

**Reference code:** GB3299-LTWT

**Title:** Lightweight E-type Collection

**Name of creator:** Jaguar Land Rover Ltd.

**Dates of creation of material:** 1958-1985

**Level of description:** fonds

**Extent:** 4 boxes

**Administrative history:** The original company was established at Blackpool in Lancashire, on 4 September 1922, as a partnership between William Lyons (1901-1985, knighted 1956) and William Walmsley (1891-1960), trading as the Swallow Side Car Company. 1926, change of name to Swallow Side Car and Coach Building Company. 1928, moved from Blackpool to Foleshill, Coventry. Swallow Coachbuilding was registered as a limited company in 1930. SS Cars Limited was incorporated on 10 October 1933, with a public share issue in January 1934. Walmsley left the company at this point. The sidecar business was devolved to Swallow Sidecars (1935) Limited, which was sold to the Helliwell Group in December 1944. In 1939, Motor Panels (Coventry) Limited was bought by SS Cars Limited but was sold in 1943 to Rubery Owen.

Jaguar Cars Limited was incorporated on 11 November 1937, and in April 1945 became the main operating company, with SS Cars Limited as a subsidiary. In 1952, the company moved to Browns Lane, Allesley, Coventry. In 1954, a subsidiary company was established in the USA, as the Jaguar Cars North American Corporation.

The following companies were taken over by Jaguar Cars Limited: The Daimler Company in May 1960, including its subsidiaries such as Lanchester, Barker and Hooper, which were all bought from the BSA Group; Guy Motors Limited, Wolverhampton, in 1961; Coventry Climax Engines Limited, Coventry, in 1963; Henry Meadows Limited, Wolverhampton, in 1964.

In July 1966, Jaguar Cars Limited and its subsidiary companies merged with the British Motor Corporation (BMC) to form a joint holding company, British Motor Holdings (BMH). In January 1968, BMH merged with Leyland to form British Leyland Motor Corporation which underwent several reorganisations and was de facto nationalised in 1975. Sir William Lyons had retired in May 1972. Jaguar Cars Limited had ceased to exist as an operating company by 1 January 1973 and then became part of British Leyland (UK) Limited, also known as BL UK Limited, later BL Cars Limited. Jaguar became part of BL's Specialist Car Division which in 1978 was re-named Jaguar Rover Triumph. Coventry Climax, Guy and Henry Meadows were assigned to other divisions of the BL group. In 1983, Jaguar was a founder member of the Jaguar Daimler Heritage Trust.

In 1984, BL sold Jaguar (including Daimler) via a public share issue on the London Stock Exchange in a new company, Jaguar Cars plc, which had a subsidiary operating company, Jaguar Cars Limited, and a US subsidiary, Jaguar Cars Inc. Jaguar had an interest in two joint operations, Venture Pressings Limited together with GKN (1988-1994), and Jaguar Sport together with Tom Walkinshaw (1988-c.1994), with a subsidiary company XJ220 Limited.

In December 1989, Jaguar Cars plc accepted an offer for its shares from the Ford Motor Company, and became a wholly owned subsidiary of Ford. Subsequently, following other acquisitions by Ford including Land Rover in 2000, from 2001 Jaguar, Land Rover, Aston Martin and Volvo were merged to form the Premier Automotive Group (PAG), which was a Ford subsidiary. In 2006, with the closure of the Browns Lane factory, the registered office of Jaguar Cars was moved to Whitley, Coventry. In 2008, Ford sold Jaguar and Land Rover to the Tata Group, which established a wholly-owned subsidiary under the name of Jaguar Land Rover.

**Scope and content:** Twenty files concerning the Lightweight E-Types and other competition E-types. The files consist of lightweight specification sheets, service records, factory invoices, factory and owner correspondence, race testing and results and a non-owner letter.

**System of arrangement:** Arranged at series level by chassis Number, thereafter numerically by document type, then by date

**Access conditions:** Open

**Conditions governing reproduction:** No restriction on copying or quotation other than statutory regulations, preservation concerns, and business concerns

**Immediate source of acquisition:** Received as a gift from Jaguar Cars

**Archivist's note:** Fonds level description created by D. Carlow and P. Woodley in October, 2013

**LTWT/001      Papers concerning Lightweight E-type No. 1 Chassis: 850006**

LTWT/001/001	Chassis Development of J. Coombs E-type – 4WPD: An internal brief to WM Heynes from Derek White and Tom Jones detailing the set-up of the car for the Silverstone race 12 May 1962 and subsequent development of the car for testing by Norman Dewis at MIRA on 4-5 June. The car was then altered for testing at Silverstone GP circuit 7 June by Norman Dewis and Graham Hill. The car was altered again and taken to Mallory Park 9 June for practice, driven by Graham Hill, and again on 11 June before the race. Hill finished 2nd in the 7 lap GT race and 2nd in the 25 lap GT final. Hill comments on the handling of the car in the race. There are two pages of recommendations to improve the handling of the car.	18 June 1962	9 sheets
LTWT/001/002	Development of 1963 Competition E-type (1st aluminium body): An internal brief from D White and T Jones to the Competition Department, detailing the build of the first aluminium competition E-type, chassis number 850006. The car was made from light alloy parts and using many parts from the Coombs car.	16 November 1962	3 sheets
LTWT/001/003	Coombs 1963 Competition E-type at MIRA: An internal brief from D White to W Heynes about tests on MIRAs chassis dynamometer on the 20 November 1963. The car was tested in order to obtain figures for the following: Transmission and rear tyre losses at full throttle in 3rd, 4th and 5th gears of the 5 speed ZF gearbox, power loss due to churning of gearbox oil and drag at rear tyres on over-run in 3rd, 4th and 5th gears.	25 November 1963	2 sheets
LTWT/001/004	Jaguar Service Card – R59329: An internal Jaguar Service work card for chassis number 850006, when still registered BUY 1, for work to be carried out on a new clutch, new rear brake discs, a change in axle ratio and to refit the competition exhaust. There is also a handwritten letter stating what work had been done with the net price and price for parts and free of charge parts.	26 September 1961	1 sheet
LTWT/001/005	Customer receipt for chassis 850006: The form handed to the customer as a receipt when a car came to Jaguar for service work to be carried out. This receipt is for Coombs of Guildford, chassis number 850006 (now registered 4 WPD).	12 April 1963	2 sheets
LTWT/001/006	Jaguar Service Card – R72778: An internal Jaguar Service work card for chassis number 850006 (when registered 4WPD), for work to be carried out on engine repairs and make up and supply a 4.09:1 final drive unit. The car is owned by Red Rose Motors Ltd. of Chester.	14 April 1965	1 sheet
LTWT/001/007	Jaguar Service Card – R74816: An internal Jaguar Service work card for chassis number 850006, for work to be carried out on the power output on the engine, front brakes, fit a 3.77 axle, check exhaust pipe, check gearbox leak, fix bonnet catch and strap investigate off-side front tyre fouling and check and reset geometry. The second sheet is a wheel alignment report. The car is owned by Red Rose Motors Ltd. of Chester.	9 August 1965	2 sheets
LTWT/001/008	Jaguar Service Card – R74844: An internal Jaguar Service work card for chassis number 850006 (when un-registered), for work to be carried out	13 December 1965	3 sheets

on the car, to strip and rebuild car to existing specification with new body except for bonnet and hard top. The second sheet is an internal memo from CM Leaver to the Main Gatehouse stating to receive the car from Red Rose Motors and to give them parts with advice note. The third sheet is the service department copy of the receipt form. The car is owned by Red Rose Motors Ltd. of Chester.

LTWT/001/009	Jaguar Service Card – R79120: An internal Jaguar Service work card for chassis number 850006 (when un-registered), for work to be carried out on the car, replace cracked block with new block from the experimental department and grind valves and de-coke original head and fit to new block, supply 3.77 final drive unit, steering bracket cracked, fit new front and rear anti-roll bars, fit new headlamps with Perspex covers and bonnet harness. The car is owned by Red Rose Motors Ltd. of Chester.	18 July 1966	1 sheet
LTWT/001/010	Jaguar Service Card – R79177: An internal Jaguar Service work card for chassis number 850006, for work to be carried out on the car, fit 4.2 E-Type Brake Servo System. The car is owned by Red Rose Motors Ltd. of Chester.	19 March 1967	1 sheet
LTWT/001/011	Invoice – R89606: An owner and an internal copy of an invoice to J Coombs for the rebuilding of the car 850006 following an accident at Easter Goodwood. The work included the front sub-frame, aluminium bonnet and special lightweight steel bodyshell, less doors and other mechanical parts. A handwritten parts list with prices and instructions to Mrs. Burgess re invoicing the work to J Coombs is included in the document.	28 May 1962	11 sheets
LTWT/001/012	Letter for Competition folder: A copy of a covering letter to John Coombs which would have been enclosed with the latest E-type forms of recognition.	25 November 1963	1 sheet
LTWT/001/013	Invoice – R103800: An invoice to John Coombs for £1000 covering the part cost of competition modification of chassis number 850006.	1 March 1965	1 sheet
LTWT/001/014	Invoice Copy: A copy of an invoice to supply C Bridges of Red Rose Motors an oil pipe assembly, free of charge.	14 July 1965	1 sheet
LTWT/001/015	Invoice Copy: A copy of an invoice to supply C Bridges of Red Rose Motors an oil filter, oil pressure gauge and an oil pipe assembly.	14 October 1965	1 sheet
LTWT/001/016	Invoice – R537: A photocopy of an invoice for £1175 to Red Rose Motors for stripping and rebuilding car, new body less bonnet and hard top.	30 March 1966	1 sheet
LTWT/001/017	Invoice Copy: A copy of an invoice to Red Rose Motors for an off side rear lower wishbone, free of charge.	12 December 1966	1 sheet
LTWT/001/018	Invoice – R598: A photocopy of an invoice to Red Rose Motors for the preparation for competition use of chassis 850006 for the 1966 season, charged £895.	30 December 1966	1 sheet
LTWT/001/019	Customer Receipt: The form handed to the customer as a receipt when a car came to Jaguar for service work to be carried out. This receipt is for C Bridges, Red Rose Motors when the car came in to be fitted with a new brake servo system. The file also contains a memo from RJ Woodley to the main gate advising the car delivery on Sunday 17 March 1967, and for the car to be left inside service workshop.	March 1967	3 sheets

