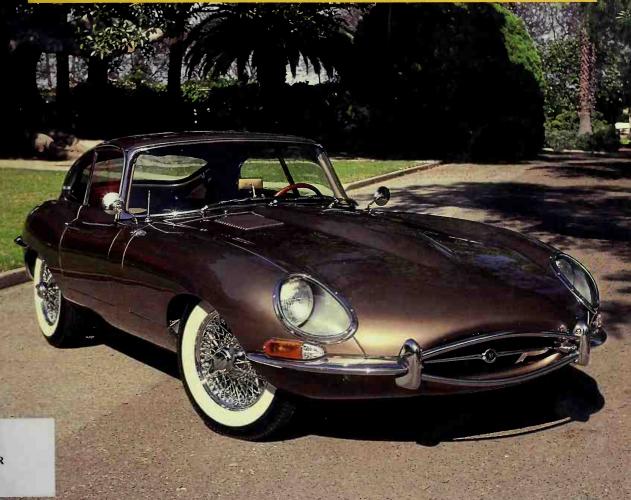
Illustrated

BUYER'S \* GUIDE®



Michael L. Cook

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Motorbooks International Illustrated Buyer's Guide Series

Illustrated

# JAGUAR BUYER'S \* GUIDE°

TIL

Michael L. Cook

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On the front cover: This bronze 1963 XKE Series I is owned by John Nyquist of Long Beach, California. This particular car is identical to the very first XKE introduced in the United States. David Gooley

On the back cover: Pictured is Clark Gable next to his new XK 120. This early car has the separate chrome-plated, parking lights on top of the fenders and lacks the footwell air intakes. Jaguar Cars

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# **Acknowledgments**

My knowledge of Jaguar cars comes, in part, from a long association with the company, beginning in 1968. However, my basic product knowledge has been supplemented and greatly assisted by the research of others whose detailed knowledge of Jaguar history and technical data far exceeds mine.

Paul Skilleter, Andrew Whyte, Lord Montagu of Beaulieu, John Dugdale, Philip Porter and the Denis Jenkinson deserve enormous credit for their books on Jaguar which have been such a useful source of information. Photographs and company records are essential and I have had terrific support from Karen Miller, the Jaguar Cars Archivist for North America, and Ann Harris who presides over the home Archives at Jaguar in Coventry.

I would like to thank my many friends in the Jaguar Clubs of North America who have put up with my requests for information and "just one more picture." Thanks also to John Matras for giving me the start I needed. And always, thanks to Carol Ann.

# Introduction

William Lyons started out in the rather simple business of making sidecars for motorcycles. At his retirement, fifty years later, he was head of a multi-faceted corporation, building some of the world's most exciting luxury and high performance cars.

Lyons' small company became more complex as it grew, with the direct result that this Buyer's Guide must discuss dozens of sports cars, sedans and convertibles, all related under the S.S. and Jaguar name, but often very

different in character and purpose.

Lyons' cars, even the inexpensive little Austin Swallows, were always "up-market." They offered something extra for a little more money, still affordable but with appearance and accessories that set them apart from ordinary cars. These days, new Jaguars are definitely upmarket with no models selling for under \$50,000 but they still offer performance and equipment at a price better than their competition.

Jaguar has something for everyone in the car collecting hobby. Old-fashioned sports cars with cut-down doors, luxury convertibles, classy sedans, hot performers . . . they are all available in a choice to suit your preference or your budget. Very nice cars like the Series III XJ cost only a few thousand dollars and are a great way to start. If you're ready to plunge, there are high-buck investments all the way from the S.S. 100 of the 1930s to the XJ 220 of the 1990s.

A collector car, particularly a sought-after model of a famous marque like Jaguar, is an investment in several ways. The first is financial; second is time; third is hard labor and, finally, there is emotion. Dealer, entrepreneur or hobbyist, every car one acquires means going

through at least two from the list.

Do a little research. You need to know which Jaguar or Jaguars you are interested in. You need to know the rarity of the model and how good the parts sources are. You need to know what the prices are likely to be before you go shopping. You need to be realistic. An S.S. 100 and an XJS are both a lot of fun but you can buy a serviceable XJS for perhaps 5 percent

of what the S.S. 100 will cost you.

You need to know what you are going to do with the car! Will it be a show car or a driver? If you plan a show quality restoration, don't waste time and money restoring a poor example. Spend the money up front for the best car available and start showing now! If you want a driver, skip the 100-pointers and seek out a mechanically sound, straight, good-looking, running complete car at a realistic price. If you want looks and performance and don't care about convertibles, why spend for an Etype or XK roadster when a good coupe may be only half the price?

And: Always get it appraised!!

You cannot regard a collectible car merely in terms of money in-money out. For one thing, unless you are naturally lucky or have the rare knack of spotting a really good car at a bargain price, you will usually put more money in than you get out when you sell. When the dickering is over and the buyer's last offer is 20 percent below your drop-dead minimum, you have to think about what you have gained from the car in terms other than dollars.

Was it beautiful? Was it challenging and satisfying to work on? Did you get a great kick out of driving and showing it? If the answer to all of those is "yes," why are you selling it? Anyway, if it's yes, your car has repaid you well for your original investment—let it go and let someone else enjoy it too! If the answer is "no," get rid of that banger! Take the offer and run because you don't want it and it doesn't want you.

Going back to the list of investments, don't let your emotional attraction to a car affect your judgment! A rusted car in ruined condition with parts missing is probably a bad buy unless it's a rare classic. Always consider what it will cost to get the car completed and on the road. Whoever said "Buy the best one you can afford." was giving solid gold advice.

This book does not just describe cars and value them. It will help you with your research by relating every Jaguar model to the history of the company so that you can better understand why your favorite Jaguar was designed and built in a certain way. A quick read through Chapter One will give you the overall picture and each additional chapter gives more detail about individual models. Obviously, we can't go into every detail of every model, but there is enough data on each to guide you towards the right purchase.

We won't try to give advice about working on your Jaguar once you have it. However, before you pick up a tool, do this:

- •Buy an original or reprinted Jaguar factory service manual specifically for your car and follow it religiously.
- Find an original or reprinted parts catalog—it is invaluable not only for part numbers but for the illustrations which show the relationship of parts to each other in complex assemblies. Jaguars are complex cars.
- •If you are not a trained professional mechanic or an experienced amateur, don't unscrew a bolt without advice from someone

who knows the car and what needs to be done. Jaguar parts and service are expensive. If you mess it up, it will cost you.

- •If you are going to do major work yourself, get the proper tools. Special factory tools, originally made by Churchill, are essential for some operations. Find them or find a service shop that has them. Some reproductions are available.
- •Don't take the car apart and then decide what you want to do. Decide first! Then, do each job in logical order. You don't have to disassemble the dash board to work on the rear axle assembly. Do one thing at a time. When you remove parts, clean them, label them, mark the way they are to be re-installed and store in clean containers only with other parts from the same job.
- •Don't skimp. Use original parts or authentic reproductions. Buy quality work, mechanical or cosmetic. Strive for authenticity. Your car may be a show champion or a daily driver but it will always be worth top dollar if it is as authentic and original as possible. A list of sources is included at the end of this book.
- •Maintain it! Properly restored and kept in top condition, your Jaguar will keep its value and reward you with driving pleasure or success on the show field.
- •Join a club! Jaguar club people are sociable and fun to be with. The local chapter of the Jaguar Clubs of North America or an independent Jaguar club will be an invaluable source of new friends. Practically speaking, they may be able to advise you about your car and may even have needed parts stashed away!. Most clubs have regular touring events, shows, rallies and slaloms in which to enjoy and show off your Jaguar. See the end of the book for the address.

That's it. We hope that this book is only the beginning of your enjoyment of your own Jaguar and Jaguar as a marque. Have fun!

# **Investment Rating**

The star rating system basically assumes that you are looking at a sound car, reasonably complete and restorable. Remember that it isn't all money! If you are a dealer or auctioneer, the maximum number of stars is the primary consideration. If you're a Jaguar fan, what is important is the car you want and the enjoyment you will get out of it. There are many Jaguars out there that can be prepared and shown or driven for a very reasonable cost and produce a heck of a lot of fun! However, unless you are an expert yourself, get an appraisal on any Jaguar you are considering whether it's a hulk or a show car. It is always worth it to get an expert opinion.

 $\star\star\star\star\star$ Only very special Jaguars rate five stars. With one exception, all of them are roadsters or convertibles. Most are two-seaters. Think of the S.S. 90 and 100, the rare 1930s drop-heads, alloy XK 120s, Series I E-types. Significant or top condition C and D-type racing cars definitely come in here but their numbers and history must be right. Cars like this will seldom be advertised but may appear in high-level auctions. The only coupe or sedan which might qualify for five stars on a financial basis would be one with an unusual or custom body or a unique association—perhaps owned by a film star or raced by a champion.

\*\* \* \* \* In the four-star category, add the XK 120 and E-type two-seater coupes, the XK 140 and 150 roadsters and the post-war "Mk IV" and Mk V drop-heads. The Swallows and the first S.S. cars of 1931-1935 also come in here. Though their age might make them seem five-star material, they are so rare that few people really know about them and a limited market makes for a limited price.

There are real values in both condition and performance in this group. You have the XK 140 and XK 150 coupes, most E-type 2+2s and the small 1959-1967 sedans with emphasis on the 3.8 Mk 2. The 3.8 sedans are coming on strong and really good ones may actually be four-star material. Post-war "Mk IV" and Mk V sedans and top-quality examples of the Mk VII-VIII-IX sedans fit here. Look also at the Series I XI6 and XI12 sedans. Collector interest in the XJS has grown but most 1970s and 1980s coupes are still very good value. A really good Series II or III XJ sedan is a budgetprice three-star investment to drive and enjoy but there are so many of them that re-sale values remain low.

Two stars is the lowest rating for an investment collectible. It suits the Mk X sedans which really don't rise above this level, even in good condition. Yes, it is a collectible but simply not popular. Otherwise two stars is a low rating for a potentially costly investment, meaning a more or less complete car, in running condition, which seems to be restorable after very careful inspection. It had better be cheap to buy and you'd better love it because it will be costly to fix and it will be off the road for a long time.

Mone star says don't buy it. These are either rusted wrecks or very undesirable models. Leave them alone unless you are looking at the remains of a five-star car like a smashed E-type or battered XK 120. Experts say that virtually none of these are parts cars any more. Every one may be valuable enough to deserve an appraisal. On lesser models, unless you already have a good one and are looking for parts, leave it for somebody else. You don't need to spend the money, you don't have the time and your family doesn't need the aggravation!

# A Car With Special Appeal

In September, 1995, Jaguar Cars celebrated the sixtieth anniversary of Bill Lyons' decision to give his S.S. car range a new name. Predicting sixty more is logical. In fact, a look at the energetic, Ford-owned Jaguar Cars of today makes that prediction seem very conservative.

The Jaguar has a special appeal among collectible cars. To the collector-investor, the name "Jaguar" represents a near perfect combination of the most sought-after characteristics in a historic car; styling, comfort, roadability and speed. There is a world-wide network of fans for whom owning a Jaguar is a way to

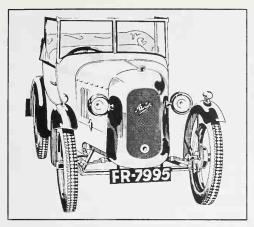
enjoy a high-performance, superbly styled car on just about any budget, depending on the model chosen.

There are a number of such enthusiast cars in the world and anyone deciding to invest in a Jaguar needs to know something of the history of the marque, if only to be able to make conversation at club functions! This book will go through a chronology of Jaguar with references to various significant models, and continue with a thorough treatment of individual models. You will learn about some fascinating cars and, if you do not already own a Jaguar, expect to be tempted!



Cocker Street factory, Blackpool. These Austin Swallows lined up outside represent most of a week's production. Going full blast, Swallow could complete two

per day. The fifth car from left has the removable hardtop. All of these are later production cars with full fenders and running boards. *Jaguar Cars* 



Artist's rendering of original Austin Swallow with front cycle fenders. None of these cars survive. Jaguar Cars

The Sleekest Chairs In England

On the day William Lyons turned 21, he became a partner in a new manufacturing business. It was September 4, 1922. With neighbor, William Walmsley, Lyons became co-proprietor of Swallow Sidecars. It was not England's largest motorcycle sidecar maker but certainly produced the sleekest "chairs" available.

In Great Britain, there were financial advantages in buying, insuring and licensing a motorcycle/sidecar "combination" instead of a four-wheeled family vehicle. Despite the availability of the inexpensive Austin 7 and Morris 8 cars, the market for sidecars was so strong that Swallow, by 1926, had twice moved to larger quarters.

Eager for further expansion, in the fall, Lyons was able to order an Austin 7 chassis and, on May 20, 1927, Swallow's first car was announced. The tiny two-seater with cycle fenders and a removable hardtop quickly became popular. Re-named the Swallow Sidecar and Coachbuilding Company, the firm also built special bodies on Morris, Fiat and Standard chassis'.

# From The Seaside To The Midlands

Factory space grew tight again and the partners made a fateful move, from seaside

Blackpool to the center of Britain's developing auto industry, Coventry, in the industrial Midlands. There, in two large sheds which had been used for filling artillery shells during World War I, they set up their first true production line. Hundreds of the brightly-painted little custom-bodied sedans and convertibles rolled off the line over the next few years.

Soon, the ambitious Lyons was tiring of modifying other manufacturer's cars and the design limitations this imposed. Swallow was already building a successful line of "Standard Swallows" and he had a good business relationship with John Black, General Manager of the Standard Motor Company. The two men began discussing an exciting new idea.

In 1931, the result of their collaboration appeared at the London Motor Show in October. The S.S.1 was built on a special chassis



1929 Austin Swallow tourer owned by Richard Foster. It was displayed at the Jaguar Clubs of North America Biennial Meet. *Mike Cook* 

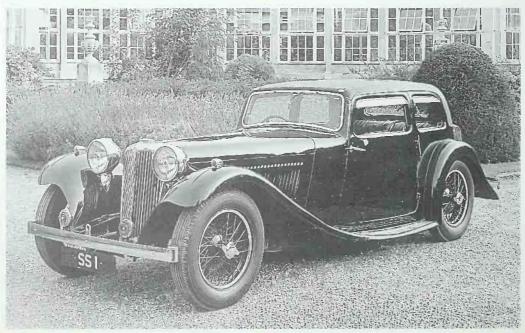


This Swallow sidecar is attached to a Harley-Davidson, beside a Brough Superior motorcycle (both units owned by Swallow when new). The red brick building in the background was Swallow's last Blackpool factory.

designed at Swallow and supplied by Standard. Power came from a 2.5 liter engine also supplied by Standard. The long, low coupe was described by the London Daily Express as "The Car With The 1,000 Pound (sterling) Look." The actual price was just 310 pounds sterling and public demand was instant.

The growing range of S.S. cars began to take all of Lyons' attention. Swallow custom

The S.S.1saloon. This and the coupe have the same amount of passenger space but the saloon has the rear windows for less claustrophobic motoring. The change to full front fenders and running boards during 1932, made the car more finished looking. This photo was taken only a few years ago during a photo session with cars from the Jaguar Daimler Heritage Trust. For some reason, the windshield wipers are missing. Note that the car has a sun roof. *Jaguar Cars* 





An early Austin Swallow roadster posed with XJ 40 (new XJ6). The starting handle (crank) is visible between the dumbirons. *Jaguar Cars* 

coachwork was continued through 1932, but would drop to a trickle of cars in 1933. S.S. Cars Ltd was incorporated in October of 1933. "S.S." may have stood for "Standard Swallow" or "Swallow Sidecar" but was never explained by Lyons. Not sharing Lyons' enthusiasm for expansion, Walmsley resigned from the partnership at the first Annual Meeting in November 1934.

In 1934, for the first time, S.S. Cars, Ltd. had an exhibit in the manufacturer's area at the London Motor Show. In 12 years, the company had reached astonishing heights, increasing business, year by year, straight through the Depression and still going strong!

To strengthen S.S. financially and provide for the future, Lyons took the company public in January of 1935. Demand for shares was high. A separate company was formed to continue the still-active sidecar business.

In 1935, a new product development team began to form at S.S. Cars Ltd. Lyons began employing more professionally trained and experienced engineers and designers. The first member of his most famous team, which would stay together over thirty years, was William Heynes who joined the company that year as Chief Engineer.

S.S. Cars had "made it". The company's reputation had spread overseas. European

sales were building and S.S. was one of two British cars (the other was MG) on display at the 1935 Motor Show in New York. Yet, Lyons had something else on his mind; a name, a stronger identity for his products. From a list submitted by the company's advertising agency, he selected "Jaguar".

Jaguar—An Inspired Choice

It was an inspired choice but not his first preference! Lyons had been in negotiations to buy the assets of the Sunbeam car company with every intention of adopting the name for a new sports car and other models. However, Rootes Motors snatched Sunbeam from under his nose so he settled for the name which has since become a synonym for all that is desirable in a car. The first Jaguar-badged S.S. cars were displayed at the Motor Show in the autumn of 1935. A few S.S.1 and S.S.2 models were built in 1936 but the world now knew the marque as "S.S. Jaguar."

The first Jaguar sports two-seater, the S.S. 90, was shown in 1935 but the real impact was made the following year by the S.S. Jaguar 100. First in 2.5 liter form and later with 3.5 liters, the S.S. 100 was a performance car able to keep up with much more expensive cars from Europe and it won the company's first international rally and racing trophies. Another reason for the success in competition may have been the arrival of engineer Walter Hassan in 1938. Trained in racing, Hassan did formidable development work on both engines and suspensions in two stints with the company, 1938 to 1950 and 1963 to 1972. He retired in 1972 after seeing the V-12 introduced in the Series III E-type.

Increasing popularity called for higher production, a problem because S.S. products were still "coachbuilt" with bodies handformed over frames of seasoned ash. It was a tedious process and Lyons took steps to eliminate it. At the end of 1937, the first all-steel bodied Jaguars were introduced. With engine displacements of 1.5, 2.5 and 3.5 liters, they would remain basically unchanged until 1948.

As World War II began, S.S. Cars finished 1939 with a production record of 5,000 units. Car production ceased and the company was involved in building and repairing various military aircraft for the next five years. During

the war, the sidecar business boomed! Thousands of military sidecars were built, helping to keep the company in business. Meanwhile, Lyons' team, Heynes, Hassan, designer Claude Baily and other executives, whiled away their hours on obligatory fire watch duty by planning new products for the postwar years.

In 1944, with the end of the war in sight, the sidecar business was sold. The problem of having to purchase engines from an outside supplier was solved when Sir John Black of Standard offered to sell Lyons the tooling for the two six-cylinder engines. Lyons jumped at the chance and, from then on, Jaguar built its engines in-house. In the 1945 through 1948 period, Standard continued to supply a few "1.5" (actually 1776cc) four-cylinder engines.

Jaguar Cars Ltd.

In March 1945, at an extraordinary meeting of the board, the name of the company was changed to "Jaguar Cars Ltd". Wartime atrocities associated with the S.S. initials had made the change necessary.



The first all-steel bodied S.S. Jaguar in front of the Swallow Road offices. *Jaguar Cars* 



Sir William Lyons and a 1937 S.S. Jaguar saloon, posed with John Egan, (later Sir John) and a Series

III XJ6, "The car that saved the company." The occasion was Jaguar's 60th Anniversary. Jaguar Cars

William Lyons entered the post-war period as head of a new company bearing the name he had chosen, ten years earlier.

Another legendary name in Jaguar history, F.R.W. "Lofty" (6ft, 5in) England was named Service Manager in 1946.

Jaguar production started up again in the fall of 1945, building the pre-war sedans with a few trim changes and new winged Jaguar badges. Pressure from the cash-poor UK government which would not allow manufacturers to obtain steel for fabrication unless they sold overseas, made an export drive necessary and left-hand drive Jaguars were made for the first time in 1947.

Soon, 25 percent of production was going to North America and other world markets. In the United States, several territorial distributors were named, included Max Hoffman in the East and Charles Hornburg in the West. Collectors can still find a significant number of these early

post-war Jaguars on sale. Meanwhile, behind the scenes in Coventry, furious development work was being carried out based on plans made during the wartime "firewatch meetings."

At the London Motor Show of 1948, the result of the development work captured virtually all of the press coverage and public attention. The XK 120 sports car, with a twinoverhead-cam 3.4 liter straight-six and styling unmatched by any other 1948 car, was an instant hit. The only problem was that Lyons, uncharacteristically, had not anticipated the demand. He had intended to use the sports car as a showpiece to help sell sedans, planning production of a few hundred cars per year with hand-formed aluminum bodywork.

# The XK Leads the Way

Once orders started pouring in, especially from North America, he ordered full tooling for steel bodies but 240 aluminum cars were



The hot new XK 120 was a big hit in Hollywood where Clark Gable took delivery of the first one

available. He posed with Jaguar founder, William Lyons during Lyons' visit in 1950. Jaguar Cars

built before the tools were ready. For Jaguar collectors now, an "alloy" XK 120 is a highly desirable item. At the time, they were also in demand from racers who were rightly impressed by their top speed, handling and light weight. 120s won their first races in England in 1949. The C-type, an XK 120-based racing car, won the Le Mans 24-hour in 1951, first of a total of seven Jaguar Le Mans victories.

Jaguar Cars' rapid progress into the modern automotive era included the Mk V, a traditional-looking sedan with a completely modern chassis but still using the OHV engine. Available in 1949, 1950 and 1951 this was followed by the Mk VII, a large envelope-bodied four-door with the XK twin-cam power plant. Graceful and roomy, the Mk VII went through Mk VIII and Mk IX versions, all of which were successful in export markets. Automatic transmission was made available and, later, air conditioning, to suit the United States.

In 1952, while launching several new cars and increasing production, Jaguar Cars completed moving its assembly operations to a new location at Browns Lane. Still in Coventry, the new plant would eventually allow production of ten times as many cars as were built in 1939 and offered far better accommodations for office and factory workers alike. A new record of over 9,000 cars produced was set the same year.

