 928, so it's a surprise that this one didn't really catch on either. It had a power hood, of course, and was extensively strengthened. Just two built.</p>	<p>1985: Porsche 928 Convertible</p>  <p>Ugly one-off 928 built in 1985</p> <p>With its power hood and heavy, bulbous rear end the 928 was built for an American client at a cost of £15,000. It remained a one-off.</p>



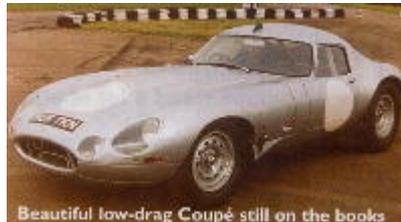
1986: XJS Turbo Performer



Performer: nuff said...

This monster twin-turbo version of the V12 Jaguar Coupe was fast but proved expensive to develop. Only three built.

1986: Jaguar E-type Low Drag Coupe



Beautiful low-drag Coupé still on the books

Lynx version of the Lindner/Nocker car, available in low-drag coupe or hardtop form. Engine available as 3.8 litre or 4.2, with Weber carburettors or Lucas injection, wide-angle head and dry-sump lubrication. You can even have an alloy block. Three built.

LYNX: THE WORKS



The Lynx workshops near Hastings always have a selection of the most pukka racing machinery which they sort and sympathetically modify for historic events.

When we visited, a GT40 was rubbing shoulders with a works D-type, Lightweight E and SS100 (old No 8) and the Tojeiro Buick, among many others.

'We are known for Jaguars,' says Mayston-Taylor, 'but we will do anything.'



A team of 19 craftsmen do everything bar the paintwork in-house, hand-forming panels over wooden bucks and using traditional wheeling machine methods.

'Each project is a one-off,' says Mayston-Taylor, 'and with the historic cars we are determined to preserve the patina: we won't restore something unless it just has to be done.'

The other side to the business is the new D-types and Lightweight E-types and the Eventer, still in production.