LTWT/001/020	Service order to the spares department: A service order to the Spares Department requesting 3 front brake discs for chassis 850006, now owned by Gordon Brown, Five Barred Gate Garage.	26 June 1967	1 sheet
LTWT/001/021	Report on Coombs E-type at the International Easter Monday Race at Goodwood: The first page is a circulation list from M MacDowel to FRW England, with copies to Heynes, Knight, Weaver, Wilkinson and File. The second page is the practice report giving the lap times by Roy Salvadori with technical data, Roy Salvadori's notes and report of actions taken. The third page is the race report, reporting the crash on the second lap. The last two sheets are photocopies of the practice and race reports.	21-23 April 1962	5 sheets
LTWT/001/022	Report on Coombs E-type at the Silverstone International Trophy Race: The first page is a circulation list from M MacDowel to W Heynes with copies to England, Knight, Jones, Weaver, Wilkinson and file. The second page is the Thursday and Friday practice report, giving the lap times by Graham Hill, with technical data and notes and report of actions taken. The third page is a continuation of Friday practice with technical data, notes and actions taken. It also has the race day lap times up to lap 13. The fourth page continues with the technical notes, driver's remarks and conclusion. The last four sheets are photocopies of the practice and race reports.	May 1962	8 sheets
LTWT/001/023	Report on the Coombs E-type at the Mallory Park, 2000 Guineas: The first page is a circulation list from M MacDowel to W Heynes, with copies to England, Knight, Jones, Weaver, Wilkinson and White. The second page is the Saturday practice report giving the car set up, lap times by Graham Hill, with technical data and notes and report of actions taken. The third page is a the Monday practice with lap times with technical data, notes and actions taken, then a seven lap heat with lap times. The fourth page has the 24 lap final race with lap times, and technical notes. The fifth page has a conclusion with driver suggesting modifications. The last five sheets are photocopies of the practice and race reports.	11 June 1962	10 sheets
LTWT/001/024	Report on Coombs E-type at Silverstone Test and International August Bank Holiday Meeting at Brands Hatch: The first page is a circulation list from M MacDowel to W Heynes, with copies to England, Knight, Jones, Weaver, Wilkinson, White and file. The list includes a paragraph stating since the Brands Hatch report, the loss of brake pedal was mainly due to a sticking master cylinder and not as stated in (Note D). The second page is a report on the private practice at Silverstone on Tuesday 31 July, with the Coombs E-type being driven by Graham Hill, testing the new handling modifications. The lap times, remarks and conclusion finish on the third page. The fourth page is report on the Coombs E-type at the International August Bank Holiday Meeting at Brands Hatch with the driver being Graham Hill. It includes remarks on problems with wheel being loose, technical notes and continues onto page five. Page five also has a report on the race day on the 6 August with lap times, remarks continuing on page six. Also on page six is an analysis of car performance during the race and comments that Hill was exhausted after his brilliant drive in the German GP the previous day. There are six photocopied pages of the	July 1962 – August 1962	12 sheets

	above.		
LTWT/001/025	Report on the International Lombank Trophy race at Snetterton: A photocopy of an internal report from C Leaver to FRW England, with copies noted to RE Berry, and D White. The first page is a report of the 25 lap GT race, continuing on the second page. Also on pages two and three there is a report on the Touring Car race which mentions the Atkins car (a 3.8 litre Mark II) which was race prepared (but not painted and trimmed) driven by Roy Salvadori.	1 April 1963	3 sheets
LTWT/001/026	Testing of Coombs 1963/64 Competition E-type: A report from D White to W Heynes on the testing of the Coombs 1963/64 competition E-type at Goodwood by Graham Hill. The report concentrates on the new magnesium wheels, suspension set up for best lap time and comparing the performance of Smiths and Speedwell rev counters. The conclusions are that a good set up was found for improved handling but the rear tyres were fouling the wheel arches with the wider wheels. Page two covers the rev counters - it was decided that neither were satisfactory and more research was needed to discover a better instrument. Also on page 2 and 3 it is noted that Hill drove the Lumsden's modified E-type.	9 April 1964	3 sheets
LTWT/001/027	Chassis 850006 Logbook: A photocopy of the original log book (starting with the first owner, John Coombs) showing the change of registration from BUY 1 to 4 WPD, and the later owners Red Rose Motors, followed by Gordon Brown.	1961-1978	1 sheet
<b><u>LTWT/002</u></b>	<b><u>Papers concerning Lightweight E-type No. 2 Chassis: S850659</u></b>		
LTWT/002/001	Cunningham E-type Specification Record: A specification document for the Briggs Cunninghams lightweight E-type. The file consists of the build specification; including the engine (RA1345-9S), a 3.8 litre 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-Type gearbox (EB9376CR), aluminium wheels and body (R5860). The Cunninghams E-type is known as Lightweight No. 2.	12 March 1963	5 sheets
LTWT/002/002	A brief history of chassis S850659: A handwritten note by Ian Lockett giving a brief history of the Cunningham car S850659. However, the car that is described is, in fact, S850664.	c. 1987	1 sheet
<b><u>LTWT/003</u></b>	<b><u>Papers concerning Lightweight E-type No. 3 Chassis: S850660</u></b>		
LTWT/003/001	Specification of the Qvale Lightweight: A specification document for the Kjell Qvale lightweight E-Type. It consists of the build specification, including the engine (RA1344-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-type gearbox (EB9375CR), aluminium wheels and body (R5861). Qvale's E-type is known as Lightweight No. 3.	12 March 1963	5 sheets
LTWT/003/002	Correspondence re: Lightweight E-type No. 3: A cable detailing flight details of parts to New York. A letter from C Leaver to K Hickman (Jaguar Cars Inc) instructing the workshop to scrap the original pedal box and fit a new one. There is also an invoice for the pedal box.	5 July 1963	3 sheets
LTWT/003/003	Correspondence regarding the ZF gearbox installation: A letter from C Leaver to Mr Qvale, apologising for not previously sending the ZF gearbox installation instructions and notifying him that they are now enclosed. However, the instructions are no longer with the letter.	25 November 1963	1 sheet

LTWT/003/004	Letter to an owner, Howard Gidovlenko: A letter from C Leaver to H Gidovlenko enclosing copy of latest amendment to FIA form of recognition, also mentioning the tests on the wider wheels are incomplete at the present time.	25 November 1963	1 sheet
LTWT/003/005	Letter from C Leaver to H Gidovlenko: A letter from C Leaver to H Gidovlenko stating that the 7" wide wheel tests are now complete, and that they are also testing the 7.5" rims. The letter also asks if Gidovlenko is interested in buying some, and also asking (if the car was entered at Sebring) would he like to buy a larger oil tank.	26 February 1964	1 sheet
<b><u>LTWT/004</u></b>	<b><u>Papers concerning Lightweight E-type No. 4 Chassis: S850661</u></b>		
LTWT/004/001	Specification document for the Atkins Lightweight: A specification document for the CT Atkins lightweight E-type: it consists of the build specification including the engine (RA1346-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-type gearbox (EB9813CR), aluminium wheels and body (R5862). Also attached is a draft invoice for preparing the car for competition use at a cost of £1500. The Atkins E-type is known as Lightweight No. 4.	17 April 1963	6 sheets
LTWT/004/002	Jaguar Service card – R70259: An internal Jaguar Service work card for chassis number 850661 (when registered 86PJ) for work to be carried out on engine repairs, including changing the metering head and supplying a 4.55 final drive unit. The car is owned by Jac Mac Motors.	c. 1964	1 sheet
LTWT/004/003	Jaguar Service Card – R72787: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ, painted white) for work to be carried out - engine service, replacing the cracked bell housing, fitting a 4.2 E-type hydraulic brake system and make up and supply a 4.09:1 final drive unit. The car is owned by Peter Mould.	14 May 1965	1 sheet
LTWT/004/004	Jaguar Service card – R74809: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ) for the supply of a 4-speed all synchromesh gearbox and the supply of a 3.54:1 final drive unit. The car is owned by Peter Mould.	12 July 1965	1 sheet
LTWT/004/005	Jaguar Service card – R74817: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ, painted white) - the work to be carried out to thoroughly examine chassis for rear end structural breakage and repair if possible. The car is owned by Peter Mould.	9 August 1965	1 sheet
LTWT/004/006	Jaguar Service card – R79175: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ, painted white) - for work to be carried out on an engine service, for the clutch and brakes to be checked and to re-new the speedo cable and check the rev counter. The car is owned by Guy Griffiths.	13 March 1967	1 sheet
LTWT/004/007	Jaguar Service card – R79191: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ, painted white) - for work to be carried out on the final drive and for fitting a seatbelt. The car is owned by Guy Griffiths.	24 April 1967	1 sheet
LTWT/004/008	Jaguar Service card – R84029: An internal Jaguar Service work card for chassis number 850661 (registered 86PJ, painted white) - for work to be carried out on rectifying a gearbox oil leak and slipping clutch. The car is owned by Guy Griffiths.	4 October 1967	1 sheet
LTWT/004/009	Invoice – R92722: An invoice to CT Atkins for preparing chassis number 850661 for competition use. The price was £1500.	17 April 1963	1 sheet
LTWT/004/010	Head gasket invoice: An internal copy of invoice to supply one head gasket, free of charge.	18 April 1963	1 sheet
LTWT/004/011	Advice note – B331699: An advice note to Peter Mould, supplying and	18 January	1 sheet

	assortment of engine gaskets.	1966	
LTWT/004/012	Invoice Reminder: An internal copy of an invoice reminder, regarding the outstanding account of £265, to Peter Mould.	15 February 1966	1 sheet
LTWT/004/013	Letter from Peter Mould: A letter from Peter Mould with a cheque enclosed, for outstanding amount of £265.	29 March 1966	1 sheet
LTWT/004/014	Correspondence to CT Atkins: A copy of a covering letter to CT Atkins, which would have been enclosed with the latest E-type forms of recognition.	25 November 1963	1 sheet
LTWT/004/015	A Letter to Andrew Whyte: A letter to Andrew Whyte from Penny Griffiths, advising him of purchasing 86PJ and enquiring about the servicing of the car. There is also a reply from RJ Woodley regarding servicing of the car. (Due to this first letter Penny Griffiths and Roger Woodley were married within 18 months)	28 December 1966	2 sheets
LTWT/004/016	Letter to Penny Griffiths: A letter to Penny Griffiths from Andrew Whyte giving a history of her car - chassis number S850661.	4 January 1967	2 sheets

**LTWT/005      Papers concerning Lightweight E-type No. 5 Chassis: S850662**

LTWT/005/001	Specification document for the Lindner Car: A specification document for the Peter Lindner lightweight E-type. It consists of the build specification including the engine (RA1347-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-type gearbox (EB9642CR), aluminium wheels and body (R5863). The Lindner E-type is known as Lightweight No. 5.	7 May 1963	5 sheets
LTWT/005/002	Engine Test Report: A report from G Buck to W Heynes giving performance figures for the Lindner engine as prepared for the Le Mans practice with two different exhaust systems.	15 April 1964	1 sheet
LTWT/005/003	Engine Test Report: A report from G Buck to W Heynes giving performance figures for the Lindner engine as prepared for the Le Mans practice with two different exhaust systems.	15 April 1964	1 sheet
LTWT/005/004	Invoice – R92727: An invoice to Peter Lindner for preparing chassis number 850662 for competition use at the price of £1500.	16 May 1963	1 sheet
LTWT/005/005	Invoice to Peter Lindner: An invoice to Peter Lindner for one petrol pump, free of charge.	25 June 1965	1 sheet
LTWT/005/006	Letter from Peter Lindner: A letter from P Lindner to C Leaver concerning the completion date of his E-type, and confirming his verbal order for racing wheels, hubs, final drive units and two speedometers.	29 April 1963	2 sheets
LTWT/005/007	Telex from Leaver: A copy of a Telex from C Leaver to P Lindner, confirming his E-Type will be ready the following Wednesday.	14 June 1963	1 sheet
LTWT/005/008	Export Form: A form from the Export Department arranging for the export of the Lindner E-type, chassis S850662 (registration 4868WK). The car was to leave the factory on Thursday to go to Southend airport.	19 June 1963	1 sheet
LTWT/005/009	Letter from Peter Lindner: A letter from P. Lindner to C Leaver, informing him that he is returning all his aluminium rims to the factory together with his Mark II 3.8 saloon (registered WI-PL 1). Also included is a letter from C Leaver to Lindner confirming receipt of rims and Mark II.	10 March 1964	2 sheets