The XK series of sports cars continued through XK 140 (1954) and 150 (1957) models, each with improvements in equipment and performance aimed at keeping up with the market. The 140 was first to offer automatic transmission and rack and pinion steering. The XK 150 featured 4-wheel disc brakes and a new, sleeker body shape.

Yet another all-new series of Jaguars began in 1955 with the launch of the 2.4 sedan. A unit-construction, four-door, this new car was the sleekest Jaguar yet. From the oval



The first E-type roadster, in the studio for brochure photos. *Jaguar Cars* 

Sir William Lyons in a London Motor Show photo, about 1970. *Jaguar Cars* 

chrome grille similar to the XK sports cars to the tidy, tapered rear section, this was a smart, compact, fun car, a description which places it well ahead of its time. A 3.4-engined version arrived in 1957. It could hit 120 miles per hour on the road and was successful on the track as well.

Later, the Mk 2 version of the small sedan (1959) was fitted with a 3.8 liter engine and restyled. The 3.8S of 1964 and 420 of 1967 were longer, roomier versions.

Jaguar's conspicuous success in exporting worldwide and in developing new products at a rate very similar to huge car makers like Ford and GM, finally earned Lyons the highest award Britain can bestow. The sidecar builder from Blackpool became Sir William





The XJ sedan, launched in 1968, has gone through several series but retains its styling cues. From the top, the 1968, 1974, 1979, 1987 and 1995 versions. *Jaguar Cars* 

Lyons, Knighted by Queen Elizabeth in 1956.

Lyons acquired a number of companies over the years, all in the automotive and commercial vehicle field, but the best-known purchase was the Daimler Company which he bought in 1960. Daimler versions of Jaguar cars have been produced ever since, using names such as "Sovereign", "Majestic" and "Double-Six" (for V-12s). Daimler limousines with Jaguar 4.2 power, were built until 1992.

For 1961, Jaguar replaced the Mk IX with the Mk X, the largest car built by the company up to that time and not to be beaten in that regard until 1995! Also unit-bodied, the Mk X and the later 420G with 4.2 liter engine, had every modern convenience including air-conditioning, automatic, electric windows, four-

wheel independent suspension. disc brakes, etc. It was fast and handled well despite its size but never achieved the sort of recognition given to the Mk VII-IX and the smaller Mk sedans.

The Mk X was joined, in 1961, by the E-type, an all-new two- seater coupe and convertible. Perhaps the most famous Jaguar ever, the E-type created the same stir as had the XK 120. There was simply nothing like it on the market for looks, power or handling and it remains the most desirable Jaguar collectible in Series I and II six-cylinder versions or Series III with the 5.3 liter aluminum V-12.

## The XJ Is Born

The next move by Jaguar could be considered a consolidation or a plan to improve efficiency or perhaps merely a brilliant inspiration! In 1968, the company announced the XJ6, a model designation which became one of the most recognizable in the world and is still in use today. With all the advanced technical features of the Mk X in a more compact design, this single model replaced both the large and small Mk sedans and began a new era for Jaguar. The series was developed into a coupe, modified into the XJ12, expanded to a long-wheelbase version and extensively restyled twice, concluding with the nine-year run of the Series III, rightly called "The car that saved Jaguar."



Launched in 1976, the XJS lasted through 1996, longer than any other Jaguar car. This is a 1983 HE coupe. *Jaguar Cars* 



The 1996 Jaguar XJ6 sedan. The wood, leather, curves and the leaper are all still there! Jaguar Cars

A Hopeful Merger

Business-wise, Jaguar had been a profitmaker for many years but Sir William was aware that a small company would have difficulty surviving in a world of developing automotive giants. In 1966, he engineered a merger with British Motor Corporation, the largest all-British auto-maker, with expectation that Jaguar would be guaranteed the technical and financial resources to carry on in the increasingly competitive world car market. He could not foresee that his financially sound company would be dragged down by BMC losses and that a further merger, in 1968, would create the ill-fated British Leyland Motor Corporation. This conglomerate, intended to preserve the British-owned car industry, came close to wiping it out.

On Lyons' retirement, in March 1972, Lofty England was his chosen successor as chairman and chief executive. However, BL management named a new managing director and bumped England up to chairman, a position he found intolerable. He retired in 1974, having had enough of trying to run a company under the constant threat of veto by distant BL executives.

The impact of BL on Jaguar was felt first in quality control. Pushed to build as many cars as possible, the company turned out cars that frequently resembled Sir William's products only on the surface. Market conditions in the late 1970s were poor. BL's abysmal reputation clung to every division's products. Demand for Jaguars dropped until, in 1980, only 14,000 cars came off the line, fewer than half the total built in 1971, Sir William's last full year as chief executive. Under BL, Jaguar survived as an entity only through some gritty, behind-the-scenes moves by loyal executives. One of these was Bob Knight, technical director, who was the focus of Jaguar marque loyalty in the late 1970s and served as managing director from 1977 to 1979.

Despite the many problems of the 1970s, Jaguar continued to produce new models and had taken a significant step in a new direction, away from two-seaters and further towards sedans and grand touring cars. E-type production had ceased at the end of 1974 and the XJS 2+2 coupe, powered by the V-12, was announced as a 1976 model. Intended as a sports model, it did not resemble any previous Jaguar and was a large, heavy car, more related to the XJ sedan than to the two-seater it replaced. Sales, for the first five years, never exceeded 1,200 and quality was very poor.

The XJS did accomplish the goal of helping overall Jaguar marketing through racing com-

# **Jaguar and Federal Regulations**

United States regulations on automobile safety and emissions were established with the highest motives regarding protection of American citizens and their environment. Carrying out the mandates, of course, fell to the automobile companies. Since the regulations did not address the issues of design and styling, it was not easy for any of the car manufacturers. It was most difficult to modify cars already in production or in the final stages of development.

The average, large, American four-door could be fairly readily modified to suit front and side impact standards. The occupants of these vehicles have a lot of space and metal around them and impacts are at a distance of several feet. The additional weight of guard beams in the doors, for instance, is not a great penalty in a car that already weighs over 3,000 pounds. Large-displacement American engines could lose some horsepower and still provide decent acceleration and speed while meeting emissions and fuel economy requirements.

Imported sports cars and small sedans had a much greater problem meeting federal regulations. Some cars, such as the Austin-Healey 3000, were withdrawn from the market because the cost of modifications to meet the regulations would be too high. Others, like Jaguar, made a corporate commitment to the U.S. market, meeting Federal standards despite the negative effect of the necessary engineering changes including reduced performance, increased weight and adversely affected styling.

On the E-type sports cars, which had been on the market six years before federal standards were imposed, Jaguar found it necessary to use two carburetors instead of three and lower compression to meet emissions standards. As the restrictions got tougher, modifications to valve and ignition timing further reduced performance. 4.2 liter E-type performance dropped below the original 3.8 and the early 1970s XJ6s were just plain slow.

The weight added by door beams and extra bumper braces was unseen but, especially on the Series 3 E-types, the bumper guards became weird and wonderful, ending as huge, square, black, polycarbonate protrusions that wrapped back over the

streamlined hood, destroying the otherwise voluptuous contours of the car. Similar guards adorned the rear which also had a new, tacked-on, chromed panel under the bumper to hold the tail-lights at the correct height and protect them from impact.

The original XJ6 sedan, announced in 1968, managed to retain its large, attractive chrome grille and traditional chrome bumpers, with rubber-faced guards, through 1973. In 1974, the Series II XJ came out with Federally-mandated, rubber-faced bumpers, mounted much higher than the Series I units. The grille was lower in height and the frontal appearance of the car was more massive. The delicacy of Jaguar's styling tradition had fallen victim to legislation.

The Series III facelift mitigated the massive look on the face-lifted Series 3 XJ sedans. On the XJS, designed from the beginning to meet the standards, styling changes have created huge molded plastic bumper-spoilers for the last few model years. They are reasonably well integrated with the overall design but it is easy to see that they are add-ons.

When the 1995 Jaguar sedans appeared, styling and the requirements of federal standards had finally developed a complementary, if not truly happy relationship. The elements were coordinated and, especially to a public now accustomed to impact-resistant car designs, appeared attractive and unforced. Spy photos of the successor to the XJS, showed a nose panel, fully integrated with the body lines while, presumably, meeting all impact requirements.

In all Jaguar cars, during the 1980s, a return to better engine performance was accomplished first with fuel injection, and then with new engine designs. Now, sophisticated computer-controlled fuel injection and ignition systems make it possible to develop power similar to the days before Federal standards and be environmentally responsible as well!

Jaguar collectors, especially in North America, will have to live with the various add-ons created by Jaguar to meet the Federal standards. At least, though the appearance may be marred, the modifications are correct and can be documented so as not to lose points at a show.



John Egan, chairman and CEO of Jaguar Cars, posed with the newly-introduced XJ-SC (Cabriolet) in 1984. *Jaguar Cars* 

petition. Despite its size and weight, it proved to be an excellent racing car, winning the U.S. Trans-Am Manufacturers Championship in 1978 and the European Touring Car Championship in 1984. Though lacking a two-seater to sell, Jaguar kept its performance image.

#### The BL Disaster Is Overcome

In 1980, production, quality and morale at Jaguar were all at their low point when Sir Michael Edwardes, chairman of BL since late 1977, persuaded John Egan to take the post of chairman and chief executive of Jaguar Cars. Egan, who had left BL in 1976 after developing Unipart into one of the corporation's few successful enterprises, was given authority to make the ultimate decision: "Fix it or close it!",

said Edwardes. Egan often said, later on, that the second alternative never entered his mind.

Helped by an improving market in the United States, a decline in the pound sterling against the dollar and his own strong qualities of leadership, Egan got Jaguar going. From losing, by the company's own statement, "a million dollars a week", in 1980, Jaguar advanced to profitable status by the end of 1982! Two years later, with the blessing of the British government, Jaguar Cars went public and broke free of the remaining fetters of BL.

In 1979, the Series III version of the XJ6 and XJ12 had been announced. With a few hitches at first, they sold well. In North America, the XJ12 was dropped from the line after 1979 but the Series III XJ6 quickly became the



At the U.S. introduction of the XJ6, Jaguar engineer Les Botrill (right), explains the engine layout to (from left), Andy Regalia of British Motor Car Distributors, Franklin D. Roosevelt, Jr., Jaguar Southeast Distributor, Kjell Qvale, head of BMCD and Chris Pratt of Continental Cars. *Jaguar Cars* 

mainstay of the newly profitable Jaguar. In 1982, the XJS was up-dated as the HE for "High Efficiency". The V-12 fuel economy improved dramatically with new cylinder heads, the interior was given a more traditional Jaguar look with more leather and wood paneling and exterior styling touches, like new wheels, gave the car a better appearance.

To the astonishment of many, the formerly dowdy XJS proceeded to sell more units, year after year. New models were added, including a convertible and a six-cylinder variant. As this is being written, the 1996 Jaguars have been an-

nounced and the XJS, in six-cylinder convertible form, is in its 21st (and final) model year.

During this period, Jaguar also began improving and expanding its warranty and customer service. As the quality of the cars built back up, the quality of customer relations improved right along with it. Today, Jaguar's customer satisfaction ratings are equal to or better than its direct luxury car competitors.

While sales of the XJ6 were making profits for Jaguar, the next new car was being developed. Actually given its project code name, "XJ40", as early as 1972, the new sedan had been delayed many times by lack of funds, BL management interference and indecision and a critical shortage of engineering and design staff. By the mid-1980s, however, the design was set and tooling was being ordered. The "new XJ6" was launched in October 1986 in Europe and March 1987 (as a 1988) in North America.

A completely new car, including the all-aluminum, slant six engine, XJ40 had many teething troubles meaning heavy warranty costs for Jaguar. No one argued that the car was not needed but the investment necessary to design and bring it to production was a huge financial burden for a small firm. Combined with lower profits due to the decline in value of the dollar against the pound sterling and a soft luxury car market it was too much to bear. Sir John Egan (he had been knighted in 1986) and the Jaguar Board began an active search for a partner.

#### Ford Makes A Save

The original idea was to bring in a minority partner which would take perhaps a one-third interest in Jaguar, giving the needed financial boost without taking away Jaguar's independence. Long discussions with General

Motors did not accomplish this goal and, when Ford Motor Company made an offer to buy Jaguar outright, it was accepted. Jaguar has been a wholly-owned subsidiary of Ford since December 1989.

Ford's original investment has at least doubled since then but the money has been used extremely well. Under the first Ford-appointed CEO, Bill Hayden, fundamental changes in procedures and operating efficiency were made in under two years. The staff was sharply reduced in some areas such as production and increased in others like engineering where more trained people were vitally needed. Hayden stepped down in 1992, leaving a new, streamlined organization.

Under Nicholas Scheele, Hayden's successor, a new production line has been installed and the model range has been extended. In 1995, a second generation of the basic XJ40 was announced with styling cues taken from the fondly-remembered Series III XJ6. Included in the four-model range was the XJR, Jaguar's first-ever supercharged car, as well as an XJ6, Vanden Plas and XJ12. The latter two were reintroduced in 1996 in long wheelbase form.

With the twenty-year-old XJS and a sedan range based on the XJ40 introduced in 1987, it is easy to see that longevity remains a trademark characteristic of Jaguar. Today's products have been around long enough to have had input from Sir William Lyons who died in 1985. In 1997, that will no longer be true. A new Jaguar sports car, XK8, completely developed since the Ford purchase, will be launched as successor to the XJS.

### A Product Line For The Future

The new sports car will be followed, between 1998 and 2000, by a new, more compact

sedan, akin in concept to the compact Mk 2 of the 1960s. Other new Jaguars are also planned. New engines, such as the V-8 in the XK8 sports car, will keep Jaguar performance up there with the world's leaders. Ford management commitment to keeping Jaguar a unique line of cars with its own engineering and styling staffs is apparent.

Does all this new-car stuff have any benefits for the Jaguar collector/enthusiast? Definitely. This healthy, profitable company, out there in the marketplace selling cars, helps the market for Jaguars of any vintage to stay active. The continuity of interest also keeps the parts and accessories market alive. In addition, the number of sources for Jaguar parts, service and restoration is enormous. Every Western country has its cadre of Jaguar specialists and there are so many of these firms in Great Britain and North America that it becomes hard to choose which ones to do business with. Although parts for pre-war cars may be difficult to source immediately, items for the popular post-war cars are in excellent supply, including virtually every body panel and most engine bits.

# **Chronology of Jaguar Corporate Names:**

1922 Swallow Sidecar Company Ltd.

1927 Swallow Sidecar and Coachbuilding Company, Ltd.

1930 Swallow Coachbuilding Company, Ltd.

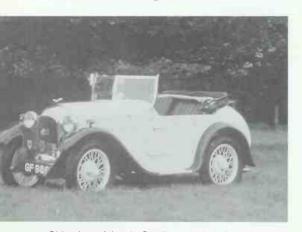
1931 S.S. Cars, Ltd.

1945 Jaguar Cars, Ltd.\*

\*Although the British corporate registration number is now different, the company has retained this name to the present time, including within Ford Motor Company.

# Sidecars, Saloons and S.S.

When William Lyons was growing up in Blackpool, England, motorcycles with sidecars were a recognized alternative to automobiles. When Lyons found a neighbor, William Walmsley, building attractive sidecars for sale, he bought one as a start to a business plan he had in mind. He and Walmsley became partners in Swallow Sidecars, Ltd. as soon as Lyons turned 21, on September 4, 1922. Several all-aluminum sidecar models were offered in streamlined octagonal, hexagonal and pentagonal form. Lightweight racing "chairs" were built which had some success and there were more normal-looking flat-sided units as well.



Side view of Austin Swallow roadster in cream with red fenders. Note the vee windshield, wiper mechanism and big sidelamps sprouting from the front fenders. *Jaguar Cars* 

Model	Rating
S.S. 90 S.S. Jaguar 100 S.S. Airline sedar Swallow and S.S S.S. Jaguar DHC S.S. Jaguar sedar S.S. 2 MK IV DHC	**** **** ****
MK IV Sedans	***

Though Swallow sidecars were built by Lyons' company right through World War II , they are really not part of the Jaguar collecting scene. Very few survive although Jaguar Cars' museum has a fine example of a pentagonal unit. Knowing that William Walmsley left the company in the early 1930s and that Jaguar sold off the sidecar business at the end of World War II , lets turn to Lyons' new project.

## From Two Wheels To Four

In late 1926, Lyons acquired an Austin Seven chassis and in May of 1927, the first Swallow four-wheeler emerged. Austin Swallow roadsters and small saloons were soon being produced at the rate of two a day and production expanded further after the 1928 move to larger quarters in Coventry.

The prototype Austin Swallow was a two-seat roadster with optional hardtop. It also had cycle-type front fenders which turned with the wheels. The mounts for these were too flimsy and had a tendency to break, allowing the fenders to fall into the front suspension or foul the wire wheels! Normal fenders, blending into running boards, became standard as regular production began.

A similar problem occurred with the original hardtop which was hinged at the rear and latched at the front. It was possible to unlatch the front and tilt the top, making it much easier to enter the car without ducking. The latches could not be made strong enough and the arrangement was dropped. The hardtop, when ordered, was bolted in place.

Production records from Swallow's days



Swallow Model 4, pentagonal sidecar. Jaguar Cars

at Blackpool have been lost but it has been estimated that between 1927 and 1932, well over 2,500 Austin Swallows were made—about 1,700 being saloons and the rest two-seater roadsters. None of the cycle-fendered cars survive but quite a few Austin Swallow cars are listed in the Swallow Register.

Swallow also built bodies on Fiat, Morris, Swift, Wolseley and Standard chassis'. None of these were built in very large quantities compared to the Austin. Estimates from Andrew Whyte's Jaguar, The Definitive History of A Great British Car, indicate fewer than 100 Fiat, very few Morris, around 100 Swifts and 100-150 Standards. The Wolseley Swallow was very popular with approximately 530 made in both two and four-seater form.

However, the Standard association was the most significant for Lyons.

Swallow bodies were aluminum, handbeaten over wooden forms and then attached to frames made of ash wood. They were then trimmed in leather and fine wood. Austin Swallows had mahogany dashboards. Carpets were high quality wool. The accent was on luxury to distinguish these custom-bodied cars from their assembly line cousins. Items like a make-up kit installed in the glovebox added to the appeal.

With the emphasis on style, technical specifications were the same as the chassis-makers' products save for some necessary modifications to suit the Swallow body's different shape. On the Austin, for example, the

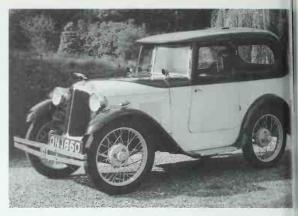
rear springs had to be flattened to make the car sit level, the radiator filler cap had to be lowered and the starting handle (crank) had to be lengthened. Ship-type ventilators stuck up from the cowl and cars could be ordered with a folding windshield panel on the driver's side. Engines, gearboxes and the rest of the driveline were as received from the manufacturer.

Swallow cars came with colorful paint jobs in contrast to the normal drab gray and black of factory-built units. Usually two-toned, the color schemes were designed to conceal a too-high hood line or an awkward cowl shape. The Austin "Pen-nib" two-tone is the best known. Swallow's modifications added a relatively small amount to the price of a standard model and motorists who wanted an unusual car but could not afford it got a lot of flash for their money.

Most Swallows, with the exception of a few big six-cylinder Standard Swallow sedans, were tiny, built on very small chassis to fit into Depression-era buyers budgets. The 750cc engine and 3speed gearbox of the Austin made for leisurely performance (but, don't forget that this was the engine that set many international racing and



Earlier Austin Swallow roadster in front of Jaguar's present-day headquarters in Coventry. This car has painted headlight housings. *Jaguar Cars* 



Late Austin Swallow saloon. Definitely built in Coventry this car has the later grille shell with vee shape and chrome bar down the center. Note the "ship-type" ventilators on the cowl and prominent swallow emblem atop the radiator. Bumper design is typical of late Swallows of all types. *Jaguar Cars* 

speed records!) but the Wolseley, a true sports type, was quite "nippy" as they say in Britain and sold to enthusiasts as well as status-seekers.

The collector whose goal is owning a Swallow will almost certainly end up with an Austin. A few Wolseleys survive but no Morris or Fiat Swallows exist today. Just one Swift Swallow sedan appears at UK meets and one or two Standard Swallows are known. At least one open Austin and several saloons are in North American hands.

The advantage to the restoration of these cars is that they are extremely simple and, providing the fragile aluminum bodywork is in decent shape, can be repaired fairly easily. The bulbous tail section of the two-seat Austin Swallow roadster, for example has no inner supporting structure! Also, the steel frame under the alloy bodywork can rust severely.

Alterations to watch out for would be in items such as tail lights. Most of the originals probably used a single unit tail light-license plate bracket. Owners who drove the cars well into the 1930s and 1940s sometimes fitted individual tail lights, mounting the license plate in the center of the spare wheel.

The last few Austin and Wolseley Swallows were made in 1933, two years after the

announcement of Lyons' own car marque, S.S. The total number of cars surviving is fewer than 100. For the collector this means the likelihood of finding an undiscovered car is remote. It also means that there is proportionately less interest in the cars because too few people know anything about them!

### The Brief Life of S.S.1

The London Motor Show in the fall of 1931 saw the introduction of S.S. Cars' first model—the S.S.1 coupe. The exaggerated shape of this car with its very long hood, small passenger compartment, very short rear deck and shallow windshield, confirmed what sports cars would look like for the next fifty years.

Conceived by Lyons, the new S.S. could not have been made without the cooperation



Austin Swallow dashboard made of satin-finish, smooth mahogany. It has a speedometer, ammeter and clock plus large, round switch cluster. *Mike Cook* 

and manufacturing assistance of Captain John Black and the Standard Motor Company. The car had a special frame, again, designed by Swallow but produced at Standard, and a Standard 2 liter engine (2.5 liter optional). It was the hit of the Motor Show in the fall of 1931.

Right beside the S.S.1 at the Motor Show was a tiny little coupe similarly styled, called the S.S.2. Instead of having its own, Swallow-designed frame and suspension, the S.S.2 was built on Standard's "Little Nine" chassis. The S.S.2 was a low-priced way for the sporting driver to get S.S. styling and, in many ways, it was

the true successor to the Austin Swallow cars (still made through 1933), especially in terms of size and performance. With an engine under 1100cc, performance was barely adequate.

