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Classic News – E-type Zero – Electrically powered Jaguar E Type!

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Combining classic styling and a modern power train – a classic EV (Electric Vehicle) E Type!

Report by Robin Roberts.

Jaguar Land Rover Classic is presenting an electric-powered Jaguar E-type at the Jaguar Land Rover Tech Fest, which opens to the public on 8 September in London. The car, known as E-type Zero, has been restored and converted at Jaguar Land Rover Classic Works in Coventry, not far from where the E-type was born.

Tim Hannig, Director, Jaguar Land Rover Classic, said, “E-type Zero combines the renowned E-type dynamic experience with enhanced performance through electrification. This unique combination creates a breathtaking driving sensation.



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“Our aim with E-type Zero is to future-proof classic car ownership. We’re looking forward to the reaction of our clients as we investigate bringing this concept to market.”

The Jaguar E-type Zero not only drives and looks like an E-type, it also offers outstanding performance. It’s quicker than an original E-type: 0-100 km/h (62 mph) takes only 5.5 sec, about one second quicker than a Series 1 E-type.

Tim Hannig added, “In order to seamlessly combine the new electric powertrain of E-type Zero with the dynamic set-up of the original E-type specification, we have limited the vehicle’s power output. We believe this provides the optimum driving experience.”



The E-type Zero vehicle, displayed at Tech Fest, is a restored Series 1.5 Roadster. It’s totally original in specification, apart from its 21st century state-of-the-art powertrain and modified



instrumentation and fascia – although these are also inspired by the original E-type.



LED headlights are also used to achieve energy efficiency. Again, they adopt the styling theme of the original Series 1 E-type.

Bespoke electric powertrain

An electric powertrain developing 220kW has been specially designed for the E-type Zero. Its lithium-ion battery pack has the same dimensions, and similar weight, to the XK six-cylinder engine used in the original E-type. The experts responsible for developing the electric powertrain have ensured it will be placed in precisely the same location as the XK engine. The electric motor (and reduction gear) lies just behind the battery pack, in the



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same location as the E-type's gearbox. A new propshaft sends power to a carry-over differential and final drive. Total weight is 46 kg lower than the original E-type.





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Using an electric powertrain with similar weight and dimensions to the outgoing petrol engine and transmission means the car's structure, including suspension and brakes, has not changed, simplifying the conversion and homologation. It drives, handles, rides and brakes like an original E-type. Front-rear weight distribution is unchanged.

E-type Zero's unique electric powertrain was developed by an electric powertrain specialist in conjunction with Jaguar Land Rover engineers and to a specific brief from Jaguar Land Rover Classic. It uses some technology and components borrowed from the upcoming I-PACE, Jaguar Land Rover's first production all-electric vehicle.

The E-type Zero has a 'real world' range of 270 km (about 170 miles), helped by the low weight and good aerodynamics. It uses a 40kWh battery, which can be recharged from home overnight (typically in six to seven hours, depending on power source).



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