**LTWT/006      Papers concerning Lightweight E-type No. 6 Chassis: S850663**

LTWT/006/001	Specification document for the Lumsden car: A specification document for the Peter Lumsden lightweight E-type: it consists of the build specification including the engine (RA1348-9S), a 3.8 litre, 35/40 cylinder	7 May 1963	5 sheets
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	head, P.I., aluminium block and dry sump, a special 4-speed all Synchro gearbox (4SS-1), aluminium wheels and body (R5864). The Lumsden E-type is known as Lightweight No. 6.		
LTWT/006/002	Jaguar Service card – R79109: An internal Jaguar Service work card for chassis number 850663. The work to be carried out was to repair engine due to running short on oil. The car is now owned by John Scott Davies.	2 June 1966	1 sheet
LTWT/006/003	Jaguar Service card – R79139: An internal Jaguar Service work card for chassis number 850663. The work to be carried out was to supply one competition clutch assembly. The car is owned by John Scott Davies.	3 October 1966	1 sheet
LTWT/006/004	Jaguar Service card – R79156: An internal Jaguar Service work card for chassis number 850663 (registered 49 FXN). The work to be carried out was to check and repair engine, fit a 4.2 E-type brake servo, service rear axle, modify the exhaust for road use and to fit an electric radiator cooling fan and dash switch. The car is owned by RA Gibson and is painted Carmen Red.	31 December 1966	1 sheet
LTWT/006/005	Jaguar Service card – R84026: An internal Jaguar Service work card for chassis number 850663 (registered 49 FXN). The work to be carried out was to fit cast iron block and service brakes. The car is owned by RA Gibson.	5 September 1967	1 sheet
LTWT/006/006	Invoice – R92730: An invoice to Peter Lumsden for preparing chassis number 850663 for competition use, at the price of £1500.	31 May 1963	1 sheet
LTWT/006/007	Advice Note – B325446: An advice note to Peter Lumsden for one set of bearings, two sets of bushes and one road wheel and tyre and an attached note to the gate house requesting that Lumsden sign the advice note.	27 February 1964	2 sheets
LTWT/006/008	Service parts request document: An internal service document from C Leaver to various departments to organise a delivery of gaskets to Jack Playford & Co (Peter Lumsden).	10 July 1963	1 sheet
LTWT/006/009	Service parts request document: A service parts request document from C Leaver to various departments, to organise a delivery of a set of piston rings to Peter Lumsden.	9 March 1964	1 sheet
LTWT/006/010	Service parts request document: A service parts request document from C Leaver to various departments, to request four light alloy wheels on to Henlys Lorry for collection by Peter Lumsden, free of charge.	19 March 1964	1 sheet
LTWT/006/011	Service parts request document: An internal service parts request document from C Leaver to various departments, for a set of front and rear dampers. The car is owned by Peter Lumsden.	2 April 1964	1 sheet
LTWT/006/012	Service parts request document: A service parts request document from C Leaver to various departments, for 2 links and 4 bushes to be collected from the Spares Counter. The car they were intended for is owned by Peter Lumsden.	7 April 1964	1 sheet
LTWT/006/013	Service parts request document: A service parts request document from C Leaver to various departments, for parts urgently required. The second sheet itemises the parts. The car they were intended for is owned by Peter Lumsden.	24 April 1964	2 sheets
LTWT/006/014	Service parts request document: A service parts request document from C Leaver to various departments, for special water hoses, free of charge. The car they were intended for is owned by Peter Lumsden.	27 May 1964	1 sheet
LTWT/006/015	Service parts request document: A service parts request document from C Leaver to various departments, for 2 camshafts. The car they were intended for is owned by Peter Lumsden.	27 May 1964	1 sheet
LTWT/006/016	Service parts request document: A service parts request document from C Leaver to various departments, for various bearings. The car they were intended for is owned by Peter Lumsden.	12 August 1964	1 sheet
LTWT/006/017	Service parts request document: A service parts request document from C	16	1 sheet

	Leaver to various departments, for a cylinder block to be invoiced by the Service Department. The car they were intended for is owned by Peter Lumsden.	November 1964	
LTWT/006/018	Service parts request document: A service parts request document from C Leaver to various departments, for a clutch plate, seals and gaskets. The car they were intended for is owned by Peter Lumsden.	13 April 1965	1 sheet
LTWT/006/019	Letter and service parts request document: A letter from Jack Playford Ltd confirming a telephone order for rear road springs and torsion bars. The second sheet is a service parts request document from C Leaver to various departments, for these items. The car they were intended for is owned by Peter Lumsden.	23 March 1965	2 sheets
LTWT/006/020	Letter and service parts request document: A letter from Peter Lumsden requesting 2 front brake discs. The second sheet is a service parts request document from C Leaver to various departments, for these items. The car they were intended for is owned by Peter Lumsden.	8 June 1965	2 sheets
LTWT/006/021	Service parts request document: A service parts request document from C Leaver to various departments, for four seal kits. The car they were intended for is owned by Peter Lumsden.	5 August 1965	1 sheet
LTWT/006/022	Service parts request document: A service parts request document from C Leaver to various departments, for a clutch plate and various studs and tappets. The car they were intended for is owned by Peter Lumsden.	8 September 1965	1 sheet
LTWT/006/023	Service parts request document: A service parts request document from C Leaver to various departments, for an oil pump body (free of charge). The car they were intended for is owned by Peter Lumsden.	16 September 1965	1 sheet
LTWT/006/024	Service parts request document: A service parts request document from C Leaver to various departments, for an oil pump cover and various bushes. The car they were intended for is owned by Peter Lumsden.	17 September 1965	1 sheet
LTWT/006/025	A payment reminder letter: A payment reminder letter for parts supplied to J Scott Davis, from R J Woodley, requesting payment of an outstanding invoice. The car in question is now owned by J Scott Davis.	17 March 1967	1 sheet
LTWT/006/026	A payment reminder letter: Two payment reminder letters for parts supplied to J Scott Davis, from R J Woodley, requesting payment of the outstanding invoice. The second letter advises that without prompt payment the matter will be passed to Jaguar's debt collectors.	27 April 1967-7 May 1967	2 sheets
LTWT/006/027	A letter from Peter Lumsden: A letter from Peter Lumsden to C Leaver, requesting engine service information. The second sheet itemises the parts required, and the third and fourth sheets are service parts request documents for the parts. The car they were intended for is owned by Peter Lumsden.	28 February 1964	4 sheets
LTWT/006/028	A letter from between Peter Lumsden and C Leaver: A letter from Peter Lumsden to C Leaver, requesting various parts. The car they were intended for is owned by Peter Lumsden.	31 March 1964	1 sheet
LTWT/006/029	A letter and service parts request document: A letter from Peter Lumsden to C Leaver requesting a crown and pinion for final drive 4:27. The second sheet is a service parts request document for the parts. The car they were intended for is owned by Peter Lumsden.	4 March 1964	2 sheets
LTWT/006/030	A letter from Peter Lumsden to Chris Leaver: A letter from Peter Lumsden to Chris Leaver advising non receipt of parts requested. The car they were intended for is owned by Peter Lumsden.	28 April 1964	1 sheet
LTWT/006/031	Inter-Departmental Communication: An inter-departmental communication from Chris Leaver to the main gatehouse, advising that Mr Lumsden or his representative will be collecting a gear box assembly. The car they were intended for is owned by Peter Lumsden.	6 August 1964	1 sheet
LTWT/006/032	A letter from Peter Lumsden to Chris Leaver: A letter from Peter	5 May	1 sheet

	Lumsden to Chris Leaver, covering returning surplus parts. The car they were intended for is owned by Peter Lumsden.	1964	
LTWT/006/033	Inter-Departmental Communication: An inter-departmental communication from Chris Leaver to the main gatehouse, advising that Mr Lumsden will be collecting spare parts. The car they were intended for is owned by Peter Lumsden.	20 May 1964	1 sheet
LTWT/006/034	Memo to Factory Main Gate: A memo from Chris Leaver to the main gatehouse, advising that Mr Lumsden will be collecting spare parts. The second sheet is the list of parts. The car they were intended for is owned by Peter Lumsden.	2 August 1965	1 sheet
LTWT/006/035	Inter-Departmental Communication: A memo from Chris Leaver to the main gatehouse, advising that Mr Lumsden will be collecting spare parts. The second sheet is the list of parts. The car they were intended for is owned by Peter Lumsden.	3 September 1965	3 sheets
LTWT/006/036	Correspondence between Peter Lumsden and Chris Leaver: A letter from Peter Lumsden to Chris Leaver pointing out the expenses incurred due to the poor quality engine caps supplied and suggesting a refund would be in order. Enclosed with the letter is a breakdown of faults found and the costs incurred. The fourth sheet is a letter from Chris Leaver to Peter Lumsden agreeing to pay a partial refund. The car in question is owned by Peter Lumsden.	3 December 1966–16 May 1966	4 sheets
LTWT/006/037	Correspondence between RA Gibson and RJ Woodley: A letter from RA Gibson advising that he has purchased E-type, chassis number S850663, and enquiring what antifreeze he should use in the car. RJ Woodley replies, advising the use of Bluecol. The car in question is now owned by RA Gibson.	24 October 1966–28 October 1966	2 sheets
LTWT/006/038	Correspondence between RA Gibson and RJ Woodley: A letter from RA Gibson enquiring as to the possibility of fitting servo brakes and an engine cooling fan for use in Club racing. The second sheet is a reply from RJ Woodley advising that a 4.2 servo could be fitted; costing approximately £80 – 90 and a fan could also be fitted. The third sheet states how long the work would take and asks when he would like to book the car in. The car in question is now owned by RA Gibson.	21 December 1966–29 December 1966	3 sheets
LTWT/006/039	Inter-Departmental Communication: An inter-departmental communication from RJ Woodley to Mr Shapley, regarding spare parts for E-type S 850663. The car in question is now owned by RA Gibson.	3 March 1967	1 sheet
LTWT/006/040	Correspondence between RA Gibson and RJ Woodley: A letter from RA Gibson to RJ Woodley requesting details of brake pads, and a reply supplying the information. The car in question is now owned by RA Gibson.	24 April 1967–27 April 1967	2 sheets
LTWT/006/041	Correspondence between N Clarke and DA Cottingham: A letter to N Clarke from DA Cottingham advising the splined driveshaft to the wheel had sheared off on tightening the hub retaining nut, and suggesting that there may possibly be a fault in manufacture. The letter also requests the purchase a lightweight E-type exhaust system. Enclosed is a photograph of the item. The car in question is now owned by DA Cottingham.	4 March 1969	2 sheets
LTWT/006/042	Correspondence between AD Clarke and DA Cottingham: A letter from AD Clarke to David Cottingham, suggesting a parts failure was caused by fatigue in a faulty spline as opposed to a manufacturing fault. Clarke also suggests that an XK 120 competition exhaust system could be installed if the car is used on the road, as a lightweight exhaust system is practically two 2" straight pipes with no silencer and therefore only suitable for racing. The car in question is now owned by DA Cottingham.	14 March 1969	2 sheets
LTWT/006/043	A letter to Peter Lumsden: A copy of a covering letter to Peter Lumsden,	25	1 sheet