The original S.S.2 is extremely rare but not a primary collector's goal. In original form, it is too small for many average size people. Also, though well-proportioned, it lacks the grace of the larger SS and was never as popu-

lar despite its entry-level price.

The original S.S.1 coupe was rakish but a bit strange-looking with a roofline a little too high for the hood line, a back seat that was impossible to reach and "helmet" individual front fenders which looked a bit like Swallow Sidecar fenders. In 1933 models, these items were all attended to and the new SS had sweeping front fenders that curved down into smart running boards and gave the car a much sleeker, better-finished appearance. Although the solid rear quarters still made it impossible for rear passengers to see out, all body proportions were adjusted to suit Lyons' eye and quell styling criticism from the motoring press. A four-seat tourer was added to the line.

For 1934 and 1935, a two-door sedan was added to the S.S.1 range, having windows in place of the closed rear quarters and fake landau irons of the coupe. Also built, in small quantities, was a lovely drop-head coupe. Drop-head, in the British automotive vernacular, means a full convertible as opposed to a roadster or tourer which would have a rudimentary top and side curtains instead of glass windows. The S.S. drop-head was a full four seater, the top (hood) folded very low, into a well which had a hinged, contoured metal cover that made the top disappear completely.

That year, the S.S.2 line was expanded to include a sedan and tourer but these were quite different cars from the 1932 and 1933 coupes. S.S. dropped the Little Nine chassis and began using Standard's next-largest "Ten" and "Twelve" chassis, available with 1343cc and 1608cc engines. The result was an attractive, roomy small car that was a worthy companion to the larger S.S.

Building on success, for 1935 and 1936, Lyons added one more sedan, the "Airline". In the period of the Chrysler "Airflow", a number of other manufacturers built sedans with



The S.S. stand at the 1931 Motor Show at Olympia. The original S.S.1 coupe is seen from the rear 3/4, giving an excellent view of the "trunk," actually an upholstered wooden box. The roof and trunk were covered with fabric, stretched tightly over the padded wooden framework. Body panels were aluminum. The "helmet" front fenders were racy-looking but the overall effect on the finished car did not live up to expectations and they were changed to more conventional fenders. Note the rear bumperettes, the fake landau bars and the knock-off wire wheels which show off the enormous brake drums. The awkward mis-alignment of the side window, roofline and hood were soon altered.

This exhibit was not in the main hall with other manufacturers but in a special section reserved for coachbuilders. It is a measure of Lyon's forward thinking in styling that every other car in sight looks dowdy and old-fashioned compared to the S.S. Jaguar Cars

Beyond the pillar is the also-new S.S.2. It was a

very small car, looking even smaller than the Hornet

Swallow roadster which itself was a tight fit for two.

The S.S.2 wire wheels are bolt-on but the styling

and construction of the car is virtually a scale model of the S.S.1. At the far end of the stand is an

Austin Swallow sedan.

supposedly aerodynamic lines. Though Lyons evidently did not personally like the Airline, several hundred were built. The styling is eyecatching and the car is now a very desirable item for the Jaguar collector. Out of 600 or so, only about a dozen are known to survive.

The first true sports car from the company was the S.S.90, a two-seater with the 2.5 liter engine. Built in 1935 on a shortened sedan chassis, it was handsome and a good performer but was

really only a prototype for the S.S. Jaguar 100 which followed a year later. Twenty-three of these cars were built and they were quite different in appearance to the later 100.

The first S.S.1 came out of the Jaguar factory in October, 1931 and was rushed to London for the Motor Show. The final S.S.1, an Airline, left the plant in July 1936. S.S. continued as the primary name of the company but a new designation had been added. In the fall



A rear view of the original S.S.1 with "helmet" front fenders and no running boards. The sun roof is open

and the hinged upper side window deflector is pushed out. *Paul Skilleter* 



S.S. 1 coupe in its final form. The full front fenders flow into running boards. The proportions of the hood, roof and doors have been adjusted so that the edge of the hood, the bottom of the side window lines and the lower edge of the fabric covered roof all line up. Windshield wipers have exterior linkage.

of 1935, the Coventry company's products became "S.S. Jaguars" and one of the most famous automotive marques was born.

## S.S. Cars For The Collector

The late Andrew Whyte, generally recognized as Jaguar's unofficial historian, estimated a total of 4254 S.S.1's and 1796 S.S. 2's were built. If this sounds minuscule, remember that these cars were still coach-built. On the steel chassis was mounted a sturdy frame made of ash wood, glued, pegged and screwed together on a jig. Over this frame, stamped steel panels were fitted, tacked in place, with all seams lead-loaded and then smoothed to form the contours of the finished body. Delays along the way included waiting for the glue to dry—a process taking several days with 1930s glue.



Final S.S.1 from the rear. The trunk is reduced in size and a full width rear bumper, with S.S. emblem, replaces the bumperettes. Eared fuel tank filler cap is at left. The spare wheel cover also has S.S. emblem. The tail light assembly with license plate bracket is typical. Similar units had been used on various Swallow models. *Jaguar Cars* 

Any S.S. car shares an engine with Standard cars of the period, making the supply of engine parts a little better although cylinder heads, which are inclined to warp, can be a problem. The early S.S.2 engines are very scarce. Various components such as instruments and switches, generators, voltage regulators, fuel pumps, distributors, head and taillight assemblies were almost all off-the-shelf Lucas, Jaeger or Smiths, and thus common to many cars of the 1930s.

Unless you are passionately smitten by S.S. 2's, stick with the S.S.1. Very few survivors of either S.S.2 series exist although at least one each of the early helmet wing and later running board version are known. The larger S.S.1 models are well represented, including a fine example, the "Lady Lyons Car," in Jaguar's own collection. In S.S.1s, the tourer, the drop-head and, of course, the S.S. 90 sports car are the most fiscally desirable projects but also the rarest.

In the restoration process, you need a furniture craftsman to reproduce the wood, a



S.S.1 interior showing bucket seats, "sunburst" door trim pattern and extensive use of wood. Speedometer drive cable can be seen coming through the tunnel forward of the handbrake. Note hardware enabling the windshield to be opened, spark and mixture levers in center of steering wheel. The switch in the center of the bottom edge of the dash appears to be an add-on. Jaquar Cars



Rear seat passengers in the S.S.1 had arm-chair comfort but had better not suffer from claustrophobia! Tiny foot-wells called for small feet. The rear window would also swing out. *Jaquar Cars* 



S.S.1 saloon. With the same basic roof dimensions as the coupe, it retained the fabric covering but incorporated large rear side windows. This car is in the Jaguar Daimler Heritage Trust collection. Note

the exterior horns and bumper-mounted guide for the crank, if needed. This car does not have the large S.S. badge on the front bumper. Wipers and linkage are missing. *Jaquar Cars* 

skilled metal worker to reproduce body panels using the originals as a pattern and a body shop where they still know how to lead a body seam. Examples of all models exist to enable the dedicated restorer to research correct shapes and equipment but restoring an S.S. is a tall and expensive order.

S.S. Jaguar

Lyons had chosen the new name for his cars and unveiled the latest line at the Motor Show in the fall of 1935. The bodies of the S.S. Jaguars were completely new but the styling followed familiar lines so the biggest news was under the bonnet! The 2.5 (actually 2.7) liter engine had a new overhead valve cylinder head, designed for Lyons by Harry Weslake but still built by

Standard. Only the small "1 1/2" sedan still had a flat-head engine.

The small volume of S.S. production and Lyons' policy of wasting nothing, dictated that there would be carry-over S.S.1 and 2 models built in 1936, using left-over parts and the old flat-head engines. Nothing distinguishes them from the 1935s.

The 1936 S.S. Jaguar range included the first four-door to be produced by the company. The graceful lines of the car were perhaps the best rendering of 1930s British styling. A tourer was offered but much more excitement was generated by the S.S.100. A genuine competitive sports car, the S.S. Jaguar 100 easily matched other marques of the day in performance. Its rakish and beautifully proportioned styling was unequaled and the car remains a



Rear seat passenger in the S.S. saloon had both the side windows and a larger rear window for visibility. Wood trim below windows matches the front door trim. *Jaquar Cars* 

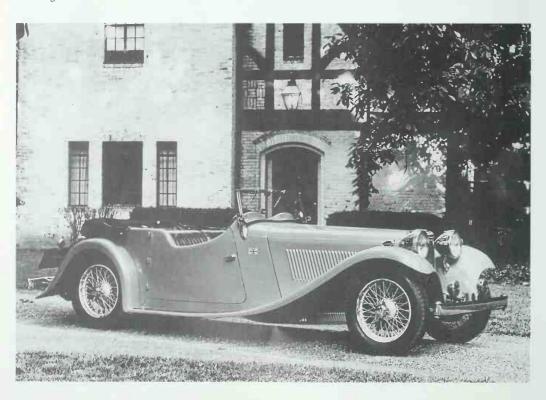
very desirable collector's item. Only 314 were produced in four years.

The eleventh edition of the S.S. 100 Register, produced by the Classic Jaguar Association, shows an amazing 245 still in existence. Out of 23 S.S.90s, 13 are listed.

In 1936 and 1937, the new Jaguars still had wood-framed, metal clad bodies. For 1938, the company made the transition to modern, all-steel bodies. At the same time, many additional improvements were made in drive train, chassis and, especially, the engines. All, including the four-cylinder in the "1 1/2" were now overhead valve. At the top of the all-steel Jaguar line were the 3.5 liter sedan and S.S.100.

The comment, above, about needing a body shop which could handle leaded seams,

Before it made two-seater sports cars, S.S. offered four-seat tourers such as this late 1935 2.5 liter. An identical S.S. Jaguar model, with overhead valve engine, appeared for 1936. *Jaguar Cars* 





Built only in 1935 and 1936, the S.S. Airline saloon was not one of William Lyons' favorites but is now a very rare and desirable collector car. It featured dual sidemount spares with

covers and knockoffs. This fully restored car has chrome trim on the hood louvers, chrome headlight mounts, etc. External wiper linkage is visible. *Salmieri* 

would apply particularly to these first all-steel Jaguars. Body components, sourced from several different suppliers, did not fit together well. The body assembly process was so slow that production, in 1938, was not much more than half the 1937 total!

The so-called "1 1/2" had 1608cc in flathead form. The OHV version was 1776cc! This scaled-down version of the better-known 2.5 and 3.5 cars was actually the best seller. Production records show 7,285 of these smaller S.S. Jaguars built from 1936 to 1940, more than half of total production of 14,272. Four-doors, tourers and drop-heads were built in this size,

matching the larger cars model for model. Tourers, in all sizes, were dropped after 1937 in favor of the drop-head with its more up-to-date styling and weather protection.

The S.S. Jaguar line was in the upper range of European 1930s performance technology. Brakes were mechanical but, with huge, 14-inch drums, were effective. Engines were state-of-the-art overhead valve type with advanced design cylinder heads. The two-seater deserved its name, becoming the first Jaguar to be capable of 100+ in stock from. Genuine 90 miles per hour sedans were not common and the cars' overall and class wins in major



The Airline's most distinctive angle, showing the unusual shapes, of the rear side windows and back window. The car had a drop-down trunk lid, center-mounted tail-light unit and chromed drip moldings extending

to the bottom of rear fenders. Visible behind the door hinges is the solenoid-operated "semaphore" turn signal which swung out from the body side, activated by a switch at the top of the steering wheel hub. Salmieri

events including the RAC and Monte Carlo, are ample illustration of their handling and performance. Instrumentation and standard equipment were at the luxury level and the buyer had many options in equipment, color, and more, often installed at Jaguar's own Customer Service Department.

Low production, the destruction of many cars during World War II in order to obtain steel and the dismantling of sedans to provide parts for more valuable drop-heads and sports cars severely reduced the number of all prewar British luxury cars available. The dedicated collector who takes the time to research with care will find a selection of S.S. Jaguars but it will be small. Paul Skilleter, a noted Jaguar historian, estimates fewer than 100 known! Despite the number produced, the 4-cylinder may be the rarest.

The best place to start looking for a car or parts is in the magazine of the Classic Jaguar Association which also maintains registers of early Jaguars. CJA's address is at the back of this book.

The War Years Through 1948

Jaguar production started up again in 1945. Through 1948, the company basically built the pre-war cars although the drophead version of the "1 1/2" was deleted and the exciting but low volume S.S.100 was dropped as well. The primary difference in these early post-war Jaguars is the radiator badge which reads, simply, Jaguar. The chrome strip down the body side is much narrower than the pre-war S.S. models.

The Jaguar factory released 12,000 of these pre-war styled cars into world markets

# Swallow and Jaguar, At The Beginning

After moving several times, the Swallow Sidecar and Coachbuilding Co., Ltd., settled into a building in downtown Blackpool which was conducive to manufacturing. One section was for sidecars, with its own paint shop. The main portion of the second floor was soon reserved for car body fabrication and car assembly. Parts storage was also upstairs. William Lyons and partner, William Walmsley, shared an office. The single telephone was out in the general office, and was used by the partners and all of their managers. Partitions and even some of the furniture were made in-house to save money.

When Swallow advertised for skilled labor to build special bodies for cars, many applied. As a result, Lyons and Walmsley were able to pick the best people possible and still pay the lowest wages. Lyons inspired loyalty and many of his original employees remained with the company until retirement, often for more than fifty years.

Constance Dickson joined Swallow in 1928 as secretary to the stores (parts) manager. She was interviewed by William Lyons about whom she said: "...I was always nervous of him and felt unable to do my best on any occasion he asked me to do anything for him." Luckily, Connie Dickson did not work directly for Lyons and enjoyed a ten-year career which included moving, with the firm, to Coventry. She married Harry Teather, who, after starting in Blackpool as a teenager, eventually became Purchasing Director and did not retire from Jaguar until 1973.

Connie Dickson was not the only one who was nervous around William Lyons. Even as a very young man he was formal in his dealings with people. Employees, with only one or two exceptions, were addressed by their surnames and, although he was often in the factory, checking on how things were going, he dealt with the supervisors, not the men on the shop floor. One or two of the original Blackpool people were on more friendly terms with him but no one enjoyed a casual relationship with him.

Cyril Holland was one of the "finds" for the young company. A capable designer and draftsman, he was also an experienced coachbuilder. Seeing Swallow's ad in a Midlands newspaper, he moved north to Blackpool to join the firm and designed the first Swallow bodies. He stayed with Jaguar for many years as a guiding light in the design department. Like many Swallow and Jaguar people, he had a practical bent. In the early years, everyone was ready to lend a hand to get an order completed or do any job that would advance the fortunes of the company. It was Lyons' personal drive that brought on this sort of spirit.

The building in Blackpool was rented. When it became obvious that the custom body business was outgrowing the premises, Lyons and Walmsley decided that the firm should move to the industrial Midlands, away from Blackpool's resort atmosphere and into the center of Britain's auto industry, Coventry. They found a building, an old World War I shell factory, on the outskirts, down an unpaved road, and started back in business with only a few days lost time.

The family atmosphere of the company carried on as most of the managers had left families in Blackpool and visited every few weeks until they could move to Coventry. Lyons would drive staff members home for the weekend in his little Morris.

Manufacturing was a matter of building one part and then moving the assembly along, by hand, to the next workman, who added his part and pushed the job further along. Bodies were mounted on wooden frames and moved by hand until increased orders and complaints from the workers called for a change. An overhead moving line was designed and built, in house, the bodies were hung from hooks and the company had its first assembly line. It was all powered by a 1/4 horsepower electric motor!

Driven by Lyons ambition, the company produced its first S.S. car in time for the 1931 Motor Show. After that, although manufacturing was still very much a hand operation, the business began to get more and more professional. However, the strength of Lyons' ambition was still what held it together and kept both the original employees and the newer Coventry-hired people working very long hours to make certain that each S.S. car was built well and on time.

After the move to Browns Lane and the erection of Jaguar's large, modern factory complex. Lyons still made most of the decisions and was the final judge of the specifications and styling of each new model. He was the architect of the firm, the primary influence on styling for every great Jaguar through the original XJ6 and is still, many years after his death, the unseen heart of Jaquar Cars.

Harry Teather, asked about his success with the company said: "I was hitched to a star!"



Interior of the 1937 S.S. Jaguar 2.5 liter saloon. Instruments are now housed in a black panel set into the wooden dash. Center crank opens the windshield. Large knobs on either side are individual wiper controls. On the steering wheel hub, the turn signal control is at the top. This is basically an original car with leather in excellent condition. Paul Skilleter

in the 1946 through 1949 model years. The factory called them "1 1/2" "2 1/2" and "3 1/2" liter models but, because the next model was named the "Mk V", the 1946 through 1948 cars have become known as "Mk IVs". Old-fashioned looking, they were still in the ranks of the world's "performance" cars and they were the basis of Jaguar's first export drive. Like all UK manufacturers, Jaguar was pressured by the government to export. The newly-formed network of independent distributors in the

U.S. sold respectable quantities of the company's first left-hand drive cars so post-war Jaguar sedans and drop-heads can be found fairly readily in North America. The very attractive four-passenger drop-head is far more collectible than the sedans.

By 1948, Jaguar Cars Ltd. was ready with not one but two brand-new cars. The XK 120 sports car and the Mk V sedan were both milestones for Jaguar. The 120 was a milestone for the automotive world.

**Note:** Final S.S.1 production overlapped with S.S. Jaguar build which began in 1936.



The 1937 rear seat showing pull-down center armrest, much larger footwells and "suicide" rear-hinged doors. *Paul Skilleter* 

## S.S. Production Figures

(from Jaguar, The Definitive History of A Great British Car, by Andrew Whyte)

Model year	Model	S.S.1	S.S.2
1932	Fixed head coupe	502	274
1933	Fixed head coupe	1099	275
	Tourer	150	
1934 and 1935	Fixed head coupe	200	150
	Saloon	1100	820
	Tourer	365	186
1935	Airline Saloon	573	
	Drophead coupe	94	
	S.S.90 sports	23	
1936	Fixed head coupe	9	4
	Saloon	44	85
	Tourer	36	
	Airline	51	
	Drophead	6	
	S.S. 90	1	



Rear view of 1936 2.5 liter S.S. Jaguar 100. These cars came with dual taillight assembles, chrome headlight housings, etc. Full instrumentation is scattered across the dash but the car is extremely narrow so the driver can see all the gauges. S.S. logo appears on windshield lock knobs. Note racing screens installed behind windshield. *Jaguar Cars* 

## SS Jaguar Production Figures

Year	Model	1.5 liter	2.5 liter	3.5 liter	Yr Total
1936	Saloon	700 (side-valve)	1,448		
*	Tourer	*	53		
*	S.S.100	*	31	*	2,232
1937	Saloon	1,453(side-valve)	1,965		
*	Tourer	*	45		
*	S.S.100	*	91	*	3,554
1938	Saloon *	55 (side-valve) 573 (OHV)	658	538	
*	Drop-Head	69	88	104	
*	S.S.100	*	55	69	2,209
1939/40	Saloon	3,829	919	527	
*	Drop-Head	606	193	135	
*	S.S.100	*	21	47	6,277
Grand Total S.S.	Jaguar	*	*	*	14,272

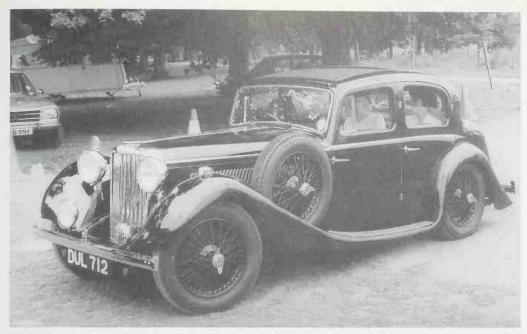
1946 through 1949 Sedan/Drop-Head Production (so-called "Mk IV") Model Home Export Te			
Model	* TOTAL	Export	ioui
Saloons-1.5, 2.5 and 3.5 combined	7,786	4,166	11,952
2.5 Drop-Head 3.5 Drop-Head	73 184	31 376	104 560



Overhead view of restored 1936 S.S. Jaguar 100 interior. Unpleated leather seats and matching carpet are to original patterns. Chrome grab handle, typical snaps for top boot, door pockets, etc., can be seen. *Paul Skilleter* 



1948 3.5 liter Jaguar sedan owned by John D. Warfield of Annapolis, Maryland. Note rear-hinged doors with full wood trim, restrained door trim pattern compared to prewar cars, narrow rear door opening, metal sun-roof, center-mounted antenna. This is an export model with left-hand drive. Pre-war Jaguars were all right-hand drive. Huge battery is typical of period British cars. *Mike Cook* 



Though more "1 1/2" S.S. Jaguars were built than either 2.5 or 3.5 models, the smaller cars are now the rarest. This is a 1936/37 coachbuilt car with sun roof. It looks very like the larger sedans until you note the size of the passengers in relation to the vehicle. It is actually about an 80 percent scale model of the larg-

er cars. The 16-inch sidemounted spare sticks up higher over the hood line than on the larger cars. This body style carried over to the 1946-48 period and the post-war cars can be distinguished by the side chrome strip which is much narrower. *Paul Skilleter* 



1946 2.5 liter sedan owned by Tom Polis shows giant Lucas headlamps, smooth bodywork. Jaguar emblem on grille is the winged type. Leaper on radiator cap was optional. *Mike Cook* 



The original Jaguar leaper emblem was made by an outside firm as an aftermarket accessory. Jaguar people didn't like it and came up with the now-familiar, smooth-skinned cat. This is a replica of the original accessory, mounted on a "Mk 4" drop-head. *Mike Cook* 

## The XKs: Jaguar Leads The Post-War Field

The XK 120 was announced at the 1948 London Motor Show, one of the first truly modern cars of the post-war era. It was acclaimed by the press and public alike. Jaguar enthusiasts count it as one of the two finest Lyons designs of the post-war era, the other being the E-type.