	which would have been enclosed with the latest E-type forms of recognition.	November 1963	
LTWT/006/044	Correspondence between Peter Lumsden and Chris Leaver: A letter from Peter Lumsden to Chris Leaver accompanying unwanted parts and requesting credit. The car in question is owned by Peter Lumsden.	15 February 1965	1 sheet
LTWT/006/045	Correspondence between Chris Leaver and Peter Lumsden: A letter from Chris Leaver to Peter Lumsden requesting the list of parts to be returned for credit. The car in question is owned by Peter Lumsden.	19 August 1965	1 sheet
LTWT/006/046	Correspondence between Peter Lumsden and Chris Leaver: A letter from Peter Lumsden to Chris Leaver thanking him for a Credit note for £45. The car in question is owned by Peter Lumsden.	11 July 1966	1 sheet
LTWT/006/047	Correspondence between RA Gibson and RJ Woodley: A letter from RA Gibson enquiring if it is possible to fit 8 ½ " and 9" rims to his car. The second sheet is a reply from RJ Woodley indicating that it would not be advised by Jaguar as it would entail modifications to bodywork and front subframe. The car in question is owned by RA Gibson.	19 June 1967–21 June 1967	2 sheets
LTWT/006/048	Correspondence between RA Gibson and FRW England: A letter from RA Gibson to FRW England expressing dissatisfaction with Jaguar Cars, feeling he was misled by Mr Woodley over the availability of lightweight spares before purchasing his car. He has now been informed by Mr Butler that there are very few spares available. He is also unhappy about the state of his engine after nine races and would like an explanation from Mr England. On the third and fourth sheets, Mr England replies Mr Woodley denies making such comments and that Jaguar will do their best to support any customer. Mr England states that that the alloy blocks were never satisfactory and believes that the excessive bore wear could have been caused by the engine overheating and distorting the block. Due to the considerable work carried out by Jaguar cars on the engine earlier in the year Mr England will look at the present invoice and hope to reduce the cost. The car in question is owned by RA Gibson.	10 October 1967–16 October 1967	4 sheets
LTWT/006/049	Correspondence between DA Cottingham and C Butler: A letter from RA Cottingham saying that he now owns the Lumsden car. He asks for details of ignition settings, cylinder compression, what camshafts are fitted to the engine, a safe rev. limit and mentions a problem with gear selection from 3rd to 4th. Mr Chris Butler replies and gives settings and details requested, also suggesting Mr Cottingham contacts the gearbox engineers about the selection problem. The car in question is owned by DA Cottingham.	7 October 1968–18 October 1968	4 sheets
LTWT/006/050	Correspondence between DA Cottingham and NG Clarke: A letter from RA Cottingham to Chris Butler asking for suspension angles front and rear for car fitted with 600 and 650 Dunlop tyres. The reply comes from NG Clarke as Mr Butler is no longer employed by the department. He states he is unable to help without the chassis number of the car. The car in question is owned by DA Cottingham.	7 February 1969–13 February 1969	2 sheets
LTWT/006/051	Correspondence between DA Cottingham and NG Clarke: A letter to DA Cottingham from NG Clarke explaining that the car was not prepared by Jaguar for Mr Lumsden but giving standard suspension settings used on the lightweight cars. He suggests adjusting basic settings to suit. The car in question is owned by DA Cottingham.	27 February 1969	2 sheets
LTWT/006/052	Telephone message: A telephone message from Mr Mehew stating he is considering purchasing a lightweight E-type from DA Cottingham.	28 September 1970	1 sheet

**LTWT/007      Papers concerning Lightweight E-type No. 9 Chassis: S850666**

LTWT/007/001	Specification document for the Sutcliffe car: A specification document for the Peter Sutcliffe lightweight E-type. It consists of the build specification including the engine (RA1351-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-Type gearbox (EB162CR), aluminium wheels and body (R5867). Sutcliffe's E-type is known as Lightweight No. 9.	3 July 1963	6 sheets
LTWT/007/002	Modification - specification upgrade: A specification upgrade for modifying the Sutcliffe Lightweight E-type to the John Coombs' lightweight specification. This includes engine modification, larger wheels and tyres, suspension changes, with a handwritten note about costing for parts.	27 April 1964	4 sheets
LTWT/007/003	Jaguar Service card – R68063: A Jaguar service card for chassis S850666 (registered YVH 210) to re-spray the body in Opalescent Dark Green. Pages 2 and 3 are the receipt for the car.	23 December 1963	3 sheets
LTWT/007/004	Jaguar Service Card – R69310: A Jaguar service card for chassis S850666 to fit a 3.54 final drive unit, to fit a roll bar and to re-new the steering wheel.	4 May 1964	1 sheet
LTWT/007/005	Receipt for service record - R69318: A receipt for work carried out on chassis S850666. No further detail is included in the document.	1964	2 sheets
LTWT/007/006	Jaguar Service card – R69324: A service record for chassis S850666, to check and repair the engine, and for repairs to the exhaust manifolds and to convert the final drive from 3.54 to 4.27.	8 July 1964	1 sheet
LTWT/007/007	Service Record card –R69333: A service record for chassis S850666 - for checking the petrol pump, fitting a new exhaust manifold, checking the gearbox and replacing the bell housing, fitting new front wheel bearings, overhauling the exhaust system. The record also informs the owner that the front brake pads need replacing.	4 September 1964	1 sheet
LTWT/007/008	Copy of Jaguar Service card – R69341: A copy of a service record for chassis S850666 - to supply an aluminium cylinder block and associated parts, check the brakes and wheel bearings.	12 November 1964	1 sheet
LTWT/007/009	Jaguar Service Card – R79124: A service record for chassis S850666 to check the engine, repair the gearbox, check the brakes and retrim the rear interior in black. The car is now owned by R Vincent and is now painted Carmen Red. The second page is a service department car receipt form, with owner instruction requests. The third page is a test report.	15 August 1966	3 sheets
LTWT/007/010	Jaguar Service card –R79183: A service record for chassis S850666 - to rectify oil leaks and PI unions, fit 4.2 E-type all synchromesh gearbox, check the brakes and suspension bolts.	4 April 1967	1 sheet
LTWT/007/011	Jaguar Service card – R84039: A service record for chassis S850666 - to overhaul diff and convert to 4.09. The contact name on the service card is RD Jennings and prepared by Coombs of Guildford. The car is registered RV 7, owner R Vincent.	3 December 1967	1 sheet
LTWT/007/012	Jaguar Service card – R86896: A service record for chassis S850666 to overhaul diff and convert to 3.31.	6 August 1968	1 sheet
LTWT/007/013	Service parts request document: An internal parts request for a special electronic rev counter and speedometer cable.	11 July 1963	1 sheet
LTWT/007/014	Service Order: A service order to Smiths Industries to supply an impulse tachometer.	1963	1 sheet
LTWT/007/015	Service parts request document: An internal parts request for four special competition brake pads to be supplied to Peter Sutcliffe.	8 October 1963	1 sheet
LTWT/007/016	Service parts request document: An internal parts request to supply Ph Jourdain, two Perspex headlamp covers and water temperature gauge.	20 May 1964	1 sheet
LTWT/007/017	Service parts request document: An internal parts request to supply Peter	13 October	1 sheet

LTWT/007/018	Sutcliffe with one final drive cover and blanking plug. Copy of a cable to Peter Sutcliffe: A copy of a cable to Peter Sutcliffe in Johannesburg advising him of air freight consignment details.	1964 6 November 1964	1 sheet
LTWT/007/019	Service parts request document: An internal parts request to supply John B Clarke Motor Co. (Joburg) for one aluminium cylinder block and associated parts, for Peter Sutcliffe's car, chassis S850666.	6 November 1964	1 sheet
LTWT/007/020	An Advice Note – B373531: An advice note for engine parts, aluminium sump assembly, competition damper and crank pulley for Rossleigh, to be collected by MGH MacDowel.	17 June 1968	1 sheet
LTWT/007/021	An Advice Note – B373533: An advice note for cylinder head and gaskets etc. to Coombs of Guildford (who prepared chassis S850666 for R Vincent).	21 June 1968	1 sheet
LTWT/007/022	An Advice Note - B373540: An advice note for 2 radius arm bushes to be collected by Coombs and Sons.	12 July 1968	1 sheet
LTWT/007/023	An Advice Note - B373543: An advice note for one fully reconditioned differential unit with a 3.31:1 ratio for Coombs of Guildford.	8 August 1968	1 sheet
LTWT/007/024	Invoice R92736: An invoice for preparing car for competition use - £1,500 for Peter Sutcliffe.	12 July 1963	1 sheet
LTWT/007/025	Correspondence with Peter Sutcliffe: A copy of a covering letter to Peter Sutcliffe which would have been enclosed with the latest E-type forms of recognition.	25 November 1963	1 sheet
LTWT/007/026	Internal Communication - Mr Leaver to the Gatehouse: An internal memo from Mr Leaver to the Main Gatehouse, reference chassis S850666 being collected by Capels Transport, to be delivered to the Racing Car Show.	17 January 1964	1 sheet
LTWT/007/027	Correspondence between Mr Leaver and Mr P Jourdain: A letter from Mr Leaver to Mr P Jourdain, advising him that Mr Sutcliffe's car will be arriving soon in order to change the final drive ratio before competing in the GT race at Montlhery. All costs to be paid for by Mr Sutcliffe.	15 May 1964	1 sheet
LTWT/007/028	Correspondence between Mr P Jourdain and Mr Leaver: A letter from Mr P Jourdain to Mr Leaver, acknowledging the imminent arrival of Mr Sutcliffe's car which they are delighted to prepare.	19 May 1964	1 sheet
LTWT/007/029	Correspondence between Mr Leaver and Mr P Jourdain: A letter from Mr Leaver to Mr Jourdain, thanking him for looking after Mr Sutcliffe's car and also Chassis 890193 (Mr Bardinon's car), and asking him to charge production car rates for work done.	1 June 1964	1 sheet
LTWT/007/030	Internal Communication - Service Department to Mr Carter: An internal communication from Mrs Cooksley of the Service Department to Mr Carter, advising of instructions from Mr England to pay Mr Bromage (a mechanic in the Competitions Department) for overseas racing services for Mr Sutcliffe.	8 June 1964	1 sheet
LTWT/007/031	Correspondence between Mr Sutcliffe and Jaguar Cars: A letter from Mr Sutcliffe to Jaguar Cars requesting reimbursement from the manufacturers of his wide rimmed racing wheels, as they have been a very poor fit.	9 July 1964	2 sheets
LTWT/007/032	Correspondence between C Leaver and John B Clarke Motor Co.: A letter from C Leaver to John B Clarke Motor Co Pty, enquiring as to whether they could assist Mr Sutcliffe with his needs while he is racing in South Africa, which include finding a tow car.	30 September 1964	2 sheets
LTWT/007/033	Telegram - Peter Sutcliffe to C Leaver: An overseas telegram from Peter Sutcliffe to C Leaver, advising results Rand, 3rd overall, 1st in class. He also states that the block is cracked at the rear and asking for advice immediately. The second page is a reply from C Leaver to P Sutcliffe, congratulating him on his result and enquiring if the crack is pertaining to oil or water.	3 November 1964	2 sheets

LTWT/007/034	Correspondence between C Leaver and P Sutcliffe: A letter from Mr Leaver to Mr Sutcliffe advising him of the parts being dispatched in order to repair his engine, together with torque settings and other instructions.	6 November 1964	3 sheets
LTWT/007/035	Correspondence between Scotts of Nottingham and C Leaver: A letter from Scotts of Nottingham (ZF Gearbox concessionaires) to Mr Leaver, advising him of a request for an oil seal for Mr Sutcliffe in South Africa.	10 November 1964	1 sheet
LTWT/007/036	Copy of a Cable between C Leaver and P Sutcliffe: A cable from C Leaver to P Sutcliffe, advising him to ensure the distributor drive shaft bush oil way is drilled through.	10 November 1964	1 sheet
LTWT/007/037	Correspondence between C Leaver and Scotts of Nottingham: A letter from Scotts of Nottingham to C Leaver, advising of the dispatch of an oil seal for the Sutcliffe car to South Africa. The second letter is from C Leaver to Scotts of Nottingham, thanking them for their prompt service.	13 November 1964–17 November 1964	2 sheets
LTWT/007/038	Internal Communication - C Leaver to Factory Gatehouse: An internal memo from C Leaver to the factory gatehouse, advising them that Mr Sutcliffe is collecting his car which is parked outside the canteen and immobile.	3 February 1965	1 sheet
LTWT/007/039	A Service Department document: A service department memo, containing a request to pack up an engine.	4 February 1965	1 sheet
LTWT/007/040	A Service Department document: A request from Mr C Leaver to the Service Department, to dispatch the crated engine via BRS to Thomas Cook, Southampton.	17 February 1965	1 sheet
LTWT/007/041	Correspondence between R Vincent and C Leaver: A letter from R Vincent to Jaguar, informing them he has just purchased Sutcliffe's Lightweight E-type and requesting any technical literature they may have. The second sheet is a reply from Mr C Leaver to Mr Vincent, enclosing information about the Lucas petrol injection and a few data sheets but advising Mr Vincent to contact him if any specific engine problems arise. The third sheet shows useful running data and the ZF gearbox ratios.	10 January 1966–28 January 1966	4 sheets
LTWT/007/042	Inter-Departmental Communication between R Woodley and M Kimberly: An inter-departmental communication from R Woodley to M Kimberly, giving him the steering geometry figures for the Sutcliffe E-type.	13 April 1967	1 sheet
LTWT/007/043	South Africa Race Results: A hand-written list of South African race results from Peter Sutcliffe. The remaining sheets are two copies of the race results.	1965	5 sheets
LTWT/007/044	A Guarantee Claim Form: A guarantee claim form from H R Owen to Jaguar Cars Ltd for work carried out on chassis 850666. This is actually a typing error - the correct number should be 850656 (an E-Type owned by W V Radford). However, this document was filed by Jaguar amongst the paperwork for S850666.	1 September 1964	1 sheet

**LTWT/008      Papers concerning Lightweight E-type No. 10 Chassis: S850667**

LTWT/008/001	Specification Document for the R Jane Car: A specification document for R Jane's (Bryson Industries, Australia) lightweight E-type. It consists of the build specification including the engine (RA1353-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a close ratio E-type gearbox (EB9813CR), aluminium wheels and body (R5868). Jane's E-type is known as Lightweight No. 10.	1 October 1963	5 sheets
LTWT/008/002	Specification Document for the R Jane Car: A copy of the specification document for R Jane's lightweight E-type, with handwritten queries.	1 October 1963	5 sheets
LTWT/008/003	An Invoice – R92766: An invoice for preparing a car for competition use -	30 October	1 sheet

LTWT/008/004	£1,500 for R Jane (Bryson Industries, Australia). Correspondence Between Robert Jane and FRW England: A copy of a letter from Robert Jane replying to Mr England and confirming his order for a lightweight competition E-type for use in short races. He also requests that prior to delivery of the car, he could be informed of the approximate cost, type of gearbox and weight of the car and any other information deemed necessary.	1963 26 June 1963	1 sheet
LTWT/008/005	Correspondence Between Robert Jane and FRW England: A copy of a letter from Mr Jane to Mr England, enclosing a copy of his letter of 26 June 1963 and a report on his present E-type (not enclosed).	26 July 1963	1 sheet
LTWT/008/006	Correspondence with Robert Jane: A copy of a covering letter to Robert Jane, Australia, which would have been enclosed with the latest E-type forms of recognition.	25 November 1963	1 sheet
LTWT/008/007	Service Parts Request Document: An internal parts request to supply Bryson Industries (R Jane) for one 4.09: 1 crown wheel and pinion assembly for chassis S850667.	18 October 1963	1 sheet
LTWT/008/008	Inter-Departmental Communication - C Leaver to FRW England: An inter-departmental communication from Mr Leaver to Mr England, relating to the pricing structure of spare parts to Bryson for sale to Mr Jane.	31 October 1963	1 sheet
LTWT/008/009	Inter-Departmental Communication - C Leaver to the Spares Division: An inter-departmental communication from Mr Leaver to Mr Brookes (Spares Division) requesting that the parts for E-type S850667 dispatched to Bryson Industries be invoiced to Tozer, Kemsley and Millbourn at £240.00d	31 October 1963	1 sheet
LTWT/008/010	Correspondence between C Leaver and R Jane: Copy of a letter from C Leaver to R Jane, confirming that his lightweight E-type sailed from London on 20 October and that the spare parts will sail on 4 November and will be expected to arrive at the end of November or beginning of December at Bryson in Melbourne. The second page of the letter confirms the final drive ratio fitted to the car, 3.54 and advises on the fitting of other suitable ratios. The letter mentions that the car is fitted with a standard E-type close ratio box as the 5 speed box has not yet been sufficiently tested. There is a paragraph on suggested front camber angles. The third page gives information about the three types of Dunlop R6 tyres and also suggests that Mr Jane may like to try the wider 7 inch rims on the rear of the car. The fourth page is a list of spare parts sent with the car.	31 October 1963	4 sheets
LTWT/008/011	Correspondence between C Leaver and Mr Collins, Bryson Industries: Copy of a letter from Mr Leaver to Mr Collins of Bryson Industries advising him that Mr Jane's car sailed on the "SS Baradine" on 20 October and the spares will sail on the "SS Port New Plymouth" leaving 4 November. There is a paragraph regarding the invoicing for the car, together with a list of the spare parts and details of the Lucas petrol injection (not included here). The second page suggests that Bryson add 10% to the price charged to Mr Jane for the spares as these specialist competition spares have not been priced according to production car spare parts. The letter concludes saying that a copy of the letter from Jaguar Cars to Mr Jane has also been enclosed to keep them abreast of events.	31 October 1963	2 sheets
LTWT/008/012	Correspondence between C Leaver and R Jane: Copy of a letter from Mr Leaver to Mr Jane, advising him that Jaguar have successfully tested some 7" rim wheels on the front and rear of a lightweight E-type, and will be testing 7" rims on the front and 7 ½" rims on the rear. Mr Leaver suggests that Mr Jane should contact him if he requires any, as the delivery date	26 February 1964	1 sheet



would be 10 weeks from the receipt of the order. The cost in the UK would be in the region of £40 each.

LTWT/008/013	Correspondence between C Leaver and R Jane: Copy of a letter from Mr Leaver to Mr Jane.	26 February 1964	1 sheet
LTWT/008/014	Correspondence between Mr Collins (Bryson Industries) and JP Morgan (Jaguar Cars): Copy of a letter from Mr Collins (Bryson Industries Australia) to Jaguar Cars Ltd, advising that following a letter from the Customs Department, any extra charge for service or otherwise to any new vehicle supplied must be clearly set out on the relevant invoice. This was bought about by the additional charge for service on the E-type for Mr Jane. The second page is an acknowledgement from JP Morgan of Jaguar Cars to Bryson Industries relating to the necessity of stating charges for service on all future invoices.	6 March 1964–11 March 1964	2 sheets
LTWT/008/015	Correspondence between FRW England and R Jane: Copy of a letter from Mr England to Mr Jane, thanking him for the list of competition successes to date with his Mark II, his production E-type and his lightweight E-type. Mr England looks forward to seeing Mr Jane, his brother and his racing mechanic at the factory. The second page lists some European race meetings at which Mr Jane may like to compete if he brings the lightweight E-type to England.	1 April 1964	2 sheets
LTWT/008/016	Correspondence between C Leaver and R Jane: Copy of a letter from Mr Leaver to Mr Jane detailing European race meetings with GT races. The second page gives contact details for races at Reims, Brands Hatch and Portugal. The final paragraph enquires as to whether Mr Jane would require the fitting of the ZF gearbox and wide wheels to the car, adding that Jaguar could not accept the car before 20 June 1964.	4 May 1964	2 sheets
LTWT/008/017	Correspondence between R Jane and C Leaver: A letter from Mr Jane (staying at the Dearborn Inn in Michigan USA) to Mr Leaver suggesting that he will take his lightweight E-type to the works on, or near, 29 June for the fitting of the ZF gearbox and wider wheels before the race meeting at Brands Hatch on 11 July. The second sheet is a reply from Mr Leaver to Mr Jane confirming arrival of the lightweight E-type at the works around 29 June for the fitting of wider wheels but adds that the ZF gearbox work may not be carried out due to a critical supply position.	26 May 1964–15 June 1964	2 sheets
LTWT/008/018	Correspondence between R Jane and C Leaver: A letter from Mr Jane to Mr Leaver, confirming payment of Invoice R99133. The second sheet is a copy of a letter from Mr Leaver to Mr Jane thanking him for the payment and apologising for not having been able to fit the final drive unit to the car before the Brands race and stating that he was unaware that Mr Jane had received it.	21 July 1964–3 August 1964	2 sheets
LTWT/008/019	Service Department Receipt: A Service Department receipt for Mr Jane (c/o 34 Piccadilly) for lightweight E-type 850667, RA 1353-9S.	1 July 1964	1 sheet
LTWT/008/020	Correspondence between Bryson Industries and RJ Woodley: A letter from Bryson Industries enquiring about the availability of a new engine block, hubs and knock on caps to suit the wide alloy wheels. The reply is from Mr Woodley, and states that they can supply a cylinder block and hub caps, but would have to make the rear hubs specially and to let them know if they are still required.	16 December 1966-29 December 1966	3 sheets
LTWT/008/021	Correspondence between R Jane and Bryson Industries: A letter from Robert "Bob" Jane to Bryson Industries, ordering an alloy block and associated parts, front and rear hubs and knock-on nuts. Mr Jane also states these are to fit very wide 10 ½ " rear and 8 ½" front American magnesium wheels, as fitted on later lightweight E-types. The	13 January 1967-25 January 1967	4 sheets

correspondence includes another letter from Brysons to Mr RJ Woodley, ordering the parts through Tozer, Kemsly & Millbourn and emphasising they require the wider American wheels and enquiring whether it would be possible to supply an alloy block with larger capacity. Finally there is a reply from Mr Woodley to Brysons stating there is no possibility of supplying larger capacity alloy engine blocks and he would be supplying an alloy block and associated parts. The factory cannot supply the hubs and knock-on caps because the wheels mentioned are not standard to Jaguar and therefore do not fit Jaguar hubs.

LTWT/008/022	Inter-Departmental Communication - RJ Woodley to Export Spares: An internal memo from Mr Woodley to Mr Mayoll (Export Spares) stating he sourced some of the parts (which he has in his office) and believes the other parts requested by R Jane are available from stores.	30 January 1967	1 sheet
LTWT/008/023	Invoices – X4207: An invoice to Tozer, Kemsly & Millbourn for alloy block and associated parts costing £179.17.0d. The other sheets are an itemised list of parts.	17 February 1967	4 sheets
LTWT/008/024	Signed Letter: A copy of part of a letter with just the signatory's name.	1963	1 sheet
LTWT/008/025	Telegram from R Jane to C Leaver: A telegram from Robert "Bob" Jane to Mr C Leaver, requesting the specifications for and shape of long range fuel tank for a 3.8 Mark II. A note on telegram states the drawing was sent by air mail 11 November 1964.	10 November 1964	1 sheet

**LTWT/009      Papers concerning Lightweight E-type No. 11 Chassis: S850668**

LTWT/009/001	Specification Document for the Wilkins Car: A specification document for the Dick Wilkins lightweight E-type. It consists of the build specification, including the engine (RA1354-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a ZF gearbox (ZF 73), aluminium wheels and body (R5869). The Wilkins E-type is known as Lightweight No. 11.	1 October 1963	5 sheets
LTWT/009/002	Invoice – R92785: An invoice for preparing the car for competition use - £1995	2 January 1964	1 sheet
LTWT/009/003	Correspondence between N Corner and I Luckett: A letter from Neil Corner to Ian Luckett, thanking him for his help in re-registering the car "2 GXO".	25 November 1986	1 sheet

**LTWT/010      Papers concerning Lightweight E-type No. 12 Chassis: S850669**

LTWT/010/001	Specification Document for the Scragg Car: A specification document for Phil Scraggs lightweight E-type. It consists of the build specification including the engine (RA1355-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and dry sump, a ZF gearbox (ZF 69), aluminium wheels and body (R5870). The Scragg E-type is known as Lightweight No. 12. Also attached is invoice R29793 for preparing car for competition use - £1500.	11 October 1963	6 sheets
LTWT/010/002	Copy of Parts Request: A copy of a parts request from Henlys, on behalf of Warren Pearce, for engine parts.	1969	1 sheet
LTWT/010/003	Note regarding E-type 850014: A hand-written note, possibly about E-type roadster (chassis 850014).	c. 1970	1 sheet

**LTWT/011      List of Lightweight E-type owners**

LTWT/011/001	List of Lightweight E-types: A list of lightweight E-types and their assigned first owners.	c. 1963	1 sheet
LTWT/011/002	Copy of a List of Lightweight E-types: Copy of a list of lightweight E-	c. 1963	1 sheet

types and their assigned first owners.