Model	Rating
Alloy body XK 120 All other XK 120 XK 140 XK 150 ots and dhc XK 140 and XK 150 Coupe	**** *** *** ***

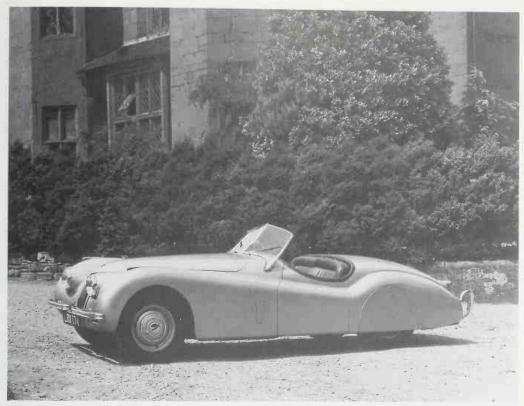
The first 240 XK 120 roadsters were built with aluminum bodies. These "alloy-bodied" 120s are the cream of XK collectibles and have a number of features which distinguish them from later cars.

All alloy cars, and early steel-bodied cars,



Specifications on Clark Gable aren't available but this photo shows some good details on his new XK 120. This early car has the separate chrome-plated, parking lights on top of the fenders and lacks the footwell air intakes. The disc wheels were standard

and show Jaguar's new style of body color wheels and hub caps, trimmed with chrome. Respect is paid to the XK's knock-off wire-wheeled ancestors by the vestigial "ears" on the hub-cap centers. *Jaguar Cars* 



This side view of a later XK 120 shows the small door on the front fender which admitted cooling air to the footwell. The car is still early enough to have the separate parking lights and two-tone upholstery. The pleated portion of the seats was a lighter color. Combinations included red and cream, brown and

tan, two-tone blue, etc. The division between the seats can also be seen. The seat back appears to be one piece but the seats adjust individually. At the top of the fender skirt is the fitting which locks the skirts in place. A "T-key" was provided to operate the fittings. *Jaguar Cars* 

have separate, chrome-plated parking lights on the front fenders. Alloy cars also have straight windshield pillars, a trunk latch lever below the rear bodywork, and differences in the inner side panels under the hood.

Disc wheels with fender skirts (spats) at the rear, were standard. The optional wire wheels were often seen painted body color rather than the more usual silver. Chrome wire wheels could be obtained. For an authentic restoration, chrome wire wheels should be Dunlop, not aftermarket units such as Borrani or Dayton.

The famous Jaguar XK twin-cam engine first appeared in the 120 with 3.4 liter dis-

placement. This engine, in 3.8 and, later, 4.2 liter form, powered most Jaguars until 1987! In the XK 120, with two SU carburetors, the engine developed 160bhp. Easy to spot, the early XK engines had no bolts holding down the domed front portion of the cam covers which often resulted in oil leaks.

A four-cylinder XK engine was also designed and a number were built. The plan was to sell the XK in "120" and "100" form, the latter referring to the top speed with the two-liter four. Installed in Goldie Gardner's EX-135 streamliner, the engine set several under-2-liter speed records in 1948. However, demand



This is a detail of an alloy-bodied XK showing the trunk mat, separate spare wheel compartment and wheel clamp arrangement. Clipped at the right are the grease gun and the "T-key", used to lock and unlock the fender skirts. On steel-bodied cars, the lower portion of the fenders, the compartment floor and little nooks and crannies in the rear bodywork are all subject to rust. Mike Cook

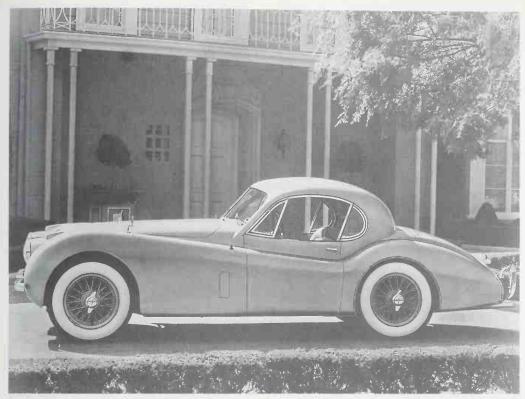
for the six proved so great and development work on the four so difficult that the small engine was never produced. Examples of the XK four survive in various museums and private collections, none installed in a car.

Beginning during 1951, the separate chrome front parking lights were discarded and new ones integrated into the top of the fenders. During 1952, footwell air vents, a much-needed modification, were added. The vent doors were visible on each side of the car a few inches ahead of the door opening.

Bucket seats, considered by most North Americans to be essential in a true sports car, were not fitted to the XK range. The seat cushions were individual but, at first glance, the cars appeared to have a solid, full-width backrest. Close inspection revealed that the back rest was split. The seats adjusted individually and either side could be folded forward to allow access to a small storage space. Upholstery

This is the XK 120 "drop-head" or convertible, introduced in 1953. Fewer than 2,000 were built, making it both rare and desirable. It uses the high doors with exterior handles and roll-up windows of the coupe. A much heavier windshield frame was used to support the stylish, padded, convertible top. The thickness of the top gave it a bulky appearance when folded. This was concealed under a fitted boot cover. Note the row of Mk V and Mk VII sedans in the background. *Jaguar Cars* 





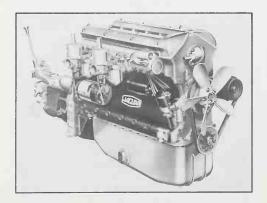
The XK 120 coupe, introduced in 1951, added a steel roof, roll-up windows and a wood-trimmed interior to the basic spec. The faired-in front parking

lights can be clearly seen. The rakish slant of the window frame adds to the sporting appearance. Jaquar Cars

This is the original 3.4 liter XK twin-cam engine of 1948 with Moss gearbox attached.. Though heavily re-touched, it shows the smooth cam covers which lacked adequate hold-down bolts and leaked around the forward chain-cover bulges. The original fan was cast aluminum. *Jaquar Cars* 

on early cars was two tone, often in cream and red or brown, with the darker color on the outer edges of the seats, door tops and dashboard.

After the XK 120 "OTS" (Open Two-Seater) had been on the market for two years, a coupe version was offered. The "FHC" (Fixed Head Coupe) was extremely attractive. It had deeper doors which accommodated roll-up windows but little more interior space than the roadster.





XK 120s on show at a Jaguar club meet. Two roadsters show disc and wire wheels. The dark-colored car in the background is a wire-wheeled drop-head. *Mike Cook* 



XK 120 interior details showing central instrument panel which allowed building right or left-hand drive cars without too many production changes. Padded panel on the driveshaft tunnel often accommodated a third person in those days before seat belts. *Karen Miller* 



Under the hood, this later XK 120 has the corrected cam covers with bolts holding the leaky forward portion down. Vitreous enameled exhaust manifolds can be seen. This attractive finish unfortunately flakes off due to expansion and contraction. *Karen Miller* 



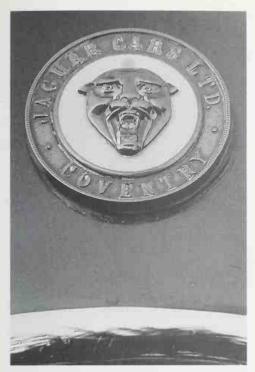
Close-up of XK 120 steering wheel shows bulletshaped center hub which pointed at the driver's chest like a weapon. Karen Miller

In 1953, a third model, a full convertible, was announced. Using the same doors as the coupe, the "DHC" (Drop-Head Coupe), also had extensive wood veneer on the dash and door cappings. It was quite luxurious compared to the Spartan early roadsters. The top was fully padded and the car looked as good with the top up as it did when it was down. Because of the padding, the top did not fold down as flat as the roadster top and had a boot cover which sat rather high. The latest XJS has a similar set-up. The drop-head is by far the rarest of the 120s.

Under the handsome bodywork, the XK 120 chassis was extremely rigid, made up of steel box-section side rails and cross members.

Front suspension was by torsion bar and the rear by semi-elliptic springs. It had a four-speed gearbox with non-synchro first gear, built by Moss. This gearbox carried through into the E-type, not replaced by a Jaguar all-synchro unit until 1965.

Unlike the MG-TC and other rough and ready British two-seaters, the XK suspension was soft, giving a very smooth ride but not



High relief Jaguar head appeared first on the XK 120 and formed the basis for many later variations. The basic color is bronze with the head against a cream background. *Karen Miller* 

lacking in handling. Body roll was noticeable but, once used to the car, the really outstanding roadability became evident. The steering was not the expected sports car rack and pinion but Burman re-circulating ball. Large drum brakes were used. The XK 120 and Mk V sedan were the first Jaguars to use hydraulic brakes, supplied by Lockheed.

The XK 120 was raced in many events around the world and formed the basis for Jaguar's first Le Mans winner, the XK 120C or "C-type." Even in strictly stock form, the 120 would out-perform virtually any production vehicle on the road, only being beaten by vastly more expensive out-and-out racing machines. At today's car shows, 120s are frequently seen entered in the Competition class, fitted with aero screens and double or triple-

laced wire wheels. These two modifications, plus racing tires, were often all that was required to make the car a race winner!

More 120s were built than the later XK 140 and 150 and it is easy to find a selection for sale. The prospective buyer of a steel car should check the usual areas for rust; footwells, sills/rocker panels and trunk floor. Of course, the XK 120 has plywood floor panels but the metal to which they are attached is subject to rust. Also check fender wells. Do not neglect to look at the frame and suspension mounts which are, of course, steel even on alloy-bodied cars.

Mechanically, remember than the Jaguar twin-cam engine is sturdy and very reliable but can be expensive to repair. Look for oil smoke and low pressure indicated on the gauge. Listen well for rattling from the front of the engine, indicating timing chain wear. Tapping from the valve area may indicate improperly shimmed valves or worn cam bearings.

Drive the car. The gearbox can be expected to be balky shifting from first to second but should not exhibit any gear noise except in first or reverse. Some rear axle whine is normal but there should be no "clunks" from the rear, indicating worn gears or loose suspension mounts. On wire wheeled cars,



Detail of XK 120 front end shows Lucas tri-bar headlight unit, accessory fog light and assembled grille. Each vertical bar was individually attached to the grille shell. Karen Miller



The XK 140 headlight/fog light relationship. 140 headlight trim lacks the small red "jewels" present in the upper chrome strip on XK 120s. *Karen Miller* 



The XK 140 dashboard is very like the XK 120. However, the flat steering wheel center/horn button, immediately identifies this as a 140. *Karen Miller* 



140s featured this hard-enameled badge on the trunk lid including the name and logo and denoting the Le Mans victories in 1951 and 53. *Karen Miller* 

listen for clicking on acceleration or hard turns which may indicate loose spokes or worn hub splines.

### The XK 140

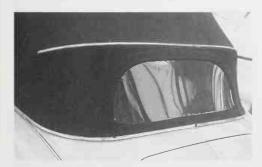
The new XK 140 was announced at the 1954 London Motor Show. It was identical in overall shape to the XK 120 but some details made it seem less delicate and more bulky.

Virtually all Jaguar sports cars were still being exported, most to North America, and the 140 carried much larger, full-width American-style, chrome bumpers. Also new was the cast grille, identical in shape to the 120 but heavier in appearance.

Standard horsepower was up to 190, due to modifications developed in preparing Jaguar's Le Mans winning C-type race cars (see Racing section). Chassis details were basi-



XK 140 drop-head door showing upper wood trim, lever-in-slot door handle and very wide opening door. If the door stop doesn't work, the forward edge of the door will dent the fender. Karen Miller

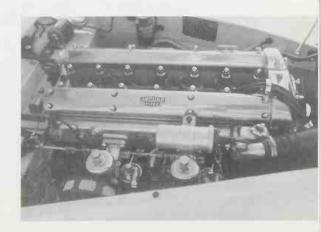


XK 140 top showing zip-out rear window with curved top. Karen Miller

The C type head, as used on the Le Mans cars, was optional on the XK 140 and is clearly identified by its red color and raised "C-type" lettering on the cam covers. Karen Miller



Rear view of XK 140 showing hardboard spare tire cover with grease gun and jack clipped to underside, double latches on trunk lid, light under lid and painted rod to prop lid open. Heavier 140 bumpers can be seen. This is the 6-time national champion drop-head owned by Jack Stamp. *Karen Miller* 





Detail of XK 140 roadster showing cockpit edge trim, top snaps, narrow black fender beading and Dzus fastener for fender skirt. *Jaquar Cars* 

cally the same with an important exception; rack and pinion steering. Standard cars still came with disc wheels and fender skirts (spats) but wire wheels were much more common on the XK 140.

"Special Equipment" (SE) models came with the wire wheels, dual exhausts and a 210bhp engine with a C-type head. In the United States, these cars were sometimes labeled "XK 140MC", but "SE" is the correct designation. Overdrive was optional but the gearbox still had synchromesh on the top three gears only. Drum brakes remained standard although the 1953 Le Mans racers had used Dunlop discs.

Three XK 140 models were offered from the beginning. The roadster retained the lightweight top and side curtains of the 120 and the drop-head offered the luxurious padded top. Later, beginning in 1955, drop-heads were also offered with Borg-Warner automatic.

The 140 coupe became a true 2+2. The extended roof was less sleek than the neatly proportioned 120 roof but allowed a back seat useful for two children or extra luggage. All three 140s weighed more than the equivalent XK 120s but the extra horsepower made the performance virtually identical.



XK 140 drop-head interior. All-wood dash has dual ashtrays on upper edge, storage drawer at lower

center. Thick windshield pillars and fasteners for the top are visible. Jaguar Cars



Front view of XK 140 shows one-piece die-cast grille with heavier bars than XK 120, heavy bumpers and thick windshield pillars. The grille

badge is not the Jaguar head as on the XK 120 but is enameled, with "Jaguar" in the center. Jaguar Cars

Looking at a 140 SE or MC, the buyer should note that the C-type head is so identified by lettering cast into the cam covers. Other cautions on the 140 are similar to the 120. Radios are frequently seen but, since there was no official factory radio installation, watch out for damage to the dash and other parts of the interior from careless installations by dealers or aftermarket companies.

The XK 140 has a hard-enameled badge on the trunk lid which celebrates the Le Mans victories earned by the C and D-type racing cars. Badges on the early cars show the 1951

and 1953 victories and the last, in 1957, include the 1955 and 1956 wins.

Though in production for four years, fewer XK 140s were built than either the 120 or 150 XKs. They are popular with collector-restorers. One DHC, owned by Jack Stamp of Wichita, Kansas, held the Jaguar Clubs of North America Class 3 championship for six straight years!

#### The XK 150

The final model in the XK series was announced in May 1957. In his landmark book



The XK 150 "S" came in 3.4 and 3.8 liter high-performance versions with triple SU equipped engines. This New York show car with clear plastic bonnet displays the tri-carb installation, wider grille, enamel badge reading "Jaguar XK 150" with the Jaguar head in the center. Needless to say, production cars did not have this gleaming finish. *Jaguar Cars* 

on Jaguar history, the late Andrew Whyte calls the XK 150 "podgy". In fact, it had a much-altered body, roomier than the previous XK's and with more rounded lines, giving a completely different appearance. The chassis dimensions were unchanged from the XK 140 but the specifications included 4-wheel disc brakes—a first for volume production cars. A "standard" model was offered with drum brakes carried over from the 140 and disc wheels but very few were built. Another major change was the much wider hood opening. The larger hood was built, economically with no new tooling by splitting an XK 140 hood and welding in an extra piece down the center!

The interior of the 150 gained several inches in width due to thinner doors. It still featured the split bench front seat and the coupe offered more useful "plus two" seating or luggage space. The coupe, a more integrated design than the 140, looked as though it had been designed that way instead of being an open car with the roof added later. Attractive and popular as a family car, coupes took the largest percentage of XK 150 production.



XK 150 coupe. Chrome wires on this car. These cars look as though they were designed as coupes not roadsters with hardtop added. *Jaguar Cars* 



XK 150 drop-head with body-color wire wheels, Much wider hood can be seen, together with full-width bumper, wider grille, *Jaquar Cars* 

Also a first was the availability of the Jaguar leaper hood ornament. A fixture on Jaguar's Mk VII, 2.4 and 3.4 sedans, the leaper had not been offered on the 120 and 140.

At first the 150 was offered only as a coupe and drop-head. However, demand for a lighter roadster version was eventually answered in 1958 with the "roadster", the first Jaguar so named to have roll-up windows. The roadster had a much shorter cockpit and top than the drop-head. The rear deck extended virtually to the back of the seats, covering the still-available stowage space.

With the roadster also came the most powerful engine offered by the company. Based on the Le Mans engines, it had 3.4 liters displacement and produced first 210bhp and, later 250, using three SUs and a Weslake—modified head. The 210bhp heads were blue, the 250 versions were gold. They

were known as XK 150S and a small, chrome-plated "S" appeared on the upper forward portion of the doors.

S engines were later offered in both the coupe and drop-head, also identified with the chrome "S" which is located just below the quarter window. The last of the XK 150s were available with the 3.8 liter engine which, in "S" form, produced 256bhp.

Though more refined and heavier than the previous XKs, the 150s could hold their own in performance. The 150S could reach over 130miles per hour and they had the brakes to control the speed. Despite this, the 150 was regarded more as a grand touring car than a true sports car.

With their less sporting appearance compared to other XKs, 150s in general have been less popular with collectors and restorers. In recent years more have been appearing on



XK 150 "roadster" has roll-up windows but space behind the seats is decked over. This is a 150 "S" and the

small letter can be clearly seen on the forward edge of the door next to the windshield pillar. *Jaguar Cars* 

show fields. Because of the collector's traditional pursuit of open sports cars, the attractive coupe is still frequently to be found at reasonable prices. Judge the car on the same criteria as the 120 and 140, remembering to pay additional attention to the disc brakes for fluid leaks and look for stuck caliper pistons.

NOTE: All XK 120s had manual transmission. 385 XK 140 Dropheads and 396 XK 140 coupes had automatic transmissions. Automatic and overdrive with manual were optional on XK 150 3.4 and 3.8 liter models. All XK 150S models were manual with overdrive.

## Grand total of XK production was 30,357

XK Production	XK 120	XK 140	XK 150 3.4 3.8	XK 150S 3.4 3.8
Roadster Coupe Drophead Coupe (convertible)	7,631 2,678 1,769	3,347 2,797 2,740	1,297 42 3,445 656 1,903 586	888 36 199 150 104 89
Total	12,078	8,884	6,645 1,284	1,191 275

## Sedans In Transition: Mk V Through Mk IX

## Mk V

Joining the XK 120 on the Jaguar exhibit at the 1948 London Motor Show was the Mk V, a large Jaguar sedan with many innovations under its traditional-looking bodywork. Why "Mk V"? No reason given. There were no Mk I, II or III models and the "Mk IV" only ac-

Model

Rating

Mk V DHC All V, VII,

VIII and IX sedans
Mk X sedan

\*\*\*\* \*\*\*

\*\*

quired that designation after the Mk V was launched!

The Mk V was partially eclipsed by the massive publicity surrounding the XK 120 but it was a Jaguar milestone in its own right. Jaguar's standard of ride and comfort went up a notch or two on the Mk V. Although it



Mk V sedan. Though much like the previous Jaguar sedans, the Mk V has heavy, double row bumpers, especially for American driving conditions, headlights faired into the fenders, disc

wheels with rear fender skirts and a dashing new roof and side window line. This UK car does not have the optional leaping Jaguar on the radiator cap. *Jaguar Cars* 



Mk V drophead. This is re-touched advertising art but still shows the landau bars on the convertible top, trunk handles at the top of the drop-down lid, double bumpers, rear fender skirts, running

boards and faired-in head and parking lights. The semaphore turn signal is visible just behind the door, below the chrome strip. *Jaguar Cars* 

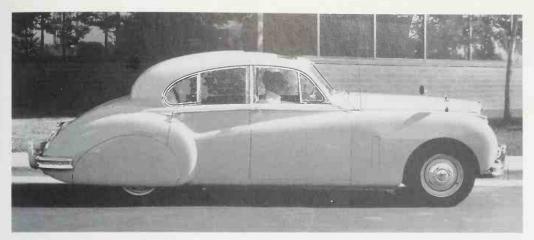


Front view of U.S. left-hand drive Mk V with wide whitewalls and leaper on the radiator cap. *Mike Cook* 



Mk V drop-head owned by Stu Rosenberg next to "Mk IV" at Jaguar club show. Note the contrast in the front end with the earlier car having separate headlights and taller grille set farther back. Mk V landau irons barely visible along with chrome strip where the top joins the windshield. *Bruce Carnachan* 

looked much like its predecessors, it had a brand-new chassis with hydraulic drum brakes and independent front suspension. This double-wishbone suspension with torsion bars and tubular shocks also appeared on the XK 120 and would be standard on Jaguars for many years. Longer rear springs were used.



Direct side view of a 1953 Mk VII with metal sun roof. This car, owned by Neil Richardson, has the optional fender mirrors and leaping cat emblem. *Jaguar Cars* 



The Mk VII sedan. It shares the side fender line with the XK 120 but carries the Mk V roof and side window styling and has a two-piece windshield. Despite

these carry-over, rather vintage touches, it looks thoroughly modern for 1951, the year it was introduced. *Jaguar Cars* 



Mk VIII sedan with two-tone paint. This model is distinguished from the Mk VII by a one-piece windshield and the chrome strip on the side which appeared

whether paint was single or two-tone. Mk VIII rear fender skirts had cutouts, showing the hub cap but still had to be removed to change a tire. Jaguar Cars



Mk IX sedan with single-tone paint. There is no way to tell a Mk VIII and Mk IX apart from this angle unless someone has thoughtfully provided a "Mk Nine" front name plate. Badging appeared on

the trunk. The Mk IX offered a 3.8 engine instead of 3.4, improved heating and ventilation and standard power steering. *Jaguar Cars* 



Mk X fitted with later XJ chrome "Turbo" wheels. Roof and side window styling carries over from the Mk IX but everything is larger, especially the front

doors and trunk extension. Leaper was standard. The trunk lid appears to be open. This car is owned by Mike Gregor. *Jaguar Cars* 

Mk V styling was transitional. The car still had 1930s separate fenders and running boards but the headlights were now faired into the front fenders and there were massive bumpers to suit North American traffic. It retained the imposing, tall chrome grille and surround and a Jaguar leaper was available on the external radiator cap. The wheels were steel disk instead of the wire wheels standard on all previous Jaguar sedans and the size dropped from 18 inches to 16 inches. A two-piece driveshaft allowed a flatter rear floor. The windshield pillars were thinner and the windshield could no longer be opened. Rear fender skirts (spats) were standard.

Perhaps the most memorable Mk V styling feature was the shape of the side windows and rear roof portion. The distinctive curve of the rear vent window and the slight reverse (tucked-in) curve of the rear roof, made the silhouette of the car instantly recognizable. This roof/window shape still appears on Jaguar sedans.

Inside, the dashboard was still walnut and the seats were leather but no longer pleated. Provision was made for a radio and heater. The 2.5 and 3.5 liter overhead valve engines used since 1936 were still offered but there was no "1.5". Transmission was a manual four-



Extensive use of wood in Mk IX interior. Dashboard is completely in walnut, including the top. Note auto shifter on steering column. Hefty interior door handle can be seen. Round chrome object is the door lock knob. Ashtray pulls out from door panel. The trophy rests on the rear picnic table. Visible in the center of the front seat back is a wooden panel with electric clock and the cocktail cabinet with crystal decanters. This car, owned by Larry Martz, is all original, including paint, leather and wood finish. Bruce Carnachan

speed. In 3.5 liter form, these cars could do over 90 miles per hour and acceleration was quite adequate.

A very attractive four-passenger drop-head coupe or convertible was also offered, most of



Original Mk X U.S. export model with wide whitewall tires. This car has the correct wheels, leaper, etc. Jaguar Cars

which were exported. No doubt that the Mk V was intended for export. Out of 10,466 produced, 6,090 were sold overseas, many in North America. Only about 10 percent were convertibles.

Despite collector passion for the XKs, the Mk V attracts interest. Drop-heads are preferred but the sedans, especially with the frequently-seen two-tone paint, have their own appeal. Prices can be reasonable. These cars were engineered after World War II and they drive like postwar cars. However, in appearance and feel, they retain the dignity and presence of 1930s luxury models. They move with some majesty and would be perfect props for any movie about wealth in the 1930s and 1940s. Drive one and you will be noticed!

Anyone thinking of buying a Mk V (or any other Jaguar sedan) should remember that these are good-sized cars, nearly 16 feet long and complex. Factory rust-proofing was nil and virtually any section of the body can be rotted out. Body repairs can include having to hand-make various parts. Seams and other areas were lead-loaded in production and will require the same skilled work during restoration. Instruments and various knobs and switches can be hard to replace.

#### Mark V Production

3.5 liter sedan	7,814
2.5 liter sedan	1,647
3.5 liter drop-head coupe	977
2.5 liter drop-head coupe	28
Total Produced	10.466

## Jaguar Sedans Enter The Modern Era

#### Mk VII

The Mk V was discontinued in 1951 in favor of Jaguar's first really new post-war sedan. The Mk VII starred at the fall, 1950 Earls Court Motor Show in London.

To British motorists not used to the large-scale automobiles available in the United States, the Mk VII must have appeared enormous. At a little over 16 feet in length, it was just right for the U.S. The new car was built on the sturdy, modern chassis developed for the Mk V. It used the well-proven 3.4 liter, 160bhp, twin-cam XK engine and was an honest 100 miles per hour machine.

The sleek Mk VII styling was reminiscent of the XK sports car. Separate fenders and run-

ning boards were gone. They were replaced by envelope bodywork having a distinctive, sculptured side line that sloped down from the top of the front fender to a point halfway across the rear door, then swelled up to define a rear fender shape. Head and fog lights were integrated into the front panel with parking lights on top of the fenders. At the rear, rather small taillights were used, with lenses like those later used on Triumph TR 2 and TR 3 cars.

One backward styling step was the use of a two-piece windshield. Turn signals, like the Mk V, were Trafficators, the "semaphore" type, swinging out from the center pillar when the driver moved a lever above the horn button. These rather delicate, amber-lensed arms were known in parts of the U.S. as "idiot sticks" Outside of Great Britain, they were only useful as turn signals if the driver behind knew what they were for!

The Mk VII was a full five-passenger car with a large trunk and a smooth ride. Well-padded leather seats, walnut dash and other interior trim plus high-quality, wool carpet gave it a standard of luxury not found even in American limousines. It was perfectly suited for highway cruising but the handling and power were sufficient to make it a very successful racing and rally car

Stirling Moss drove a Mk VII to victory in Production Touring Car races in Britain and Ronnie Adams won the 1956 Monte Carlo Rally outright.

## The Mk VIIM

The original Mk VII lasted from 1951 through 1955. It was succeeded by the Mk VIIM. Still with the 3.4 liter engine, the M was tuned to produced 190bhp, 30 more than the original. It was also available with Borg-Warner automatic, removing a major obstacle to marketing in North America. On automatics, the handbrake was actuated by an "umbrella-type" handle under the dash. Stick shift models had a handbrake lever between the seats. Internal changes were minimal except for the horn push which was now flat.

Externally, at the front below the headlights, chrome horn grilles replaced the integral fog lights. Individual fog lights were now mounted behind the bumper and the bumpers themselves were changed from a double-bar appearance to a simplified shape with a concave center. The tiny parking lights were retained but Trafficator turn signals were deleted in favor of separate flashing turn signal lights mounted low on the front fenders. The tail lights were enlarged to allow adding flasher signals.

## Mk VIII

The process of evolution continued with the introduction of the Mk VIII in 1957. Keeping the same basic body, Jaguar made the car look quite different by adding a chrome trim strip which accented the side body line and formed a logical divider for attractive, two-tone paint. The fender skirts were cut out to show more of the wheel and the radiator grille was more massive. The Mk VIII also featured a one-piece windshield. The 3.4 liter, 190bhp engine carried over from the VIIM.

Inside the Mk VIII, the dashboard and instruments were like the VIIM. Seat padding was improved all round. Though the rear seat was still for three, the seatback was shaped to create two individual seats with a wide, fold-down. center armrest. Veneered picnic tables were provided on the backs of the front seats. One very plush extra was a veneered magazine rack, fitted between the tables on automatic cars with bench front seats.

The last of the Mk VIIIs had a "B" designation and were in limousine configuration with a glass divider between driving compartment and rear seat. These were built in small numbers even after the introduction of the Mk IX.

## Mk IX

The Mk IX arrived in the fall of 1958. It was hard to distinguish from the Mk VIII unless you checked the rear where a script badge on the trunk lid and twin exhaust pipes identified which was which. However, Jaguar added chassis improvements similar to those on the XK 150 the year before. The Mk IX had power steering as standard, power assisted four-wheel disc brakes and improved heating and ventilation.

The engine, based on the XK 150, was a 3.8 liter unit with twin SU 1.75-inch carburetors, developing 220bhp. A visible difference under the hood was the use of twin 6-volt



Mk X engine compartment with triple SU carb, 3.8 liter engine. Jaguar Cars

batteries, necessitated by the relocation of the heater.

After eleven years, the Mk IX represented the full and final development of this series of cars. It had been the first Jaguar to offer automatic transmission and power steering and was the last Jaguar sedan with separate body and chassis construction. Production came close to 50,000 and the Mk VII, VIII and IX were successfully exported all over the world. About 10 percent were sold in the United States.

The Mk VII through IX series is interesting to collectors. Though the cars date back to the early 1950s, they are quite modern cars and driveable at highway speeds with no problem. They are comfortable, quiet, dignified and rather quick. From 0 to 60 miles per hour in around eleven seconds is possible with the 3.8 liter Mk IX—fast for the day and quite adequate now! It is certainly possible to drive to shows and other events and many owners do.

As usual, to collectors, these big sedans take second place to the Jaguar sports cars of the era and may also be considered after the small 2.4, 3.4 and 3.8 Mk 2 sedans which began in 1955. However, their appointments and performance make this series of cars both attractive and enjoyable machines with prices that



Rear shot of Mk X emphasizing the width of the car. Note "Jaguar Automatic" on trunk above license plate light housing. "Mk 10" on lower right corner. Although the numerals are Arabic on the car, literature and company documents use Roman numerals. Jaguar Cars

can be very reasonable. There are often several present at Jaguar Club shows.

### Mk VII - VIII - IX Production

Mk VII	20,908
Mk VIIM	10,061
Mk VIII	6,212
Mk IX	10,009

Total

Mark X: Definitely Bigger

47,190

Until the arrival of the 1996 long wheelbase Vanden Plas and XJ12, the Mk X sedan was the largest car ever made by Jaguar. Actually the two 1996 models are barely an inch longer and the Mk X easily wins on width, being 76 inches wide versus 70.8 for the 1996. Obviously planned for export to North America, this very roomy six-seater was not a great success.

Announced in October 1961, the new Mk X replaced the Mk IX. It had the 3.8 liter XK engine in three-carburetor form with

auxiliary starting carburetor like the E-type. There was a choice of four-speed manual transmission (non-synchromesh first gear) with overdrive or the Borg-Warner automatic. Few, if any stick-shift Mk Xs reached North America.

The front suspension used wishbones and coil springs. The rear was the new all-in-dependent type launched earlier that year on the E-type. Limited-slip differential, power steering and four-wheel disc brakes were standard. Although Jaguars had used 15-inch wheels on every recent model, the Mk X wheels were 14-inch. This was a very large car, heavier than the Mk IX it replaced, but it immediately got good reviews from the car magazines for performance and handling. The E-type engine and suspension did the job.

The Mk X was another new Jaguar to feature monocoque construction and was, according to reports, very sturdy. As usual, the basic structural strength was in the box section sills or rocker panels. All other panels were welded to these and the floor pan. If those box sections suffer severe rust, the strength of the entire shell can be lost and re-

pairs will be very expensive.

No luxury was spared in the Mk X interior. The front seats were separate but recalled the XK 120/140 in that the seatbacks looked like one piece. The rear seat was like a large leather sofa with more than enough room for three. Fussy narrow pleating characterized the leather upholstery. Walnut adorned the dashboard and dash top, door cappings and even the upper rear of the front seats, surrounding the ashtrays. Folding walnut picnic tables were standard.

Instrumentation and switchgear were in the pattern established on the smaller Mk 2 sedan. The air conditioning unit had its principal outlets on the platform behind the rear seats! The entire blower assembly was in the trunk. Cold air was blown upwards out of large plastic ducts emerging from the rear platform, following the ceiling and bouncing off the windshield to cool the front seat occupants. It was weird but it worked. Similar units were installed in Mk 2 and 3.8S models.

Styling was the downfall of the Mk X. It did not look any more modern than the mod-

el it replaced and appeared old-fashioned compared to contemporary American cars. In making as much interior space available as they could, Jaguar stylists created a car that was described as "bulbous" by a host of automotive writers. They were kind. The car is fat, with curvy sides that bulge out far beyond the window line, very thick, heavy doors and very wide sills that make access almost as difficult as entering and exiting from an E-type. The lines, from the side, are reminiscent of a 1949 Hudson. While the rear view is rather attractive with neat tapering lines, viewed straight from the front the car looks impossibly wide.

Details included four headlights, arranged in a way that would carry through to the XJ sedans. A very square version of the traditional Jaguar grille with many skinny vertical bars was used, chromed horn grilles, and wrap-around parking/signal lights. A small leaping cat on the hood was standard. A styling line down the side helped the appearance and was sometimes used to divide aftermarket two-tone paint jobs. At the rear, the tail lights were smoothly integrated into the ends of the fenders and a chrome light housing sat above a traditional square British license



Mk X interior showing rear picnic tables, incredible expanses of walnut. Row of small gauges above row of switches was the dashboard norm for Jaguar for 15 years. Rear heater outlets visible between seats. *Jaguar Cars* 

plate area. Bumpers were slim-line, front and rear and there were dual exhausts with chrome

tips. Trunk space was huge.

Sales were hit hard by reliability problems, especially in the radiator and cooling system. Jaguar spent heavily on Mk X warranty payments but the car quickly developed a bad reputation among U.S. Jaguar dealers. Jaguar worked hard to correct the problems and, by 1964 when the 4.2 engine was installed, perhaps the Mk X deserved the late Andrew Whyte's approval. He said: "It developed into a really great car!"

Although the all-synchromesh manual gearbox had accompanied the 4.2 liter engine, there were no appearance changes in the 4.2 Mk X except the addition of a small 4.2 badge on the trunk lid. The car did change in appearance in 1966 when it was renamed the "420G". The name change is described by John Dugdale in his book *Jaguar In America* as originating with the U.S. marketing organization and meaning "420 Grand." Since the company announced the smaller



Driver's side view shows plushy seats—not buckets but individually adjustable, cane-type handbrake, radio speaker. *Jaguar Cars* 



Interior view with seatbacks reclined gives unobstructed view of dashboard showing console with pull-out tray and radio installation. Fussy, narrow seat pleating appeared on Mk X and 420. Jaguar Cars



Rear seat view shows excellent footroom provided under backs of front seats, picnic table and center arm rest. Comfy! *Jaguar Cars* 

420 sedan at about the same time, confusion was understandable.

The 420G was readily distinguished by having a thick rib down the center of the grille, a heavier grille surround and a chrome trim strip down the side crease. The hub caps were standardized across the sedan range to the familiar ones later used on the XJ sedan. Interior changes were minimal, consisting of a padded edge to the dash top, an electric clock mounted in the center of the padded area and heating controls moved from the console to the lower rail of the dashboard. The seats were slightly revised with ventilated center panels and more lateral support.

Jaguar built a lot of Mk Xs and sold most of them in England and Europe where, despite their size, they were in demand as company cars, often chauffeur-driven. There was a true limousine version with divider window and a few were built until 1970, two years after the smaller XJ sedan was announced, to fill this demand. Another little-known fact about the Mk X is that it was the basis for the Daimler 420 limousine which stayed in production until 1992.

The Mk X and 420G are not very collectible cars. They are huge, complex and replete with unique mechanical and trim pieces which are hard to find or duplicate. Unusually large quantities of leather, carpet and even paint are needed in the restoration process. Like other Jaguars of the period, they are rust-prone and body repairs could be extremely costly. If you love the car, fine, but be certain that restoration will be a labor of love . . . there is no discernible market for these uniquely large Jaguars.

## **Production Figures:**

Mark X (3.8 and 4.2)	18,519
420G	5,763

# Jaguar's Compact Sedans

Since the S.S.II of 1932, Jaguar had always had a range of smaller cars to complement its luxury and sports lines. This continued through the "Mk IV" until the Mk V was launched without a small-bodied 1.5 version.

By 1955, with the XK sports cars well established and the Mk VII a success in the lux-



Dashboard of original 1955-59 2.4 or 3.4 sedan. This illustrates the centrally located instrument cluster which allowed British car manufacturers to build right or left-hand drive cars with minimal interior change. For a right-hand drive car, only the locking glovebox and open "cubby" box would change positions. Controls and instruments stayed in the same position. Ignition switch and starter button are at lower right of panel. Levers on either side are for heat/defrost direction. Jaguar Cars

Model	Rating
Cream-puff, original 3.8 Mk 2 (4-speed/OD, chrome	***+
wire wheels, perfect tool kit, etc.) All "Mk 1" 2.4 and 3.4 Mk 2 2.4, 3.4 and 3.8	***
3.8 "S", 420, 240, 340 Daimler versions of above	*** * **

ury field, it was time to broaden the product line again. This was accomplished with the 2.4 sedan, later called the "Mk 1" after the Mk 2 version appeared. Powered by a short-stroke version of the ohc six, the new small Jaguar was attractive, compact in size, had excellent performance and seated four. Priced well below the big Mk VII, it still had all the traditional Jaguar appointments, more than adequate speed and a brand new shape.

The new models had streamlined bodies that tapered sharply inwards at the rear. Unlike the larger Mk VII, the side styling line had no hint of a rear fender line and the overall appearance was very aerodynamic. A chrome Jaguar "leaper" graced the front. The 2.4s were "crab-tracked", the front track being 4 1/2 inches wider than the rear. Full fender skirts (spats) covered the rear wheels. Initially, only drum brakes were available. Although not the same, the grille was cast, like the XK 140.

The 2.4 was the first Jaguar production car of aircraft-style, monocoque construction, a very rigid, extremely strong stressed steel structure. Jaguar had previously used this construction only on the D-type racing cars but has used it for

1959 3.4 "Mk 1" Jaguar Club champion owned by Bob and Linda Budlow. These were dubbed "Mk 1" after the Mk 2 came out. The factory referred to them simply as "2.4" and 3.4". Note thick windshield pillars, wide frames around windows, cut-out rear skirts to allow clearance for wire wheels, oval parking/signal lights on front of fenders, horn grilles rather than fog lights, optional leaper. These cars had drum brakes. Bob Budlow





Mk 2 sedan. Slim windshield pillars, narrow chrome window surrounds, and parking lights molded into the upper front fenders, all identify this as a Mk 2.

There is no way to identify these cars as 2.4, 3.4 or 3.8 without being able to read the grille badge or see the chrome lettering on the trunk lid. *Jaguar Cars* 

every new car since the 2.4. This first attempt at monocoque had rather thick door and windshield pillars which which restricted vision and detracted from the otherwise sleek appearance.

The 2.4 interior had the normal Jaguar treatment with leather upholstery and walnut veneered trim. The instrument cluster was in the center, a frequent British cost-saving practice, allowing right-hand drive home market cars and left-hand drive export cars to use the same dashboard. A 4-speed was standard with optional overdrive. Automatic was optional starting in 1957 with a shift quadrant mounted below the center of the dash, operating horizontally a la XK 140. The trunk area was well finished with the spare wheel upright at one side. A neat tool kit fitted into the center of the spare wheel.

The 2.4 liter six was equipped with two Solex carburetors. In 1957, the important new 3.4 model used two SU carbs. The 3.4 engine came straight out of the XK 140 and developed 210bhp. It gave the 3.4 sedan the acceleration and top speed needed to make it a big seller in export markets. Four-wheel disc brakes helped control the speed and became standard on the 2.4 as well.

All 3.4 models had arch openings in the rear fender skirts to aid brake cooling. The other styling change was a wider grille with more vertical bars, similar to the XK 150 sports car.

The 2.4 and 3.4 suspension was different from other Jaguars. Coil springs and dual wishbones were used at the front. The rear springs were "cantilevered". Normal semi-el-



1960 3.8 Mk 2 owned by Paul Maletsky. This show winner has the optional chrome wire wheels and wide whitewalls. *Jaguar Cars* 



Detail of 1960 Mk 2 showing lettering on grille badge indicating engine size. Also shows leaper location, hood chrome, wider center grille bar than "Mk 1". Jaguar Cars



Close-up of Mk 2 grille badge and leaper. "Jaguar 3.4 Litre" is readily visible in the grille badge. Also note that the grille bars are individual pieces, attached to the surround. *Jaguar Cars* 



Detail of Mk 2 showing tiny parking light on top of fender, round signal light, horn grille. Jaguar Cars



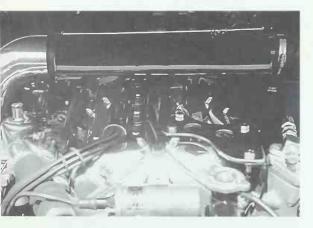
Detail of Mk 2 rear showing model designation, engine displacement and letter indicating the car is automatic. Central back-up light is on license plate light housing. Daimler Mk 2s have "fluted" housing. *Jaquar Cars* 

liptic springs were turned upside-down and mounted to the underside of the body. The rear axle was attached to the back end of the springs, rather than in the center. Two torque arms controlled fore and aft movement and a Panhard rod limited sideways axle movement. Telescopic shocks were used.

The crab-tracked small sedans lasted through 1959 when the Mk 2 appeared. The Mk 2 had much narrower roof pillars and a wide chrome bar down the center of the grille. Park-

ing lights moved to the top of the front fenders and rear body work was wider to accommodate a rear track now only 1.25 inches narrower than the front. Larger tail lights in chrome housings were fitted. Though identical in size, the Mk 2 appeared larger than the "Mk 1" due mainly to much enlarged glass area. Another reason was the use of chrome side trim and chrome rain gutters which accentuated its length.

Instead of full doors with thick window frames, the Mk 2 used slim chrome window



Mk 2 under hood from the front. SU carbs can be seen, along with polished air inlet connected to large, black-painted air cleaner. Many U.S. cars were fitted with air conditioning. Compressor is visible at right. *Jaguar Cars* 



A better view of polished air intake and SUs. Note the upper hose - the flex bulges go toward the front! The Mk 2 still had the smooth, polished cam covers. Ribbed covers did not appear until 1967. Jaguar Cars



Under the hood of a 1966 3.8 Mk 2 belonging to John and Mary Lou Splitorff showing the very different later air cleaner with dual intake pipes going to the carburetors. 3.8 heads are painted dark metallic blue. *Mike Cook* 

frames, bolted to the doors. A much larger windshield and rear window added to the airy effect, particularly from inside where the interior seemed much more spacious.

The Mk 2 could be identified by a small badge on the lower right corner of the trunk lid and by a round "disc brakes" badge in the center of the rear bumper. Often fitted with chrome wire wheels and whitewalls for the export market, it was extremely stylish.

Many changes were made to the interior of the Mk 2. The automatic transmission selector moved to the steering column and had a large, very visible indicator. The central instrument cluster was replaced by a panel containing an upper row of supplementary gauges and a lower row of switches. The speedometer and tachometer were located directly in front of the driver. A central console, holding the radio and speaker, extended between the front seats and enclosed a rear seat heating duct. This dash/console arrangement persisted in all Jaguars for 15 years, lasting through the Series I XI sedans.

Leather upholstery was standard. Wood trim prevailed on dash, door cappings and other interior surfaces. Narrow picnic tables were added to the back of the front seats and the backs of the front seats were raised at the bottom to allow more rear footroom.

The most important change in the Mk 2 was the availability of the 3.8 liter engine as

used in the XK 150S and the Mk IX sedan. What most people think of when they say "Mk 2" is the 3.8 version which could do 125 miles per hour and was one of the fastest production cars in the world. In production through 1967, the 3.8 was extremely competitive in European production car races and will provide driving thrills on the road even now, more than a quarter century since production ceased.