**LTWT/012**

**Documents concerning competition E-type engines**

LTWT/012/001	Experimental Department Memo: An Experimental Department memo from Mr Wilkinson to Mr Heynes, concerning the Le Mans engine failure.	10 July 1959	1 sheet
LTWT/012/002	Experimental Department Memo: An Experimental Department memo, detailing work being carried out on a new cylinder head and ancillaries including comparing S U HD 8 carburettors with Weber 45mm DCO 3s, and also comparing Weber 45 mm DCO 3 to the DCOE 9. It states that no decision will be made until the tests are complete.	8 April 1963	1 sheet
LTWT/012/003	A Component Failures List: Component failures lists of the 3.8 litre light alloy block competition engines. It details the nature of the failure or fault of components by individual engine number, which include the cylinder block, pistons, valves, tappets and con-rods. The main failures are cracked block, piston failure and broken valve springs.	14 September 1964	2 sheets
LTWT/012/004	An Inter-Departmental Communication: An inter-departmental communication from Mr Wilkinson to Mr Mundy, who was concerned about quite severe valve seat wear under touring conditions, but which is not experienced under racing conditions.	16 September 1964	1 sheet
LTWT/012/005	Manual - Competition Preparation for E-types: A copy of a manual for the tuning and preparation of E-type cars for competition use. This manual is intended for use by the amateur racing driver with a production E-type.	c. 1962	10 sheets
LTWT/012/006	XKE Gearbox Parts List: A list of parts for converting an XKE gearbox to close ratio, listing the parts and prices in dollars required. This list is intended for the USA.	7 January 1963	1 sheet

**LTWT/013**

**Cunningham Le Mans 1962**

LTWT/013/001	Photocopy of the 1962 Le Mans Practice Report: A photocopy of a report on the 1962 practice that took place on 7-8 April 1962. Mr MacDowel and Mr T Jones observed the private entries of Cunningham and Lumsden, commenting on the performance and lap times. The Cunningham car had clutch failure and both E-types of Cunningham and Lumsden changed from using Stabilia tyres to Dunlop D9 tyres which made the cars more stable. The Lumsden car was about 5 seconds faster than the Cunningham car on each lap.	13 April 1962	7 sheets
LTWT/013/002	Copy of the 1962 Le Mans Race Report: A copy of the race report for the 1962 Le Mans race by M MacDowel who went with Rainbow, Penney and Blake of the Jaguar Competition Department, in order to maintain and organise the running of the E-type fixedhead coupe lent to Mr Cunningham, and support (where necessary) the two other privately entered E-types of Mr Charles and Mr Lumsden. MacDowel concluded that the E-types were no match in their present form to the Ferrari Berlinetta GTO. He mentions the skill and care of the Jaguar mechanics and thanked Mr Cunningham for his generosity for looking after the Jaguar party.	23 June 1962-24 June 1962	7 sheets
LTWT/013/003	Pit Stop Reports – Le Mans 1962: A copy of the pit stop reports for the Cunningham car at the 1962 Le Mans. These note lubricants added, tyre changes and wobbly rear wheel.	23 June 1962-24 June 1962	14 sheets
LTWT/013/004	Copies of the Time and Lap Sheets for the 1962 Le Mans: A copy of times and lap scoring sheets for the Cunningham car at the 1962 Le Mans race.	23 June 1962-24 June 1962	11 sheets
LTWT/013/005	Practice/Race Record Sheet for the 1962 Le Mans: The first and second	20 June	5 sheets

LTWT/013/006	<p>sheets are practice record sheets with lap times, technical remarks. The remaining sheets are the race record sheets for the 1962 Le Mans race.</p> <p>Observations on the Cunningham E-type from Le Mans 1962: Observations on the Cunningham E-type from Le Mans 1962 by Mr MacDowel. This is a synopsis of various data sheets and reports compiled during the race.</p>	<p>1962-24 June 1962 June 1962</p>	<p>3 sheets</p>
<b><u>LTWT/014</u>      <u>Project ZP537/24 Lightened Competition E-types</u></b>			
LTWT/014/001	<p>Project Specification – ZP 537/24: A copy of the project specification, and the variations required to build seven competition E-type cars. The body numbers allocated to these cars are: R1013, R1015, R1017, R1019, R1021, R1029, and R1031.</p>	<p>16 March 1961</p>	<p>1 sheet</p>
LTWT/014/002	<p>1962 Competition E-type Features List: A features list for the 1962 Competition E-type, compiled by Mr JA Lind and sent to Mr W Heynes. It lists the build modifications for turning a production E-type into a Competition E-type and includes a parts list for the body shell.</p>	<p>16 August 1961</p>	<p>6 sheets</p>
LTWT/014/003	<p>E-type – Priority Owners List: A priority list put together by Jaguar listing possible owners of the E-type alongside the body numbers allocated.</p>	<p>c. 1961</p>	<p>1 sheet</p>
<b><u>LTWT/015</u>      <u>Papers concerning the Bardinon Special E-type Chassis: S890193</u></b>			
LTWT/015/001	<p>Specification Document for the Bardinon Car: A specification document for Bardinon GT E-type. It consists of the build specification, including the engine (RA1356-9S), a 3.8 litre, 35/40 cylinder head, P.I., aluminium block and wet sump, a special 5-speed ZF gearbox (ZF447), aluminium wheels and body (V7685). It also includes an invoice (no. R99111) to Pierre Bardinon for competition preparation of chassis 890193, dated 7 May 1964 at the cost of £1850.</p>	<p>10 July 1964</p>	<p>6 sheets</p>
LTWT/015/002	<p>A Cable from Jaguar Paris to Mr Morgan: A cable from Jaguar Paris to Mr Morgan (Jaguar Cars) regarding payment of £1850 for the Bardinon E-type.</p>	<p>29 April 1964</p>	<p>2 sheets</p>
LTWT/015/003	<p>Jaguar Service Card – R72755: An internal Jaguar Service work card for chassis number 890193, for work to be carried out on engine oil leaks, slipping clutch, brakes, re-new dampers, new tyres and water leaks. Also included is a delivery note to pick the car up from Lydd airport, a service department reception form (listing the work to be carried out) and a blue copy and finally a test report on work to be carried out.</p>	<p>1 February 1965</p>	<p>5 sheets</p>
LTWT/015/004	<p>Jaguar Service Card – R77267: An internal Jaguar Service work card for chassis number 890193, for work to be carried out on the misfiring engine and water leak, gearbox oil leak and to renew the brake pads. Also included is the owner's list of work to be carried out and the test report from before the work commenced.</p>	<p>4 March 1966</p>	<p>3 sheets</p>
LTWT/015/005	<p>Guarantee Claim form: A warranty claim from Royal Elysees claiming payment for minor faults on chassis 890193.</p>	<p>11 September 1964</p>	<p>1 sheet</p>
LTWT/015/006	<p>Correspondence between FRW England and P Bardinon: A letter from Mr England to Mr Bardinon apologising for the delay in finishing his car and enclosing an invoice for competition preparation. There is also a letter from Mr Leaver to Mr Bardinon with specification sheet for his car.</p>	<p>11 May 1964-22 May 1964</p>	<p>3 sheets</p>
LTWT/015/007	<p>Correspondence between M Cognet and C Leaver: A letter from Mr Cognet to Mr Leaver asking for any special information about the car to be sent to him. There is also a reply to Mr Cognet from Mr Leaver enclosing a specification sheet (not included), and a letter to Royal</p>	<p>9 May 1964-25 May 1964</p>	<p>3 sheets</p>

LTWT/015/008	Elysees from Mr Leaver again stating a specification sheet would be sent. Correspondence between C Leaver and Mr Jourdain: A letter from Mr Leaver to Mr Jourdain, advising that a rev counter will be supplied when stock is available and asking him to return the old one.	28 May 1964	1 sheet
LTWT/015/009	Correspondence between Mr Jourdain and C Leaver: A letter from Mr Jourdain to Mr Leaver, referring to Mr Bardinon and Mr Sutcliffe's cars. Enclosed is a reply from Mr Leaver to Mr Jourdain, expressing his appreciation for the assistance to Mr Sutcliffe. The letter also states that the Bardinon special E-type is to be treated as a standard production E-type with any claims on the guarantee.	27 May 1964	2 sheets
LTWT/015/010	Correspondence between Mr Duriez and Mr Payne: A letter from Mr Duriez to Mr Payne, ordering an electric tachometer and parts to convert the axle ratio to 4.09. Also enclosed is an internal parts request for the rev counter to be supplied free of charge, and the reply from Mr Leaver to Mr Duriez confirming dispatch of the rev counter and listing the part numbers needed to convert the axle.	28 May 1964-16 June 1964	3 sheets
LTWT/015/011	E-type Road Speed Data: Road speed data for an E-type using a ZF gearbox with a 3.77 axle ratio and 6.40 x 15 Dunlop RS5 tyres.	1964	1 sheet
LTWT/015/012	Correspondence between C Leaver and M Cognet: A letter from Mr Leaver to Mr Cognet with which he encloses a confidential and comprehensive specification sheet (not included).	15 July 1964	1 sheet
LTWT/015/013	Correspondence between M Cognet and C Leaver: A letter from Mr Cognet to Mr Leaver, with a list of work to be carried out on the Bardinon car, which he states he intends to collect on the 20 February 1965.	19 January 1965	2 sheets
LTWT/015/014	Correspondence between M Cognet and C Leaver: A letter from Mr Cognet to Mr Leaver, advising that Mr Bardinon would like to collect his car on the 25 February 1965 at 88 Piccadilly (Jaguar's London Office and Showroom).	16 February 1965	2 sheets
LTWT/015/015	Telegram from C Leaver to M Cognet: A telegram from Mr Leaver to Mr Cognet asking why the Bardinon car was fitted with standard rear suspension parts instead of the specially ordered parts.	19 February 1965	1 sheet
LTWT/015/016	Correspondence between FRW England and P Bardinon: A copy of a letter from Mr England to Mr Bardinon, thanking him for his letter which expressed gratitude for the work carried out on his car.	15 March 1965	1 sheet
LTWT/015/017	Correspondence between P Bardinon and C Leaver: A letter from Mr Bardinon to Mr Leaver enquiring if his St. Christopher medallion had been left out of the car after being serviced at the factory. There is a reply from Mr Leaver advising that it had not been located and may have been missing before it had arrived at the factory.	8 March 1965-25 March 1965	2 sheets
LTWT/015/018	Correspondence between C Leaver and M Cognet: A copy of a letter from Mr Leaver, answering an enquiry from Mr Cognet, acknowledging there are two light alloy wheels in stock. He also questions why Jaguar should supply him the wheels at a special price and would this price then be passed on to Mr Bardinon.	5 July 1965	1 sheet
LTWT/015/019	Telex from C Leaver to M Cognet: A telex from Mr Leaver to Mr Cognet, stating the wheels for the Bardinon car are £15 each.	6 July 1965	1 sheet
LTWT/015/020	Correspondence from M Cognet to C Leaver: A letter from Mr Cognet to Mr Leaver, advising him that Mr Bardinon's mechanic will be visiting the factory on the 13 or 14 July 1965 for training on the timing of the lightweight E-type engine.	7 July 1965	1 sheet
LTWT/015/021	Telex from M Cognet to C Leaver: A telex from Mr Cognet to Mr Leaver requesting a ZF rear oil joint for Mr Bardinon's car. There is a reply from Mr Leaver, giving the contact details for the ZF representative in Paris as the part was not available from Jaguar.	15 September 1964	2 sheets

**LTWT/016      Papers concerning the Ropner Special E-Type Chassis: S850817**

LTWT/016/001	Build sheet for Chassis No. S850817 (Production 'E'): A specification document for the Ropner GT E-type - it consists of the build specification including the engine (RA1357-9S), a 3.8 litre, 35/40 cylinder head, Weber carburettors., C I block and wet sump, a special 5-speed ZF gearbox (ZF445), production steel body (7501) with light alloy bonnet.	10 July 1964	5 sheets
LTWT/016/002	Jaguar Service Card – R 86882: Jaguar Service Card (R 86882) for chassis S850817 (the Ropner car) to supply two front wheel cylinders and brake parts, and a copy of an invoice for the parts for the sum of £20. 8. 0d.	23 April 1964	2 sheets
LTWT/016/003	Jaguar Service Card – R 72160: Jaguar Service Card (R 72160) for chassis S850817 (the Ropner car) - for engine work, spit back from carburettors, poor 2nd gear selection, change final drive ratio and loose head lining material and a test report No. 94493. There is a copy of a two page letter dated 6 November from Sir Robert Ropner to William Heynes listing the problems with his car and suggesting he bring the car to the factory the on 13 November for the work to be carried out. An inter-departmental communication from Mr Heynes to Mr Pindar stating that Sir Robert Ropner would like a 3.77:1 final drive ratio fitted and also the relevant speedo which could be forwarded if not available at present. There is a letter from Glovers, dated 24 November 1964, in which Mr Pindar requests that Sir Robert Ropner's 'E-type 1WW' should be released to the bearer of the letter.	6 November 1964–24 November 1964	5 sheets
LTWT/016/004	Jaguar Service Card – R 86892: Jaguar Service Card (R 86892) for chassis S850817 (the Ropner car) to supply a clutch plate, six pairs of main bearings, big end bearings, exhaust valves, and two front shock absorbers.	28 June 1968	1 sheet
LTWT/016/005	Guarantee Claim Form – GC442395: A guarantee claim form and a copy of a work order to free up a wiper motor spindle.	1 September 1964	2 sheets
LTWT/016/006	Road Speed Data for an E-type: Road speed data information for an E-type fitted with a 5-speed ZF gearbox with a 3.77 axle ratio and 6.40x15 Dunlop RS5 tyres, and also two pages of mathematical equations.	25 March 1965	3 sheets
LTWT/016/007	Internal Parts Request: An internal parts request for brake pads.	6 January 1966	1 sheet
LTWT/016/008	Internal Parts Request: An internal parts request for front brake discs and pad retaining plates.	10 March 1966	1 sheet
LTWT/016/009	Correspondence between C Leaver and R Ropner: A letter from Mr Leaver to Mr Ropner, to arrange a date for his car to come to the Service Department to rectify customer complaints. Also a test report, carried out by D Campbell at Glovers of Ripon, listing minor problems to be sorted.	20 July 1964	2 sheets
LTWT/016/010	Inter-Departmental Communication - C Leaver to W Heynes: A memo from Mr Leaver to Mr Heynes, suggesting that Ropner's car is dealt with by the Service Department and not Experimental, as stated by Mr Ropner.	29 July 1964	1 sheet
LTWT/016/011	Correspondence between R Ropner and C Leaver: A letter from Mr Ropner to Mr Leaver, stating he did not get the previous letter in time to bring car in, and when would be convenient to bring it in. He states he would like the experimental department to check his car. There is a reply from Mr Leaver to Mr Ropner, suggesting the postal strike was the reason he did not get the letter, and asking him to suggest a suitable date to bring the car in. Mr Heynes suggests the service department, not experimental, will check his car.	27 July 1964-29 July 1964	2 sheets
LTWT/016/012	Inter-Departmental Communication - W Heynes to C Leaver: A memo from Mr Heynes to Mr Leaver, stating he promised Mr Ropner he will	30 July 1964	1 sheet

	look at the car, but that the work will be carried out in the service department.		
LTWT/016/013	Correspondence between Sir Robert Ropner, W Heynes, and C Leaver: A series of letters between Sir Robert Ropner, Mr Heynes and Mr Leaver regarding the size of brake pads fitted to his car and the length of time it took to receive them.	15 October 1964-21 October 1964	5 sheets
LTWT/016/014	Correspondence between R Ropner and C Leaver: A series of letters between Mr Ropner and Mr Leaver in which Mr Leaver attempts to explain where the confusion arose over the size of the ordered brake pads.	23 October 1964-2 November 1964	3 sheets
LTWT/016/015	Correspondence between R Ropner and Mr Pinder: A letter wherein R Ropner reminds Mr Pinder he is still awaiting a special calibrated speedometer. There is a reply from Mr Pinder stating that the speedo is on order from Smiths, who quoted 7-14 days for delivery. There is a second letter from R Ropner on the 30 December, stating he has still not received a speedometer, and a reply from Mr Pinder stating that Jaguar had contacted Smiths.	7 December 1964-30 December 1964	4 sheets
LTWT/016/016	Correspondence between R Ropner and Mr Pinder: Correspondence between Mr Ropner and Mr Pinder. Mr Ropner states that the speedometer is inaccurate, and a note from Mr Pinder asking the engineering department to tell Smiths the correct car specification.	18 January 1965-20 January 1965	2 sheets
LTWT/016/017	Correspondence between R Ropner and Mr Pinder: Correspondence between Mr Ropner and Mr Pinder. Mr Ropner queries the cost of work carried out on his car, which he felt should have been carried out under guarantee. Mr Pinder's reply states that under testing by Mr Dewis no problem could be found.	18 January 1965-28 January 1965	2 sheets
LTWT/016/018	Correspondence between R Ropner and Mr Pinder: A copy of Mr Pinder's reply, stating that under testing by Mr Dewis no problem could be found with the speedometer.	28 January 1965	1 sheets
LTWT/016/019	Correspondence between R Ropner and Mr Pinder: A series of letters between Mr Ropner and Mr Pinder, wherein Mr Ropner complains his car still misfires and suggests it is tested again. Mr Pinder's reply suggests the engine is running too cool and to try blanking off the radiator.	29 January 1965-4 February 1965	3 sheets
LTWT/016/020	Correspondence between R Ropner and Mr Pinder: A series of letters between Mr Ropner and Mr Pinder, wherein Mr Ropner states he is unhappy that his complaints are not being taken seriously by Mr Pinder, but that he will try blanking off the radiator, and if that fails to solve the problem, he will fit different jets. Mr Pinder's reply states that unfortunately Mr Dewis could not replicate the problem and looks forward to hearing if blanking off the radiator helps.	8 February 1965-11 February 1965	2 sheets
LTWT/016/021	Correspondence between R Ropner and Mr Pinder: Correspondence between Mr Ropner and Mr Pinder, discussing the size of jets in the Ropner carburettors and Mr Pinder replying that there is some misunderstanding as different jets were fitted on the test bed, to those fitted to the car and that he will send some replacements.	17 February 1965-2 March 1965	3 sheets
LTWT/016/022	Correspondence between R Ropner, Mr Pinder, and Smiths & Sons: Correspondence between Mr Ropner, Mr Pinder and Smiths & Sons concerning ongoing problems with speedometer and rev counter readings.	4 March 1965-8 March 1965	3 sheets
LTWT/016/023	Correspondence between R Ropner and Mr Pinder: Correspondence between Mr Ropner and Mr Pinder, concerning ongoing problems with speedometer and rev counter readings.	11 March 1965	1 sheet
LTWT/016/024	Correspondence between Mr Pinder and Smiths & Sons: Correspondence between Mr Pinder and Smiths & Sons, concerning ongoing problems	11 March 1965-19	3 sheets

	with speedometer and rev counter readings.	March 1965	
LTWT/016/025	Correspondence between Mr Pinder and Smiths & Sons: Correspondence between Mr Pinder and Smiths & Sons, concerning ongoing problems with speedometer and rev counter readings.	26 March 1965	2 sheets
LTWT/016/026	Correspondence between Jaguar and Smiths & Sons: Correspondence between Jaguar and Smiths & Sons, concerning ongoing problems with speedometer and rev counter readings.	25 March 1965	1 sheet
LTWT/016/027	Internal Communication - Mr Stanley to Mr Whyte: An internal communication from Mr Stanley to Mr Whyte, returning the road speed data for the Ropner car that was loaned to him.	30 March 1965	1 sheet
LTWT/016/028	Internal Parts Request: An internal parts request for new brake pads.	5 July 1966	1 sheet
LTWT/016/029	Correspondence between R Ropner, Jaguar, and Smiths & Sons: Correspondence between Mr Ropner, Jaguar and Smiths & Sons, concerning ongoing problems with speedometer and rev counter readings. The letters set up a meeting between the three parties.	29 March 1965-1 April 1965	3 sheets
LTWT/016/030	Correspondence between Jaguar and Smiths & Sons: Correspondence between Mr Stanley (Jaguar) and Smiths & Sons, concerning ongoing problems with speedometer and rev counter readings.	8 April 1965	1 sheet
LTWT/016/031	Correspondence between R Ropner and W Heynes: Correspondence between Mr Ropner and Mr Heynes, concerning ongoing problems with jets and spitting.	14 April 1965	2 sheets
LTWT/016/032	Correspondence between R Ropner and Mr Pinder: Correspondence between Mr Ropner and Mr Pinder, concerning the replacement of roller bearings in near side front wheel.	1 April 1965-28 April 1965	2 sheets
LTWT/016/033	Correspondence between Mr Pinder and Smiths & Sons: Correspondence between Mr Pinder and Smiths & Sons, concerning ongoing problems with speedometer and rev counter readings.	27 April 1965-6 May 1965	3 sheets
LTWT/016/034	Internal Communication -Mr Stanley to the Cost Office: An internal communication between Mr Stanley and the Cost Office, concerning the acceptance of further stock of the speedometer for the Ropner car.	6 May 1965	1 sheet
LTWT/016/035	Correspondence Regarding Roller Bearings: Correspondence concerning the credit and supplier of roller bearings.	30 April 1965-30 May 1965	4 sheets
LTWT/016/036	Correspondence between R Ropner and Jaguar: A thank you not from Mr Ropner to Jaguar, for agreeing to reimburse him for the roller bearings.	14 May 1965	1 sheet
LTWT/016/037	Correspondence between R Ropner and C Leaver: Correspondence from Mr Ropner to Mr Leaver, ordering new brake pads. The reply from C Leaver states that the matter is in hand.	28 December 1966-6 January 1967	2 sheets
LTWT/016/038	Internal Parts Request: An internal parts request for a tachometer for the Ropner car.	5 July 1966	1 sheet
LTWT/016/039	Correspondence between R Ropner and C Leaver: Correspondence from Mr Ropner to Mr Leaver, stating that he was very disturbed to find he had been sent the wrong rev counter.	15 July 1966	1 sheet
LTWT/016/040	Correspondence between R Ropner and RJ Woodley: Correspondence from Mr Ropner to Mr Leaver, requesting three new float chamber needle valves. The reply from Mr Woodley states the parts will be dispatched.	6 July 1967-12 July 1967	2 sheets
LTWT/016/041	Correspondence between R Ropner and RJ Woodley: Correspondence from Mr Ropner to Mr Woodley, advising him that the jets had arrived safely.	14 July 1967	1 sheet
LTWT/016/042	Correspondence between R Ropner and RJ Woodley: Correspondence from Mr Ropner to Mr Woodley, requesting a new set of his special brake	26 September	2 sheets