The 3.8 was very popular in North America as well. Improvements, such as the all-synchro gearbox introduced in 1965, kept it current. Automatic transmission, power steering and real air conditioning that worked were all available and only the Jaguar sports cars had more performance.

Though the 3.8 was discontinued in 1967, Jaguar kept the basic Mk 2 body in



Mk 2 dash. This actually can apply to the Daimler V-8 250 and Jaguar 240 and 340 as well. Instrument positions remained this way on all Jaguar/Daimler sedans until 1987. Heat/defrost levers now flank the radio panel. The indicator housed on the steering column normally shows automatic positions (PRNDL). In stick shift cars like this one, it shows when the Overdrive is engaged or disengaged. The Overdrive control lever is visible on the right side of the steering column. A vent control hangs below the center dash panel to the left side of an open pocket for change, etc. Wood trim extends up the A pillars. Jaguar Cars



Excellent front view of 3.4 Mk 2. No doubt about originality—the car is on display in the Jaguar Cars Inc. showroom on West 57th St. in New York. Jaguar Cars

production through 1969, building two models called the "240" and "340". These were 2.4 and 3.4 engined cars with lower specifications which sold alongside the newly-introduced XJ6 sedan. Standard upholstery was "Ambla" vinyl imitation leather, (real leather was optional) carpets were nylon and wood trim was less extensive. The picnic tables were deleted.

Externally, the 240 and 340 were identified by badges on the lower right corner of the trunk lid and more slender bumpers derived from the 3.8 "S" and 420 models (see below). However, the approximately 300 340 sedans sold in the US were fitted with the heavy Mk 2 style bumpers.

Under the hood, the Solex carburetors on the 2.4 were replaced by SUs and the engines had the ribbed cam covers introduced in 1968.

The 340 was built only in 1968 and the 240 in 1968 and 1969. They were the last of Jaguar's range of smaller sedans, although the company is promising a new smaller sedan, code-named "X200", to be available in the late 1990s.

## Jaguar's "Middle-Sized" Sedans, the 3.8 "S" and 420

In 1961, Jaguar announced the E-type sports car in March and the Mk X sedan in October. These will be covered in other chapters but they are brought up now because they



The 3.8 Mk 2 of John and Mary Lou Splitorff has a Webasto fabric sun roof which opens over both front and back seat. A large plastic deflector pops up when the roof is open to reduce buffeting. Rarely seen, the Webasto unit was factory approved and could be ordered as original equipment. This shot also shows wood trim on B pillar and above door. *Mike Cook* 



This 3.8 Mk 2 also shows wood trim over rear door and circular rear compartment light. *Mike Cook* 



Impressive front end of 1968 420 sedan owned by Tony Murfitt. The appearance is very close to the Mk

X. Note amber lenses in signal lights, rather rectangular grille, oblong horn grilles. *Mike Cook* 



420 sedan interior. The car is stick shift. Note indicator on steering column used to show automatic positions or "Overdrive". These post-1967 cars have padded dash tops rather than wood. The clock is tucked into the edge of the dash pad. *Mike Cook* 



Under the 420 hood. No air conditioning on this UK car. *Mike Cook* 



This car, surrounded by Jaguar club members during a seminar, has the smooth cam covers. Although Jaguar specifications show the ribbed covers from the start of

420 production, some 1967 cars appear to have been built with smooth covers. This car has air conditioning. The compressor is visible at right. *Mike Cook* 

were the first Jaguar models to have independent rear suspension. This unit, with its inboard disc brakes was eventually fitted to the small sedan range in a car called the 3.4 or 3.8 "S."

Announced in 1963, the "S"-type sedan was a transitional model above the Mk 2, allowing the owner of a Mk 1 or 2 to buy a new Jaguar without the expense of the big Mk X. Based on the Mk 2 body, it had a similar front end but rear styling was comparable to the Mk X. It was as though two styling teams had worked on the car, at different ends, without communicating. Underneath, the front suspension and other details were the same as Mk 2. However, with the independent rear suspension, the rear track was now the same as the front, rear leg room improved and trunk space was much larger. The car was over 6 inches longer than a Mk 2.

A new grille had the vertical bars recessed below the rim. Slim bumpers, hooded headlights, inset fog lights, separate, round parking lights and wrap-around signal lights just above the bumper distinguished the front. A side view, as far as the C pillar, showed doors very like the Mk 2 (but not the same!). The roof-line is slightly higher, the rear window is more vertical and the rear fenders and trunk lid were all different. The extra 6-inch length was all at the rear. There are no separate fender skirts (spats) and the rear wheel arch is very low and flat at the top. Both front and rear bumpers wrapped around, as on Mk X and the tail lights were similar.

Under the hood, both 3.4 and 3.8 versions were essentially identical to the Mk 2 except for the air cleaner. The extra size and weight reduced acceleration times. 4-speed manual (all-synchro in 1965) or automatic were available but most imported to the United States were automatic.

At the very end of the run for the small Jaguars came the 420. Added to the line in the fall of 1967, it did not replace either the Mk 2 or "S". It was only imported to North America as a 1967 model and production stopped in late 1968. Named "420" because it had the 4.2 liter engine, it is sometimes confused with the "420G" which was the last version of the much larger Mk X sedan.

The 420 looks like a Mk X that went on a sensible diet. It retained the rear styling of the



420 rear fender arch is flattened at the top unlike the Mk 2 which has a full half-circle. 420 does not have the Mk 2 fender skirts. *Mike Cook* 



This 420 is automatic and shift lever can be seen on right side of steering column. *Mike Cook* 

# **Restored or Rebuilt?**

Not all gleaming historic Jaguars are what they seem to be on the surface. A number of owners have elected to "modernize" their cars in various ways to make them conform more to today's driving conditions. Enough people began to be interested in this during the 1980s that the UK-based Vicarage Company made a specialty of rebuilding "Mk 1" and Mk 2 Jaguars.

The word "rebuilding" is used because most Vicarage cars are not restored but re-created. Many have 5-speed transmissions or newer automatics, high-tech stereo and climate control systems, even different front seats and steering wheels. These cars have been stripped bare, completely renovated and reassembled, qualifying them as virtually new.

Another example of this type of re-building is an E-type owned by TV star Jay Leno. Created by XKs Unlimited in California, from a side view it appears to be a Series I E-type with special wheels. Close inspection reveals that it is a hybrid. The car is V12 powered, having the necessary Series III E-type front end modifications but without the longer Series III wheelbase and retaining the more delicate Series I styling.

Whether a Mk 2 or another Jaguar or similar collectible, this type of re-built vehicle is no longer in the same class as its unrestored or authentically restored brethren. Entered in a Jaguar club show, it will lose points for visibly incorrect trim and accessories. Such cars are now catered for in Jaguar Clubs of North America Class 16 for "modified" cars. The purist collector may not be interested but any Jaguar enthusiast might enjoy it as a daily driver. However, perhaps the most serious criticism of these vehicles is that, with the cost of the reconstruction, they usually cost far more than a good, original vehicle!

"S" but had a Mk X style grille and front end. The front lost the Mk 2 rounded look. There were four hooded headlights, rectangular horn grilles and new wrap-around signal lights combined with the round parking lights. The larger grille with multiple slim vertical bars, was rectangular with a rounded top.



Front corner of 3.8 "S" belonging to Pat Shasby. The style is similar to the Mk 2 but note slim bumpers, wrap-around signal lights and eyebrows over the head and fog lamps. The lights are set into the panel without chrome rims. There are no parking lights on top of the 3.8 "S" front fenders. *Mike Cook* 



Pat Shasby shows 3.8 "S" to Randy Wright. Eyebrow over headlamp is readily visible. Air cleaner is similar to Mk 2. This car was picked up in England and shipped back—wing (fender) mirror is typical of the period.

Under the hood was a 2-carburetor version of the 4.2 liter twin-cam six. Four-speed with overdrive or automatic transmission were offered but 4-speeds were very rare in North America. Power steering was also available and North American cars were available with air conditioning.



This view shows the "half-and-half" 3.8S styling. The front half was still basically Mk 2 but with slender bumpers, pointy eyebrows over the headlights

and different horn grilles. Rear styling was Mk X with higher fenders, rather squared off at the ends. Jaguar Cars

Though the 3.8 Mk 2 is most sought after, all of the small sedans are of interest to collectors. Their most serious flaw is poor or non-existent rust-proofing. When considering one of these cars, remember that they are unit construction. If the rocker sections, floors or firewall structure are badly rotted, the car may sag in the center. This makes it very difficult to repair the body without using a jig and increases the potential expense dramatically.

Look for rocker panel rust - there may be holes all along the lower edge of the car. Check the back of the front fender wells—often rust eats away the front end of the rocker section, allowing water or salt to get inside the hollow structure. Since the rockers give most of the rigidity to the floor pan, serious rot here may be enough reason to reject the car. Rot may set in from the forward

edge of the rear wheel well also. Doors may rust out at the bottom. Rust in these various places may be indicated by bubbling in the paint over the area.

Look underneath! One of the first things serious Mk 2 racers did in the 1960s was to reinforce the suspension mounting points, especially the Panhard rod and cantilever spring mounts. When looking at a car with obvious or suspected rust damage, these are good places to start your inspection. Since these are, essentially, part of the floor pan, any serious rust means expensive restoration of the basic structure.

You need not necessarily be nervous about a car if the interior wood needs re-finishing. There is far more reason to reject the vehicle for rust. So long as the veneer is intact and still adheres to the plywood backing, re-finishing the interior wood trim and dash-



3.8 "S" interior. Wood trim extends up both A and B pillars and across top of dash. No radio in this stick shift car. This was a factory advertising photo but the ignition keys are hung on a piece of string! Note notch in the center of the parcel shelf which holds direction controls for heat/defrost. Rear legroom is demonstrated by person sitting behind the driver's seat. Jaguar Cars

3.8 "S" trunk held plenty of luggage in more useful, squared-off shape. This car is fitted with air conditioning which had large vents on the panel behind the rear seat. Blower motor housings are visible on the panel forward of the luggage. *Jaguar Cars* 



board is a straightforward process. Do be nervous about peeling veneer, damaged or missing wood and sloppy or amateur re-finishing. All of these things will make your restoration harder to complete. Missing wood may be difficult to match since Jaguar interior wood is installed in sets according to veneer pattern and wood color.

The best reason for acquiring a small Jaguar sedan is that they are really fun to drive. All handle well and the "S" type and 420 are as comfortable as the larger Jaguar sedans. There are enough of these around so that you can be choosy. Buy the best one that you can afford because the cost of restoring a poor one will almost certainly far exceed the eventual value of the finished vehicle.

### Small Jaguar sedan production figures

Year	Model	Number
1956-59	2.4 liter 3.4 liter	19,400 17,340

Above later unofficially called "Mk 1")

1960-67	2.4 Mk 2	25,070
	3.4 Mk 2	28,660
	3.8 Mk 2	30,070
1964-68	3.4 "S"	9,830
	3.8 "S"	15,070
1967-68	420	9,600
1968	340	2,630
1968-69	240	4,210
Totals: "Mk	1", Mk 2, 240/34	0 - 127,380.
	3.8 "S"	24,900

420

9.600



Useful shot for show competitors showing 3.8 "S" handbooks with plastic envelope and the tool kit recessed into the spare wheel. This method of stowing the tool kit was used on the whole "Mk 1" and Mk 2 series as well as on the E-type. As usual, the spare wheel well is a prime candidate for rust. *Jaguar Cars* 

## Small Daimler sedan production figures

1962-67	2 1/2 liter V-8	11,370
1968-69	V-8 250	6,250
1967-69	Sovereign	5,700
	(420 body)	
Total		23,320

# Daimler V8-250 and Sovereign

The Daimler company, England's oldest car maker, has no relationship to Daimler-Benz of Germany. British Daimler's founder had acquired a license to build engines from Gottlieb Daimler in 1894 and retained the name when he began to make cars. Jaguar bought Daimler in 1960, gaining muchneeded factory space but not much in the way of additional product.

Jaguar was basically uninterested in further manufacture of Daimler's out-dated line of cars but they were immediately attracted to the neat, 2.5 liter hemi-head V-8 which was used in the SP-250 sports model. The sports car was dropped in 1964 but the little V-8 carried on in a new location.

In 1962, the company introduced the Daimler 2 1/2 liter V-8, a Jaguar Mk 2 body modified to take the V8 mated to the Borg-Warner automatic transmission. A full dual exhaust system was used. Outside, the traditional Daimler "fluted" grille and rear license plate light housing identified the new model. Daimler "D" badges appeared front and rear and on the hub caps. After 1965, the 4-speed manual was available but very few were made.

The Daimler interior was quite different and slightly simpler than the Jaguar, with a bench front seat and no central console. The radio/heater control panel was suspended from the center of the dash. Door panel trim was also different. Most of the wood trim was retained but the Daimler version had no picnic tables.

In 1967, the changes made to the Jaguar 240 and 340 were also incorporated into the Daimler. These included slim-line bumpers, new hub caps and more, but the Daimler retained leather upholstery and items like fog lights and reclining seats as standard. The car was renamed the "Daimler V8-250" and was the last to use a Daimler-designed engine.

A Daimler version of the Jaguar 420, called the Sovereign, was announced in 1967. This car used the Jaguar 4.2 engine and, aside from fluted grille and license plate light housing, was virtually identical to the Jaguar. It was the first of a long line of badge-engineered Daimlers. The Sovereign name has remained in the line, also being applied to some Jaguars of the 1980s and 1990s.



Rear view of Daimler V-8 with chrome script on right lower corner of trunk lid. The license plate/backup light housing also has the Daimler fluting. A small, round "D" badge is in the center of the bumper where Jaguar Mk 2s have a "disc brake" badge. Jaguar Daimler Heritage Trust

Daimler V-8 cars were quicker than the 2.4 Jaguars in acceleration and top speed. The throaty little V-8 gave them a very different character and they have their own appeal. Few were exported, even to Europe, but some right-hand-drive versions have found their way into the United States and are interesting collectors items.

All of the buyer warnings regarding the small-bodied Jaguar sedans apply to the Daimler versions. In addition, engine parts and unique body and trim parts may be difficult (or impossible) to find. Even more so than the Jaguars, the cost of restoring a poor example will be greatly exceed the eventual worth of the car. The Daimler V-8 is rare even in England and, in North America, few people have ever heard of it and probably think it was built by Mercedes!

This book will not cover the Daimler SP-250 sports car. It was imported to North America but was a 100 percent Daimler with no Jaguar components.



Front view of Daimler V-8. The appearance is identical to the Mk 2 except for the wider, fluted top of the grille.

This car has no Daimler identification on the front other than the grille. Jaguar Daimler Heritage Trust

# **Everyone Loves The E-type**

By 1960, the XK series of Jaguar sports cars had lost momentum in the market. The XK 150 had 265 brake horsepower and four-wheel disc brakes but, under the XK 150 body there was still a 1948 chassis and something more modern was needed. Typical of Jaguar, when the new car came it was a blend of tried and true components with new technology and

Model	Rating
Series I E-type roadster	****
Series III E-type	****
roadster All Series I two-seater	****
coupe All Series II roadster	***
and two-seater coupe Series III 2 + 2 coupe	***
Series II 2 + 2 coupe Series I 2 + 2 coupe	**+
and Series II & III (with automatic)	

world-beating styling. From the Le Mans winning D-type came styling cues that made this new touring sports car look like nothing else on four wheels. It was called the E-type and it stayed in production for 14 years, going through three Series.

Interest in the E-type among car enthusiasts and collectors has stayed high. At any



Factory photo of the first E-type roadster, taken for the original brochure. Close examination shows the holes for mounting the outside bonnet latch. These were retouched out in the brochure,

although a large number of Jaguar ads of the period did show the outside latches. This car is also missing the chrome trim around the headlight covers. *Jaguar Cars* 



All the E-type roadsters together! Front, left to right, Series I 3.8, Series I 4.2, later Series I ("Series I 1/2") without headlight covers. Rear, right, Series II, left, Series III. The continuity in the body shape is readily seen. Note early racy-

looking but uncomfortable seats in the 3.8, headrests on Series II and III. These are all right-hand drive UK cars, so Series II and III lack the U.S.-required extra sidelights and outside mirrors. Paul Skilleter

Jaguar show, a row of sleek bonnets will be seen, tilted forward to expose gleaming cam covers. Over 40 percent of the membership of the Jaguar Clubs of North America own Etypes. It is still a dream car for sports car lovers everywhere, not just because of its beauty but for its amazing speed and handling. As a new car and as a collector's pride, the E-type was and is an astonishing performance package.

Many mechanical components of the envelope-bodied E-type carried over from the XK 150S including the 3.8 liter, tri-carb 265bhp gold head engine and 4-wheel disc brakes. To the detriment of the E-type's driveability,

Jaguar also kept the old 4-speed gearbox with its non-synchromesh first gear and characteristic balky shift from first to second.

Underneath the monocoque body was a brand-new 4-wheel independent suspension system. It was so well conceived and effective in terms of both ride and handling that it was used by Jaguar for more than 30 years. It was a double-link system for minimum camber change, using the axle as the upper link. Twin coil springs and telescopic shocks were fitted on each side. The rear disc brakes were inboard, making servicing a chore. However, the entire suspension and rear axle assembly



This overhead shot of a Series I shows the original aluminum trim on the console and center dash panel. Wood-rim wheel was standard. The thin, unpleated Series I seats are clearly visible. *Jaguar Cars* 



Detail of Series I front end shows glass headlight covers and sidelight. Wide whitewalls were a U.S. item. *Jaguar Cars* 

could be removed from the car as a unit for major service work.

The engine and front suspension were carried on a sub-frame, fabricated from square steel tubing, which bolted to the firewall. The design came directly from the D-type race car and was both strong and light. Front suspension was double-wishbone with torsion bars and telescopic shocks. The engine compartment and front suspension area was beautifully accessible via the forward-opening hood and front fender assembly. For major work, the entire assembly could be removed from the car.

First to be announced was the coupe, which some believe is the purest expression of the E-type form. It was also a perfect example of the European Grand Touring car with room for two with luggage and the ability to cruise at over 100 (on non-crowded 1960s European roads) all day long. The luggage area was accessible through a rear door which opened to the side rather than lifting up. The large, flat deck could handle luggage for a lengthy trip. A barrier at the front end of the platform prevented luggage from sliding forward and hitting the seats but, if necessary, the barrier would fold flat to allow long items to be carried. Small struts were then raised to restrain the luggage. The spare wheel lived under the luggage floor at the right rear with the gas tank beside it.

A "roadster" followed although, like the XK 150 roadster before it, it was more of a convertible, with roll-up windows instead of side curtains and a snug, weather-proof top. On these early cars, Jaguar felt that the low windshield height required three windshield wipers to clear enough area for good visibility. Luggage space in the roadster's small trunk was limited but there was a usable area behind the seats.

The earliest E-types had outside hood latches operated by inserting and turning a T-key supplied in the tool kit. These are easily recognized by the small round, chrome-plated cover, low down on each front fender between the wheel well and the door. Only a few hundred cars were built before the latches were changed to operation from inside the cockpit, using chrome handles protruding



4.2 E-type interior with revised, thicker, more supportive seats. These still do not have reclining backrests. The original type of door handle

can be seen. In 1967, they were changed and recessed into the door panels. *Jaquar Cars* 

from the inner face of the door posts. Early cars also had flat floors which made for an uncomfortable leg position. Footwells were added in 1962 production.

A third model was added in 1967, the 2+2 with the wheelbase and overall length stretched 9 inches. With a more vertical windshield and a raised roof to allow installation of a small rear seat, the new coupe lost some of the svelte looks of the original two-seater but was more practical. The extra length also allowed installation of the Borg-Warner automatic transmission as an option. Most styling details were the same but a conspicuous wide band of chrome was added to the upper part of the doors. North American advertising was aimed at couples with young children and featured the automatic 2+2 as a family car.

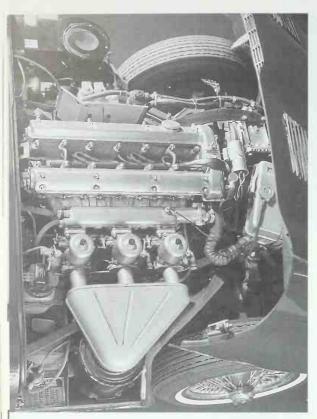
The dashboard layout had the speedometer and tachometer in front of the driver. Four minor gauges, accessory switches, ignition lock and starter button were located in a center panel. Although the switches and controls would change, this basic layout was used for the production life of the car. The seats were attractive, racy-looking and leather-covered but rather uncomfortable, with near-vertical, non-adjustable backs. One early interior change was the addition of a console storage box, in 1963 production.

There were some problems with the Series I E-types. Although the headlight covers helped streamline the car and were visually attractive, they reduced the effectiveness of the headlights. These cars had generators rather than alternators and the overall electrical performance was poor with everything turned on. The generator was mounted next to the exhaust manifold and could be damaged by excessive heat. Also under the hood, the steel radiator header tank became well-known for rusting through.

Cockpit ventilation and insulation were insufficient and the cars got very hot inside. The single engine-driven fan was adequate while the car was moving but over-heating in traffic was normal. Some owners have fabricated a shallow scoop below the front valance panel which channels air directly to the radiator and is said to be effective. Others fitted aftermarket electric fans which, unfortunately, pull even more juice from the laboring generator.

Series I Interim Changes

During Series I production, a number of mechanical changes were made, basically in two stages. First, in 1964, came the a 4.2 liter engine combined with a new, Jaguar-built, all-synchro 4-speed gearbox. Other changes included a switch from positive to negative ground



Series I under-hood shot showing triple SUs. Cylinder heads were painted dark gold. This advertising photo shows the U.S.-sourced aftermarket air conditioning compressor and hoses on the far side of the engine. The header tank and ribbed upper hose identify the car as built in March 1963 or later. *Jaquar Cars* 

electrics, twin SU fuel pumps instead of the single submerged type and a Lockheed brake servo. An alternator replaced the generator but was still mounted next to the exhaust manifold.