	pads. The reply from Mr Butler advises that the parts will be dispatched.	1967-6 October 1967	
LTWT/016/043	Correspondence between R Ropner and Jaguar: Correspondence from Mr Ropner to Jaguar, questioning the difference in invoice and advice note price. Mr Butler replies, clarifying that the higher price was correct.	4 November 1967-8 November 1967	4 sheets
LTWT/016/044	Correspondence between R Ropner and Jaguar: Correspondence from Mr Ropner to Jaguar, asking for parts for a new radiator cooler and battery clamp.	29 December 1967-26 April 1968	3 sheets
LTWT/016/045	Correspondence between R Ropner and Mr Butler: Correspondence from Mr Ropner to Mr Butler, requesting new parts for clutch, engine and suspension.	21 June 1968	1 sheet
LTWT/016/046	Correspondence between Mr Butler and R Ropner: An advice note for the parts and a letter from Butler to Ropner confirming the parts were dispatched and pointing out the parts for his range of car are virtually unobtainable.	28 June 1968-1 July 1968	2 sheets
LTWT/016/047	Correspondence between R Ropner and Mr Butler: Correspondence between Mr Ropner and Mr Butler. Mr Ropner's letter states he is returning his rev counter and asks for a new one. Mr Butler's reply confirms a replacement will be dispatched.	23 October 1968-1 November 1968	2 sheets
LTWT/016/048	Correspondence between the Service Department and Mr Ropner: A letter from Mr Clarke (Service Division) to Mr Ropner, sending two Gudgeon pin circlips and apologising for not sending them with the piston.	4 December 1968	1 sheet
LTWT/016/049	Telephone message - Alan Ensoll to Jaguar: A telephone message from Mr Ensoll (who then owned the Ropner E-type) to Jaguar cars, querying the speedometer and rev counter problems, and hand-written note stating the parts will be sent to Smiths for overhaul.	27 January 1971	2 sheets
LTWT/016/050	Internal Note: A handwritten note from S Bishop, stating that the gaskets supplied for Alan Ensoll should be invoiced through Appleyard's of Harrogate.	1 June 1972	1 sheet
LTWT/016/051	Telephone report regarding callipers: A hand written note regarding front callipers.	c. 1965	1 sheet
LTWT/016/052	Handwritten note regarding Mark IX brake parts: A handwritten note with part numbers and prices for parts to make the Mark IX brakes.	c. 1965	1 sheet

**LTWT/017      Competition Cars for 1959**

LTWT/017/001	Report on Competition Cars for 1959: A report marked "strictly confidential" from William Heynes to Sir William Lyons on competition cars for 1959. It discusses the possibility of Jaguar re-entering racing and the building of 10 to 12 competition E-types for Jaguar and other teams to use. Heynes was in the process of modifying the first car to a competition standard and hoped to have it ready for testing with Mike Hawthorn at Silverstone. It reveals that, developed in tandem with the E-type, was the G-type with a centrally mounted engine for use at Le Mans. Work was also being done on the development of a Grand Prix body which would use the same engineering units as the G-type.	10 June 1958	2 sheets
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**LTWT/018      Documents concerning Low Drag E-type chassis EC1001**

LTWT/018/001	<u>Papers concerning one of the chassis known at the CUT 7 Lightweight E-</u>
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LTWT/018/001/001	<u>type</u> Correspondence between FRW England and R Protheroe: A letter from "Lofty England" to Richard "Dick" Protheroe, confirming the assembly of a front chassis frame (complete with steering rack and front suspension), and the construction of a light alloy bonnet and doors. It is possible that these parts are for an earlier CUT 7 E-type, registered 256 DJU.	28 January 1963	2 sheets
LTWT/018/001/002	Correspondence between John Lewis and Andrew Whyte: A letter from John Lewis to Andrew Whyte, giving a brief history of the E-type (registered 256 DJU). It names previous owners, and gives a sample of its racing history.	c. 1982	2 sheets
LTWT/018/001/003	Internal Parts Request: An internal parts request for service job R62571, requesting 2 calliper assemblies to be collected by Mr Protheroe.	21 February 1963	1 sheet
LTWT/018/001/004	Copy of a Log Book: A photocopy of the log book for the E-type, registered 256 DJU.	1963	1 sheet
LTWT/018/001/005	Race Report from the 1963 International Trophy Meeting at Silverstone: A race report from the International Trophy Meeting at Silverstone on 11 May 1963. It states that Dick Protheroe started on the front row of the grid and finished fourth in the GT race.	11 May 1963	7 sheets
<u>LTWT/018/002</u>	<u>Papers concerning one of the chassis known at the CUT 7 Lightweight E-type</u>		
LTWT/018/002/001	Invoice – R92732: An invoice to Dick Protheroe to cover the cost of preparing the Low Drag E-type for competition use. He was charged £500.	14 June 1963	1 sheet
LTWT/018/002/002	Invoice – R92733: An invoice to Dick Protheroe to cover the cost of supplying four spare tyres. He was charged £128.	14 June 1963	1 sheet
LTWT/018/002/003	Credit Note to R Protheroe: A credit note to Dick Protheroe of £32, for one spare wheel that was not supplied.	18 June 1963	1 sheet
LTWT/018/002/004	Service Record – R65620: A Jaguar service card for CUT 7 the Low Drag E-Type to remove the engine and deliver it to the experimental department and to fit a 3.77 final drive unit.	8 July 1963	1 sheet
LTWT/018/002/005	Correspondence between R Protheroe and Jaguar: A letter from Dick Protheroe to Jaguar, complaining about the time and money he's wasting, due to the poor quality of the wheels he has been supplied, as well as gearbox and engine block failures. He requests that his account is brought up to date and some suitable gesture be made.	31 July 1964	3 sheets
LTWT/018/002/006	Correspondence between R Protheroe and Jaguar: A letter from Dick Protheroe to Jaguar, telling them of a change to his trading title and sending a cheque to cover his outstanding bills, whilst questioning the fact he has had no reply from his previous letter.	13 November 1964	1 sheet
LTWT/018/002/007	Advice note – B373534: An advice note to Mr M Wright for 12 tappet cups for the Low Drag E-type, CUT 7.	25 June 1968	1 sheet
LTWT/018/002/008	Advice note – B373539: An advice note to Mr M Wright, for 6 pairs of big end bearings and one main bearing set for the Low Drag E-type, CUT 7.	5 July 1968	1 sheet
LTWT/018/002/009	Advice note – B373541: An advice note to Mr M Wright for various parts for the Low Drag E-type, CUT 7.	31 July 1968	1 sheet
LTWT/018/002/010	Advice note – B373546: An advice note to Mr M Wright for four bushes, free of charge, for the Low Drag E-type, CUT 7.	30 August 1968	1 sheet
LTWT/018/002/011	Jaguar Service Card – R84010: A Jaguar service card for CUT 7 (the Low Drag E-type) to replace pistons and to attend to the cylinder head.	4 August 1967	1 sheet
LTWT/018/002/012	Jaguar Service Card – G49444: A Jaguar service card for CUT 7 (the Low Drag E-type) for work on the engine.	2 November	1 sheet

LTWT/018/002 /013	Jaguar Service Card – R86852: A Jaguar service card for CUT 7 (the Low Drag E-type) to polish the cam covers, overhaul the axle and change the ratio to 4.09, and supply rear radius arm bushes.	1967 31 January 1968	1 sheet
LTWT/018/002 /014	Jaguar Service card – R86894: A Jaguar service card for CUT 7 (the Low Drag E-type) to supply two wire wheels, a headlamp dip switch, and two seat belt kits.	5 August 1968	1 sheet
<b><u>LTWT/019</u></b>	<b><u>Competition E-type press cuttings</u></b>		
LTWT/019/001	Newspaper Cutting Regarding the Martini 100: A newspaper cutting of the results of the 1964 Martini 100.	c. 1964	1 sheet
LTWT/019/002	News Article Regarding the Silverstone Jaguar Drivers' Club Meeting: A copy of the Motoring News newspaper, with an article on page three about the Jaguar Drivers' Club meeting at Silverstone, including a photo of the first CUT 7 E-type fixedhead coupe.	13 September 1962	12 sheets
LTWT/019/003	News Article Regarding the Goodwood Tourist Trophy: Part of a Motoring News newspaper with an article on the 1962 Tourist Trophy at Goodwood.	23 August 1962	4 sheets
LTWT/019/004	Magazine Article Regarding Dick Protheroe's 'homemade' E-type: A magazine article about Richard "Dick" Protheroe's 'homemade' E-type, 256 DJU. It gives a brief history of the car and its competition successes.	February 1983	3 sheets
LTWT/019/005	Magazine Article Regarding Lumsden/Sargent 1962 Le Mans: A copy of a magazine article about the Lumsden/Sargent 1962 Le Mans.	1962	1 sheet
LTWT/019/006	Magazine Cutting Giving Jaguar Race Successes for 1963: A page of Jaguar race successes around the world for 1963.	1963	1 sheet
LTWT/019/007	Photocopy of magazine Cutting Giving Jaguar Race Successes for 1963: Photocopy of a page of Jaguar race successes around the world for 1963.	1963	1 sheet
LTWT/019/008	Magazine Cutting Covering the Races at Castle Combe: A page from Autosport magazine, covering the races at Castle Combe. It includes a photo of Robert Beck's 7 litre E-type.	5 August 1966	1 sheet
LTWT/019/009	Magazine Cutting Regarding the Cunningham Lightweight E-type: A magazine article on the Cunningham Lightweight E-type, a C-type and D-type.	c. 1970s	3 sheets
LTWT/019/010	Newspaper Cutting Regarding the Shepherd E-type: A letter from Mr Herbert Shepherd to Andrew Whyte, stating what awards he had got for his E-type since they last met, and a cutting from the Staffordshire Sentinel of Mr Shepherd and his car.	20 December 1979	2 sheets
LTWT/019/011	Press Release on the Jaguar-Backed John Lewis Racing Partnership: A press release on the Jaguar-backed John Lewis Racing Partnership E-type, stating it cannot now be beaten in the FIA European Historic GT Championship.	25 August 1985	1 sheet
LTWT/019/012	Magazine Article on the John Quick E-type: A magazine article from Motor Sport magazine on John Quick racing his E-type.	January 1967	3 sheets
LTWT/019/013	Magazine Article on the Lynx Replica E-type: A magazine article about the building of a thirteenth "Lightweight E-Type", a replica made by Lynx, out of spare parts from Jaguar.	1982	1 sheet
LTWT/019/014	Photograph of an XK Engine: A photograph of an XK engine.	c. 1970	1 sheet
LTWT/019/015	Competition Notes on the Cunningham Race Cars: Three sheets of handwritten notes on competition cars: the Cunningham race cars, D-types and E-types, weight analysis and race results.	Undated	3 sheets

**LTWT/020**      **Bill Tracy correspondence**

LTWT/020/001	Correspondence between W Tracy and A Whyte: A letter from William "Bill" Tracy to Andrew Whyte, stating he had just bought the Cunningham Lightweight E-type, registered 511 4WK.	16 June 1983	1 sheet
LTWT/020/002	Correspondence between W Tracy and A Whyte: A letter from Bill Tracy to Andrew Whyte, asking for the build sheet he had and any other information he had on chassis S850664, the Cunningham Lightweight.	20 July 1983	1 sheet
LTWT/020/003	Correspondence between W Tracy and A Whyte: A letter from Bill Tracy to Andrew Whyte, explaining the history of the car as he knows it, and asking if there was any information that would clarify what registration should be on chassis S850664, the Cunningham Lightweight.	14 August 1983	1 sheet
LTWT/020/004	Correspondence between W Tracy and A Whyte: A letter from Bill Tracy to Andrew Whyte, thanking him for his card and letting him know he wants to sell chassis S850664 (the Cunningham Lightweight) and XKSS 719, if Mr Whyte knew of anyone that would be interested.	1 January 1985	1 sheet