Cosmetic changes in the original 4.2 included thicker, more comfortable seats, a console glove box, armrests, and covers over the coupe rear door hinges. The dash center panel and console top, which had been trimmed in pebbled aluminum, were now fabric-covered, the dash panel in black, the console to match the upholstery. Chrome 4.2 lettering appeared



A Series I two-seater coupe shown with chrome wire wheels and U.S. wide whitewalls. This car does not have the outside hood latches. *Jaguar Cars* 



1966 Series I E-type 2+2 dashboard. This is a late model with the add-on Hazard Warning switch panel at the left of the dash. Two levers to right of the tachometer control footwell air flow. Lever to right of center panel is the choke. Note automatic selector. The brake pedal is larger than the one fitted to stick shift cars. *Jaguar Cars* 



A 1968 2+2 Series I without headlight covers. The headlights are still in the original position—Series II lights were moved forward in the nacelles. The federally required door mirror and

non-eared wire wheel knock-off nuts can be seen. The car has fashionable narrow whitewalls and U.S. accessory nerf bars protecting the front of the hood. *Jaguar Cars* 

on the trunk lid. There were now only two windshield wipers.

The second group of changes, made for the 1968 model year, were primarily to meet U.S. federal safety and emissions standards. Most noticeable outside were the removal of the clear glass headlight covers and, for North America, the addition of a standard outside rear view mirror. Inside modifications included changing from toggle to rocker switches on the dash, a combined ignition/starter switch and adjustable seat backs. Anti-burst door locks were fitted and interior door handles were recessed.

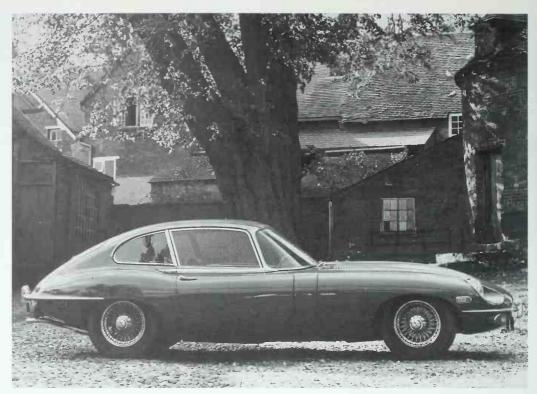
The biggest differences were under the hood. The row of three 2-inch SU carburetors was replaced by an unimposing pair of low-emission, Zenith-Stromberg units on a different, exhaust-heated intake manifold. A cross-flow copper radiator, minus the rust-prone header tank, replaced the earlier aluminum unit. Twin electric cooling fans helped the overheating problem. In company with other Jaguar models, the modified engine had

ribbed cam covers with "Jaguar" on the forward end of the intake side.

These first stage changes led to some owners calling later Series I's "Series 1 1/2." This is not a correct designation. It was never used by the factory and is not a term recognized by the Jaguar Clubs of North America for judging. In any case, such a "series" can't be pin-pointed by VIN number because the changes were not incorporated all at once and cars will be found with mixtures of new and old features. The interim, modified Series I lasted only a year and was followed, in 1969, by a true "Series II".

# Series II E-type, A Successful Update

The Series II is instantly recognizable by numerous exterior alterations. At the front, the air intake opening is 68 percent larger and the chrome bar with central logo is moved out of the opening and incorporated as part of the front bumper. The side/parking lights are enlarged and moved below the bumper. For



The Series II 2+2 in profile, showing the windshield rake to the forward edge of the cowl, side flasher

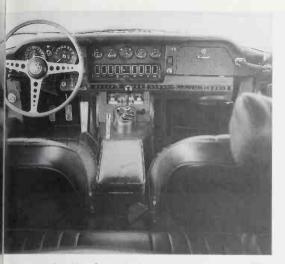
lights and different tailpipes with the rear resonators much further under the car than Series I. *Jaguar Cars* 

North America, additional sidelights appear above the bumper, just forward of the front wheel arch. The headlights were moved forward two inches in their wells with a heavylooking chrome band covering the distance.

At the rear Series II E-types have a flat, shiny aluminum panel below the bumper with the tail lights at each end and the license plate bracket in the center. No attempt was made to integrate the panel into the body and the ends stick out well away from the rear fenders. Small backup lights are installed just inside of the bumper guards and the exhaust pipes are altered to splay outwards around the license plate. Additional sidelights appear on the rear fenders below the bumper. On the 2+2 a major change was a new windshield, raked forward almost to the rear of the hood, which improved the appearance of the car.



This 1969 Series II 4.2 perfectly illustrates the exterior alterations for the U.S. market: grille bar as part of bumper; amber signal lenses under the front bumper; amber side flashers; headlights moved forward with wide chrome band covering the gap; hex-nut knockoffs; amber side flashers below rear bumper; exhaust pipe angled out around rear license plate mount. This car has the accessory removable hardtop and an aftermarket luggage rack. *Jaguar Journal* 



Interior of a Series II 2+2 with stick shift. This car has the factory-installed air conditioning with the long row of louvers across the bottom of the dash. The louver surround is metal, finished in black crackle. A/C control is next to the ignition switch. Chrome pull handle to open the hood is visible on the A post. Standard steering wheel was woodrimmed. Jaguar Cars

Power steering was optional on Series II. Brakes were changed from Dunlop to Girling. E-types had always had standard wire wheels but, on Series II, Jaguar's chrome plated "Turbo" steel disc wheels were standard and wires optional. The eared knock-off hubs were gone, replaced with hex-head units which required a special wrench to be attached before the hammer could be used.

Inside, adjustable headrests were fitted as well as seat belts which met federal standards. However, the armrests disappeared, victims of the same standards! Factory-installed air conditioning was now available on all three models but earlier cars will be found in North America with aftermarket units installed. Only the 2+2 offered automatic transmission.

The mechanical changes made in 1969 were continued on the Series II. Another radiator change was made, to a vertical flow type, once again with an expansion tank. Happily, twin electric cooling fans were standard, controlled by a thermostatic switch. These were



Series II E-type engine compartment showing two Stromberg carburetors on exhaust-heated inlet manifold. Polished thick tube coming over the rear of the engine carries exhaust heat. Square tubes for engine/suspension sub-frame can be seen to right and left of the triangular air chamber which sits above the round air filter housing. *Jaguar Cars* 

essential for the success of the air conditioning which was an important option for North America and other warmer climates.

The Series II E-type was a better car than the Series Land suffered from fewer electrical and other problems. Performance had suffered but, in its largest market, the United States, a change from the 3.07:1 rear axle ratio to 3.31:1 gave plenty of acceleration to suit the driving conditions. It had lost some of the good looks of the Series I, especially at the rear but it continued to be popular. However, the design was now approaching ten years old. And there was competition—particularly from Corvette which had newer styling and nearly as much performance for less money. Also, more restrictive emissions standards loomed in the future and a high-revving, high-output six cylinder engine would have problems meeting them.

## Last of the E-types, The Series III V-12

A big, relaxed, high-torque engine was the way to go and Jaguar had a solution under



A rather pleasing view of the Series III 2+2 showing the standard, painted Turbo wheels and small, 1971 bumper guards. This picture also illustrates the high

roof on the 2+2 which gave headroom to the cramped rear seat. Details such as headlight installation and door handles are the same as Series II. *Jaguar Cars* 

development. It was an all-aluminum, single overhead-cam V-12, destined for the XJ sedan but also capable of giving the aging sports car the marketing boost it needed. With the 5.3 liter V-12 up front, the Series III E-type was announced in March 1971.

Physical changes to the car were surprisingly few. Most important was the use of the long wheelbase on the roadster as well as the 2+2, allowing automatic transmission to be offered on the open car for the first time. There was no back seat in the roadster. The pretty two-seater coupe was dropped.

The track was increased by 4.25 inches and the fender openings had pronounced flares to accommodate the increase and the wider wheels and tires fitted. Again, the Turbo disc wheels were standard but painted. Chrome-

plated wheels were extra. Wire wheels were still available. An aggressive chrome grille, first ever on an E-type, filled the air intake and a new airscoop for additional cooling sat just below the grille. A very attractive removable, glass fiber hardtop was offered for the roadster, although only in black.

On the outside, the 2+2 retained the heavy chrome trim at the top of the doors but a narrower strip also appeared on the roadster. On the 2+2, an extractor vent with chrome grille was visible on the rear door. Similar vents were provided on the removable hardtop just behind the side windows. The rear fenders were altered to meet the outer edge of the tail-light panel with no more unsightly gaps. Small, rubber-faced, chrome bumper over-riders were fitted to European cars while U.S. versions had



Side view of a 1974 Series III. The horrendous tacked-on plastic 5 miles per hour impact bumper guards certainly spoiled the appearance of the

car. Otherwise, the extra length and steeper windshield rake gave the car its own unique look. Jaguar Cars

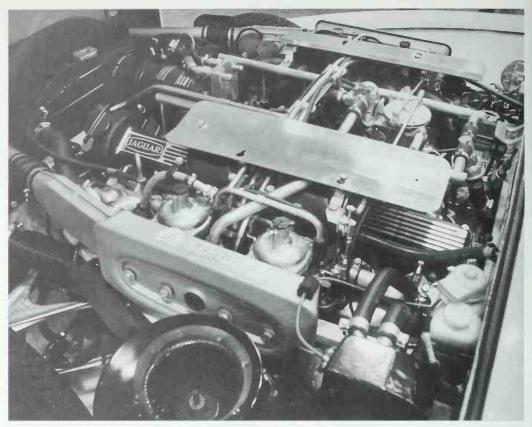


From the front, the last Series III is disfigured by the protruding black bumper guards. Cars for the rest of

the world still used the small, rubber-faced 1971 units. Jaguar Cars

larger, chrome-faced, rubber-sided units. As impact standards stiffened, the guards got even bigger and the 1974 cars for the U.S.A. had huge, square black plastic protrusions which actually overlapped the front of the bonnet!

Fitting the V-12 made it necessary to redesign the front sub-frame and suspension but torsion bars were retained. The engine itself had two Stromberg carburetors on each bank, feeding manifolds which passed over the cam covers to intake ports in the vee. Though complex and very wide, the engine was actually quite accessible under the E-type's forward-tilting hood. Aluminum panels under the hood louvers shielded electrical components from rain. Electronic ignition was employed,



Even with the V-12 installed, engine access could hardly be better than in this 1973 E-type. On this U.S. left-hand drive car, the front suspension A-arms can be seen, the heater blower in foreground and the master cylinders for clutch and brake on the firewall. Engine firing order and timing data are on the sticker on top of the LH air cleaner feeding the

LH Zenith Stromberg carburetors. At right center is the round bellcrank for the throttle linkage. The GM A/C compressor sits in the front of the vee. Although not clearly visible, the ignition amplifier is directly behind it and the distributor behind the amplifier. The metal shields prevent water flowing through the hood louvers from shorting out the electrics. *Jaguar Cars* 

with the finned, amplifier unit sitting in the engine vee forward of the distributor, the hottest place in the car! Frequent failures prompted the factory to offer a kit to move the amplifier to a mounting on the upper radiator enclosure, a much cooler environment.

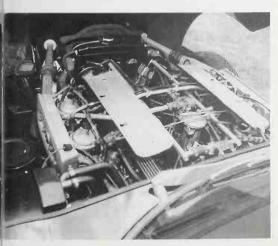
Inside the Series III there were few changes. Power steering was now standard and the car was equipped with a small, leather-wrapped steering wheel rather than the wood-rimmed wheel of old. Instruments

and switches were the same as Series II except for a tachometer with a 6,000 rpm redline. With the hardtop installed, even though the soft-top folds into the space behind the seats, the roadster has more storage room, thanks to the longer wheelbase.

A very few six-cylinder Series III E-types were built. These have the longer wheelbase but Series II mechanical features. One six-cylinder 2+2 is known to have been imported to the United States.



Right side of 1974 E-type engine. This is a righthand drive car so the master cylinders are on this side. The battery is installed on this side and you also get a view of the fiber-board water deflector installed just forward of it. You can also see the air injection rails, straight silver pipes running fore and aft with smaller pipes going straight down next to each spark plug. *Mike Cook* 



Another view of 1974 right-hand drive E-type giving additional perspective on the plumbing. Mike Cook



The trunk of a 1974 Series III E-type, owned by lan Furness, with all tools, manuals, etc., laid out. This is one of the 50 Commemorative cars, all of which had disc wheels. Evidently Jaguar supplied them with all of the available bits and this one came with the knock-off wrench and hammer at right. The jack sits on its case at upper right, lug wrench at lower left, tool kit and literature pack also at left. Note the neat trunk liner. The spare wheel sits in a well below a plywood cover. *Mike Cook* 



Close-up of the dash of a right-hand drive car. Series III E-types had standard power steering and all were fitted with the smaller, leather-rimmed wheel shown. Spokes are satin silver. Jaguar head is molded black plastic. This non-air car has a UK radio. You can also see the shelf below the dash with its padded edge. *Mike Cook* 



Chrome lettering on the trunk of a Series III E-type. This was common to roadsters and 2+2s but the coupe has an oblong chrome mesh air outlet grille above the word Jaguar. *Mike Cook* 

The Series III E-type had a three-year run with production ending in late 1974. The last 50 were all British specification, right-hand drive, commemorative models with chrome disc wheels and hardtops. They had a special plate on the dashboard reading "This is one of a special series of right-hand drive cars built to identify the conclusion of manufacture of the Jaguar E-type sports car." The plaque bore Sir William Lyons' signature and the serial number of the car. One of these was painted British Racing Green for a customer. The other 49 were black. The 50th was retained by Jaguar for the Jaguar Daimler Heritage Trust collection.

It is hard to compare the hefty Series III Etype to the light, eager Series I. Its power and speed were not all that different, with the later car being only a few miles per hour slower at the top end and actually faster from 0-100 miles per hour. V-12 E-types were very smooth, rode well and were generally more civilized. However, the engine and the physical changes drastically altered the character of the car.

The longer wheelbase did not hurt the looks. In fact, in details such as the cleaned-up rear fender/tail light panel relationship, the car was tidier than a Series II. However, even with the increase in track, the longer wheelbase hurt the handling and the Series III will understeer badly when cornered hard. In competition, prepared by Jaguar's famed Group 44 team, the Series III won the Sports Car Club of America B Production championship in 1975, the year after production stopped. But, as Bob Tullius, president of Group 44 and the winning driver, said: "It didn't want to be a race car!"

The V-12 Series III roadster holds its value extremely well and compares closely to the Series I in collector demand. Conversely, the 2+2, which is attractive only from a few angles, is still a bargain in terms of performance and



The aggressive front of the 1971 V-12 2+2 E-type. The grille and Jaguar head badge are clearly visible as are the usual amber sidelights and below-bumper signal/parking lights. The small rubber-faced chrome bumper guards lasted only one year. Jaguar Cars



1973 E-type Series III showing bumper guards unique to that year. They are rubber over steel

frames with chrome faces and very similar to the 1973 sedans. Photo, Jaguar Cars

utility. While the collector might buy a roadster to show, drive once in a while and leave in the garage on rainy days, buying a 2+2 could mean having a very satisfying everyday car. 2+2 prices, as this is being written, run about half of roadster figures.

The E-type For The Collector

The two-seater coupe is the prettiest but the roadsters are consistently the highest priced. Series I cars, with the purest styling, are most desirable, especially the earliest with the outside hood latches. Series III roadsters usually come close to Series I in desirability and both are valued more highly than the Series II.

The E-type body structure was not well rust-proofed and there were places where water could get in. When looking at a car, check for rust in the door sill/rocker panels, floors, spare tire well and lower rear fenders. Most of these can be repaired, BUT, if there is serious

rust in the rocker panels and floors, the body can lose its structural integrity and actually sag in the middle! A sure sign that the body is sagging would be difficulty in opening and closing the doors and gaps around the doors which are visibly wider at the bottom than the top.

If this sort of damage is present, proper restoration will require stripping of the car to a shell and the use of a jig to hold the body in alignment during repairs. While many restoration shops have such equipment, there are enough E-types available that attempting to restore a badly rusted car does not make good economic sense, unless it has sentimental value or a significant history.

Most mechanical spare parts are available. Jaguar Cars still supplies the front bonnet (hood) assembly and most other body panels are available from various after market suppliers. Unfortunately, not all of these non-factory panels are the correct shape or size. A talented

# E1A and E2A—E-type Prototypes Get A Workout

When a manufacturer is developing an all-new car, the tendency is to keep the working prototypes out of sight in the experimental shop or on the corporate test track. Out on the road, development cars are usually disguised with metal or plastic panels, yards of duct tape and phony styling details.

Jaguar had no test track. Disguise was out of the question because the car they were working on needed its clean, aerodynamic shape to perform properly. The first E-type prototype, E1A, was tested on the road and at the Motor Industry Research Association test facility where security was pretty much a gentleman's agreement.

E1A was similar in shape to the eventual form of the E-type but only about 80 percent of its size. It had all-independent suspension but the rear suspension was quite different from Bob Knight's design for the production car. The engine was the twincam six but only 2.4 liters. Based on a welded-up chassis, the bodywork was aluminum, pop-riveted together. There were no lights in the smooth nose, no wipers and no top, although a wrap-around windshield was fitted.

E1A took the brunt of early E-type testing and the brakes, driveline and general mechanical layout were all established on it. It was very light and capable of around 130 miles per hour. Once it was well sorted out, the car was loaned to the editor of *Autocar* magazine for a weekend. His very positive, confidential report confirmed Jaguar's enthusiasm for the E-type program.

75,520

E1A was superseded by later prototypes and was lost to automotive history by being scrapped. The additional early renditions of the production car continued testing in relative secrecy. Meanwhile, the Jaguar Competition Department constructed another highly visible prototype, E2A, an all-out racing car.

E2A looked very much like a production Etype with a D-type fin behind the driver. It was also all-aluminum and had the production rear suspension design. Built as a possible replacement for the D-type in a new Jaguar factory racing effort, it was never actually raced by the factory. But it had a season in the hands of Briggs Cunningham's team, beginning with Le Mans in 1960.

Equipped with a 3.0 liter engine, the car was driven by Americans Dan Gurney and Walt Hansgen and actually posted fastest time in practice. However, during the race, fuel injection problems ended in engine failure. Cunningham then brought the car to the United States where it was raced in several events with a 3.8 engine, scoring a win at Bridgehampton with Hansgen driving. Following the season, it was returned to Coventry where it was used for further testing.

Fortunately, unlike E1A, E2A has been preserved. It was acquired by the late Roger Woodley and his wife, Penny, who drove it in UK club events. It remains in the private Woodley collection.

# **E-type Production Figures**

Year	Engine	Open Two-Seater	Fixed-Head Coupe	2+2
1961-64	3.8	7,820	7,670	
1965-68	4.2	9,550	7,770	5,600
1969-70	Ser II 4.2	8,630	4,860	5,330
1971-74	Ser III 5.3	7,990	7,300	

Grand Total:



Back seat of Series II 2+2 coupe. Seat looks good but footroom is virtually nil. Detail of front seatback adjuster is visible, as is the ashtray on console with black crackle lid and small leaping cat emblem. Jaguar Cars

restorer will be able to fabricate body panels when necessary but, once again, excessive cost may be a problem.

The key to a show car, especially in the very popular and competitive E-type classes, is authenticity and originality. For example, 6-cylinder E-type exhaust manifolds were enameled black when they left the factory. Though this was a hard, heat-resistant enamel, it could not resist long periods of high-speed running which raised the manifold temperature to the point where the enamel simply flaked off, leaving a rusty, pitted surface. To be authentic, the exhaust manifolds on a show E-type must have that smooth, shiny black finish.



Factory production line shot showing three-carburetor engined cars. This angle clearly shows the sub-frame construction including forward supports for the radiator. The car's narrow track is apparent. *Jaguar Cars* 

Research your car. Get the best books and get advice from other serious enthusiasts. Make sure the accessories, equipment, color and upholstery are authentic for the model and year. Even if your E-type is a driver, without show pretensions, keep it as authentic as possible and it will hold its value better.

# Success In Three Series, The XJ Sedans

Model

XJ6C and XJ12C Series I XJ6 and XJ12 Cream-puff Series II and Series III XJ

Series II and Series III XI

\*\*\*+ \*\*\*

Rating

\*\*

In 1968, the initials "XJ", so familiar to car enthusiasts now, were the brand-new designation of the latest car from Jaguar, the 1969 XJ6. Declared Car of the Year by Europe's automotive journalists, the new XJ6 was successor to both the big 420G, the mid-range

420 and the last of the Mk 2 bodied cars. Combining all the successful elements of those cars into a new, medium-sized unit body-chassis with virtually timeless styling, the new XJ body would be part of the Jaguar product line until 1992. The name XJ6 was



UK factory press kit shot of the original Series I XJ6. Round badge at top of grille is Jaguar head. Note low bumpers, signal/parking lights with white and orange lenses, plastic leaper on front fender. This

car has plain, painted wheels which also show up on early press/dealer introduction pictures from New York. It appears that all cars for the U.S. had the chrome, "Turbo" wheels. *Jaguar Cars* 



Proving the point, four Jaguar U.S. distributors try an XJ6 for size at the 1968 New York introduction. The car has the plain wheels. Same hubcaps were applied to the Turbo wheels. In front, at the wheel, Franklin D. Roosevelt, Jr., distributor in the Southeast. In the passenger's seat, Bill Mitsch, Overseas Motors, Fort Worth. In the back, Chris Pratt, head of the St. Louis-based distributorship, with his attorney. *Jaguar Cars* 

still applied to Jaguar's basic sedan in 1996 and appears likely to continue.

The XJ6 was a Jaguar prescription for success. Under the hood was the 4.2 liter XK engine. It rode on a version of the smooth Etype all-independent suspension with coil springs at the front and had a roomy passenger compartment finished in leather with walnut trim. Particularly for the United States, the XJ6 had a broad range of standard equipment including power windows, power steering and brakes, Borg-Warner automatic transmission and air conditioning. Manual transmission was available in the UK and some export markets on various XJ sedans over the years but never in North America.

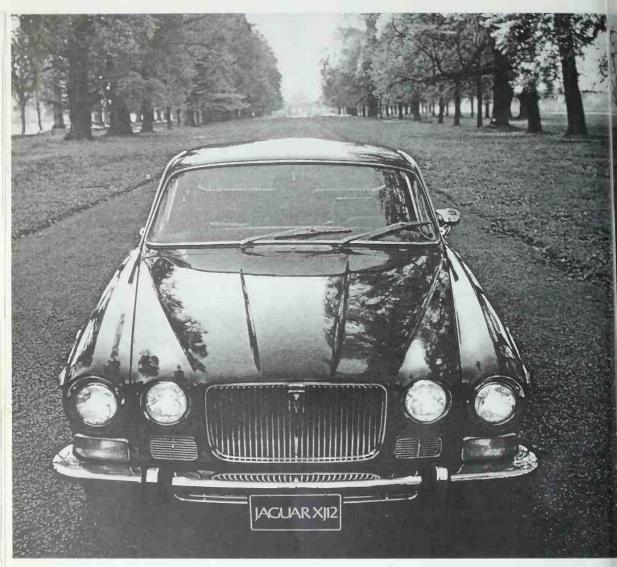
XJ styling was a fortunate mix of elements from several Jaguars like the 420 and Etype. It achieved its own identity immediately. The flat front panel held dual headlights with eyebrows set at the front of sculptured fairings which blended into the fenders. The large grille was wider than it was tall, a first for Jaguar sedans. A Jaguar head badge was built



The first "normally delivered" XJ6 in the U.S. belongs to Capt. R. R. Campbell, the second owner, who bought the car in Boston in March 1973. The serial number is UCIL50003BW, making it the third left-hand drive production car and equipped with automatic. The car has the Turbo wheels, all-orange sidelights, including the U.S.-mandated smaller ones on the upper corners and the correct outside mirror. The added protective strip which helps avoid paint chips is usually ignored by show judges. The forward rake of the nose is also visible, a carry-over from the 420, Mk X and 420G. R. R. Campbell



Series I Dash, in Campbell's car. The layout matches other Jaguars of the time. On air-conditioned cars, only the chrome-rimmed bulls eyes at the end of the dash admitted cold air and there was one vent at the rear of the console. It was an excellent A/C system but could not get enough cold air into the car! Campbell's XJ has no air—the leaper badge visible to the left of the radio covers the spot where the cold temperature control would go. XJ6s had patterned aluminum plates on the console and around the radio. On XJ12s, when they arrived, those panels were covered in black vinyl and a small, gold plastic V-12 emblem was glued just back of the selector. A lever for fresh or recirculated air was above the radio and individual direction levers for air flow to the windshield or footwells were below it. . R. R. Campbell



Front view of 1973 XJ12 showing grille with vertical bars only and special V-12 badge. Otherwise, the front of the car is identical to the XJ6. *Jaguar Cars* 

into the upper center of the grille. There was no leaping cat on the hood! If you see an XJ sedan from 1968 through 1994 with a leaper on the hood, it was installed by the dealer or the owner, not by Jaguar.

Simple chrome horn grilles flanked the lower corners of the grille, next to parking/signal lenses which wrapped around the edges of the fenders. For North America, the same side flasher lights used on the E-type were fitted



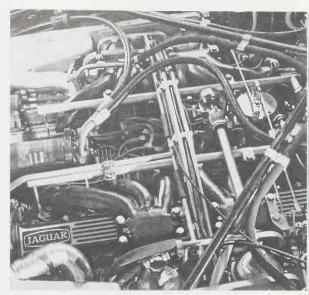
Detail of Series I XJ12 tail-light showing edge of backup light, extra reflector to meet U.S. reflector area requirements, typical Series I and II cathedral tail light lens. *Jaguar Cars* 



XJ12 console showing black covering, gold V-12 badge. Jaquar Cars

forward of the front wheel arch. Slim chrome bumpers had small guards. Additional air intake area was provided by a scoop with its own horizontal-barred grille, below the bumper. The forward-hinged hood provided engine access nearly as good as the E-type's.

From the side, the XJ was more slabsided than its predecessors but the rear fenders retained the trademark upper curve used on Jaguars beginning with the XK 120. Full wheel arches with mild flares at the top gave it



V-12 installation in XJ12. GM A/C compressor nestles in the V with finned electronic ignition amplifier behind it. Most of the metal plumbing visible has to do with emission controls. The tubes running fore and aft with visible pipes leading to the heads are air injectors for this purpose. The air pump is on the forward end of the right bank. Black metal "V" is anti-shake rods bolted to the cowling and spring towers. The red handle in left foreground is the oil stick. Jaguar Cars



Alternate view of grille and badge. Jaguar Cars

a sporty look. Black and silver plastic leaping cat badges were located on the front fenders, behind the wheel arches. The belt line was low and there was extensive glass area, making the car airy and bright inside. The slender window frames were chromed. There was no



Series II XJ12. This UK car has the chrome bumpers and under-riders flanking the lower air in-

take. Upper Jaguar head badge and lower V-12 emblem are just visible. Jaguar Cars

chrome side trim but a simple sculptured line ran along below the upper body curve. Series I XJs had traditional push-button door handles. For North America, only the chrome-plated Turbo wheels with hub caps were available. The era of wire-wheeled Jaguar sedans was over.

Rear styling was tidy with tail lights in the ends of the fenders and a chrome Jaguar winged logo motif around the trunk lock. The original license plate light was mounted on top of the bumper but this was changed to a chrome-plated unit mounted above the plate and including the trunk lock. The trunk itself was long but rather shallow and fully carpeted. Sound-proofing panels were fitted to both trunk lid and hood. The bumpers matched the front in styling but wrapped around the rear

fenders almost up to the wheel arches. The side flashers were mounted just forward of the rear edge of the fenders. There were two fuel tanks, one in each fender, with separate chrome filler caps on either side of the forward edge of the trunk lid.

The dash, nearly identical to previous sedans, had the speedo and tach in front of the driver with a vertical warning light panel between. Instrumentation for temperature, oil pressure, battery and fuel, along with a clock, appeared in the upper center panel. Rocker switches for items like lights and wipers, were standard from the start. Air conditioning and heater controls were on either side of the radio.

The engine was the same as the Series II E-type, rated at 265bhp. For most markets, two SU carburetors were fitted. North American



UK 1974 XJ6. Jaguar Cars

XJs took their fuel like the E-type, through two Stromberg emission control carburetors.

The XJ was not a large car but had wide doors for easy access and good foot room front and rear. Road testers immediately praised the handling and brakes. The 4.2 could do 130+miles per hour. However, asking this single four-door sedan to replace three previous distinct lines of sedans was a tall order. Jaguar did offer a 2.8 liter version with a lower level of equipment but the engine had problems and there was not much enthusiasm for the car. It was not exported to North America and was dropped in 1973.

In 1973, at long last, a V-12 XJ sedan was introduced. Using the four-carburetor V-12 as fitted to the E-type, it made the short wheelbase XJ into a performance package which, at the price, could beat anything else on wheels with four doors. There was little to differentiate the 6 and 12 models other than the grille,



Series II dashboard, also common to Series III. Minor instruments have been moved to either side of the speedo and tach, replaced by the very desirable center A/C vent. Rocker switches are replaced by rectangular push-buttons above the radio, flanking the clock. Heat and A/C controls are still on either side of the radio. Rocker switch on console is for the sun roof. Jaquar Cars



1975 Series II front showing altered grille with painted vertical bars, heavy rubber bumper with signal lights in the ends, chrome trim on bumper. Still no standard

passenger side mirror. Also visible are small clamps at the upper ends of the windshield, a safety feature. On earlier cars, these were painted black. *Jaguar Cars* 

Rear view of 1975 U.S. XJ6L, Series II. Large, protruding rear rubber bumper is visible as are the twin fuel tank filler caps. Rectangular extra reflectors have been replaced by round ones, inboard of the tail lights. *Jaguar Cars* 

which had only vertical bars, the rear license plate light housing and the badges. A 160 miles per hour speedometer and tachometer with 6,500rpm redline were installed and a rather tacky plastic V-12 emblem was glued to the console. There are plenty of Series I XJ6s around but the short wheelbase XJ12 is a relatively rare car, built only that model year.



Counting a few hundred Daimler versions, just over 4,000 were made.

#### Daimler Blends In

The Daimler marque was a definite asset to company sales but, after the Daimler V-8 250 ended production in 1969, there was no mechanical difference between Jaguar and Daimler models. The distinction was preserved by badges, the fluted grille and rear license plate light housing and different levels of equipment, usually leaning towards more luxury in the Daimlers. Vinyl roofs were applied to Daimler sedans but not to Jaguar fourdoors. Only the Jaguar two-door coupe received this treatment.

Although many Daimler features have been used on North American models since then, such as fluted grilles on Vanden Plas models, the actual Daimler variants were not imported. In fact, few Daimlers were sold outside the UK with one exception, covered below.

#### A Stretch To Series II

Despite the very useful interior dimensions of the original XJ, demand had arisen for more room in the rear seat (for chauffeured members of the Royal Family and diplomats, perhaps?). The XJ6L and XJ12L were announced at the end of 1973. These cars have a four-inch-longer wheelbase and incorporate all of the extra length in the rear compartment. There were a few Series I long-wheelbase XJs but volume production began with the 1974 model Series II.

Series II cars were extensively re-designed to meet U.S. federal safety standards. The bumpers were raised and, for North America, had large, black rubber facings and were backed by sturdy struts. All production had the raised bumpers but cars for other markets at first had chrome bumpers and small guards with rubber inserts. Later, they used lighter approximations of the North American units.

Raising the bumper height meant redesigning the grille which became shallower and even wider. The extra intake below the bumper grew from a narrow slot to a large rectangle with bumper "under-riders"



1975 XJ6C showing the roof line to perfection. Note the length of the rear window and the fender space below it and you can see why the lowering mechanism was so hard to perfect. Vinyl roof covering was attractive and good quality but the car takes on new beauty if it is removed and the roof painted. Rear seat room is virtually identical to the four-door. *Jaguar Cars* 



1979 XJ6 Series III. Different grille with vertical bars, flat roofline, larger side glass and windshield, two mirrors and flush door handles are all visible. The 1979 and 1980 XJs had full, chrome-plated wheel covers with fake bolt-heads. From 1981 on, they used original XJS alloy wheels. *Jaguar Cars* 

at either end. The XJ6 and XJ12 grilles and Jaguar head emblem were standardized, but a V-12 grille badge and trunk badge helped identify which was which. Despite the changes, the Series II was also named Car of the Year.

Though performance was still good, power was not really the Series II XJ6's strong

# Jaguar's Only Two-Door Sedan

Though S.S. Cars began with two-door sedans, there had never been a steel-topped Jaguar with only two doors. The last Lyons two-door sedan was the S.S. Airline. When the Series II XJ6C and XJ12C were announced in the fall of 1973, there was very strong interest. After seeing the cars, interest turned to admiration. Built in two-door, pillarless hardtop form, the two cars were perhaps the most attractive large cars ever to come out of Browns Lane.

The coupes were built on the short wheelbase which was available because, although cars for North America were all using the longer wheelbase, some short UK models were being built, with 3.4 instead of 4.2 engines. Interior room was virtually the same as the four-door and the cars seated five. The graceful top was covered in black vinyl. Not for aesthetics, however. Attaching the top created a very nasty weld on the C pillar which, although Jaguar craftsmen lead-filled it, had a tendency to crack. The vinyl took care of the problem. Some bold owners have had the covering removed and the top painted to match the rest of the car, making an even more beautiful vehicle but one that will lose points at a show.

The 1973 announcement was followed by no deliveries until the 1974 model year! Two items held it back. First was sealing the side windows to minimize drafts and wind noise. Second was the mechanism to electrically lower the rear side window which had to move down, rearward, forward and down again to fit in the available space in the fender. This was worked out but it remains the most difficult part of the car to get right. There is also significantly more danger of water getting inside the body via the rear window opening.

Once ready for production, the XJ6C and XJ12C were built from late 1974 through 1978. However, sales in North America ceased with the 1976 model year. These are lovely cars, as comfortable and well-equipped as the four-doors but with that wonderful hard-top styling that creates an airy beauty on almost any make it is applied to. The car also made an aggressive-looking race car but that story is in another chapter.

For collectors, the Series II coupes are a real buy. Despite their good looks and rarity, they do not bring high prices, even in top condition. They do go for more than the four-doors but seldom more than 50 percent and this often leaves the price in four figures! The "experts" keep saying that the coupe market will take off someday but, meanwhile, if you're on a budget, they will provide satisfactory performance, everyday dependability and still attract every eye.

point. The car had gained weight and Federal emissions standards demanded lower compression and less engine timing. The maximum bhp dropped to 170 on regular fuel. Compared to the Series I it was slow so the choice of twelve cylinders appealed to many buyers. Twelve cylinder models got fuel injection during 1975 which added horsepower and simplified tuning and maintenance.

The last Series III sedan leaves the production line. It is a Daimler Double Six and has the fluted grille. At left is Nick Scheele, CEO of Jaguar beginning in 1992.





This shot of a 1987 car shows the lower air scoop. Jaguar Cars

1983 Jaguar XJ6. Same as the 1979 except for the alloy wheels. There was no change in the exterior appearance through 1987 when the last U.S. models were built. *Jaguar Cars* 

One Series II feature with a long future was the dashboard. The layout was changed to place all of the instruments in front of the driver. Rocker switches were replaced by pushbuttons and the underdash shelves disappeared. The cars also have central locking systems. The biggest benefit for North America and other hot places was the addition of a large A/C vent in the center of the dash, where the minor instruments had been. In the Series I, though the compressor and other components were quite adequate, the vents were too few and too small. The new Series II vent solved the interior cooling problem quite well.





Series III sedan dashboard showing trip computer. Jaguar Cars



U.S. specification XJ6 Series III engine on emissions test at the factory. This is the fuel-injected, 4.2 engine. *Jaguar Cars* 

XJ6 Series III, the Car That Saved A Company

The final XJ with the XK engine, the Series III XJ6 was introduced in 1979 and built until early 1987. In V12 powered form, it lasted until 1992. The last one, a Daimler Double Six, is in the Jaguar Daimler Heritage Trust collection.

The Series III has to be the best rework ever of an existing car. Jaguar did not do it in-house but turned to Pininfarina, the famous Italian firm. To Pininfarina's credit, they avoided any futuristic lines and doodads and refined the XJ design into a strikingly beautiful car. The flatter roof line, improved rear headroom, larger glass area and the necessary changes to the C pillar area refined the XJ proportions to an idea shape.

Molded rubber bumpers with chrome trim on the top surface, a simpler grille with only vertical bars and new tail lights further improved the appearance. The fuel injected 4.2 gave it excellent performance on regular gas. The interior provided real luxury plus new equipment like electrically adjustable outside mirrors and cruise control. Even the climate control worked well.

A 1979 model, the Series III was not introduced to the automotive press until February, 1979. Only a trickle of 1979 models came to the United States that year. Of these, fewer than 40 were V-12s and they were the last XJ12s offered in the United States until 1993. 1980 models were late, appearing in early spring and, as dealers with long memories will tell you, were basically available in White, Fire Engine Red and Taxi Yellow. Jaguar sales worldwide plunged to just over 14,000 cars and the U.S. total was 3,009.

As the 1980 Jaguars were finally arriving at U.S. ports, John Egan was surveying the Browns Lane parking lot from the window of



Original Series III, 1979, showing full wheel covers unique to that year and early rear lettering. *Jaguar Cars* 

his new office. Hired by Sir Michael Edwardes, head of BL Ltd., Egan had the task of reviving Jaguar or closing it. Looking at the model range, which basically consisted of the four-door sedan and the XJS, he quickly decided that the Series III was the one to go with to revive sales.

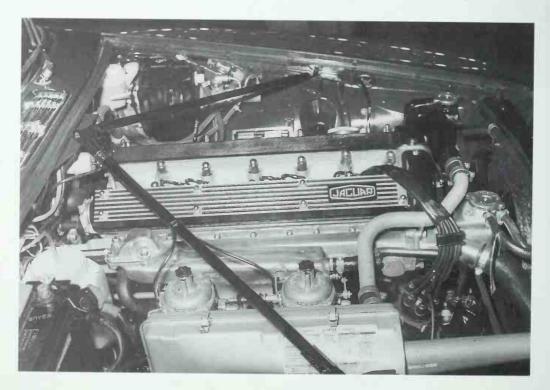
Helped by dedicated designers, production workers, salespeople and dealers, especially in North America, Egan brought the company back so fast that he was able to liberate it from BL in July 1984 and go public on the

world's stock markets. By 1986, world sales had topped 50,000. Nearly half were sold in the United States, just 500 short of 25,000.

Of course, while the XJ was doing its rescue work, Jaguar designers and stylists were busy with its successor. The new XJ6, codenamed XJ40, came out in October 1986. This will be covered in Chapter Nine. The new car had not been engineered to take the V-12 so Series III production continued, at a reduced rate, until the end of 1992, just one year short of a quarter century since it had been launched.

Jaguar XJ Sedans
All four-door sedans except XJ6C and XJ12C two-door hardtop coupes.

Engine	2.8	3.4	4.2	V-12
Series I SWB				
Jaguar	19,322	*	59,077	2,474
Daimler	3,233	*	11,522	534
Series I LWB			,	001
Jaguar	*	*	874	754
Daimler	*	*	*	351
Series II SWB				001
Jaguar	170	*	12,147	*
Daimler	*	*	22,435	*
XJ6C/12C	*	*	6,487	1,855
Daimler Sovereign 6C/12C	*	*	1,677	407
Series II LWB				
Jaguar	*	6,880	57,804	16,010
Daimler	*	2,341	15,414	4,334
Series III				1,001
Jaguar	*	5,767	133,457	11,852
Daimler	*	*	12,528	7,514





Original Series I XJ6 door panel. Knob opens quarter window. Lever in front of door handle is the lock. Arm rest has pocket. Note no window control—switches are on console. *Jaguar Cars* 

Original XJ6 Series I engine compartment. Inlet manifold is water-heated. Black rods are braces to reduce cowl shake. *Jaguar Cars* 





Front and rear interior of 1982 Vanden Plas, the first year this designation was used by Jaguar. *Jaguar Cars* 

# The XJS, Jaguar's Longest-Running Model

#### Model

Jaguar factory XJS convertible, XJRS XJS HE and newer coupe, XJ-SC (Cabriolet) XJS H & E convertible

1976-1980 XJS coupe

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Rating ★★★+

The XJS (the hyphen in "XJ-S" was dropped in the 1992 model year) is Jaguar's longest-running model ever, but, at first, no one understood quite what it was. It was not a sports car, so it did not replace the E-type; nor, with its cramped back seat, was it a sedan. The styling was a complete departure from traditional Jaguar lines which did not sit well with many

Jaguar fans.

Despite this early ambivalence about the car, by the early 1990s the XJS was a solid marketing suggest with a range of four different

car, by the early 1990s the XJS was a solid marketing success with a range of four different models. After 21 model years, it had surpassed the original XJ sedan series in longevity of pro-

duction. Along the way, it lost the hyphen in the name but gained a reputation for style, performance and value that established it as a true Jaguar. The same people who had criticized the styling in 1976 were wiping away nostalgic tears at the thought of the last XJS coming off the line.

At first, marketing the XJS was a struggle. In 1976, British Leyland Motors was, essentially, bankrupt, and being operated by the British Government. Advertising and promotion funds were tight and, after the press introduction, there were no funds for an adequate advertising campaign for the latest Jaguar.



Side view of 1976 U.S. model XJS showing side mirror. Slight nose down body rake is accentuated by styling crease. *Jaguar Cars* 



The original 1976 XJS in UK form with single unit headlights and missing the outside rear view mirrors. These lights were often installed by owners in North America, even though they were not federally approved. Note V-12 badge in grille center,

edge of spoiler visible. There was no round hood badge on the original XJS. One XJS oddity is that the outer end of the driver's side wiper blade overlapped the windshield frame until the mid-1980s. *Jaguar Cars* 

Rear view of 1976 XJS showing the block letter badge on the right. V-12 lettering was added with the HE in 1982. The large, standard equipment outside mirror is visible. *Jaguar Cars* 

Lack of public knowledge was one problem. Lack of a convertible was another. A convertible XJS was envisioned but, anticipating US legislation which would have banned convertibles, Jaguar developed only the coupe. The legislation did not happen but an open XJS was not offered until 1984. Also, at 9 miles per gallon, the XJS did not suit the fuel-economy conscious US market





Jaguar U.S. publicity shot of the 1982 H.E. The four visible exterior changes are the "Starfish" wheels, round Jaguar head badge on the hood, fog lights below the bumper and black windshield wiper arms. The four headlights with chrome surrounds carried over from the original XJS as did the mirrors, sidelights, etc. *Jaguar Cars* 



Adding burl elm trim to the H.E, interior made it considerably brighter. All switches and instruments are the same but the silver trim was deleted from the instrument panel. The seat upholstery is no longer perforated. Rocker switch at the end of the shifter housing is for cruise control. This view also shows the rear ashtray on the back of the arm rest. Plastic housing visible on the door post at left houses the fuel shutoff switch. *Jaguar Cars* 



The original XJS interior was quite plain. Dash top was black vinyl regardless of upholstery color. Instrument panel was black with silver accents. Pleated seat cushion and backrest areas were perforated leather. Center console was similar to the XJ sedan. Window switches were on the console but are blocked from view by the armrest. Radio is an 8-track tape unit. In this factory photo, the unidentified rocker switch behind the left ashtray may be for an experimental sun roof installation. Jaguar Cars



A 1983 XJS H.E. on the road giving a good view of the grille and front end detail. *Jaguar Cars* 



Four detail shots of the original XJS: front end showing painted alloy wheels, flexible front spoiler, dual U.S. headlights; Instrument pack with unusu-

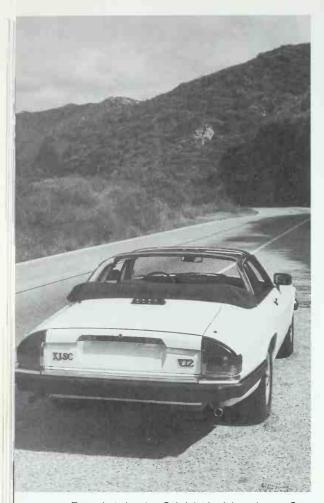
al vertical-reading center gauges; rear seat which looks inviting but has little leg or head room; cowl fresh air intake.

of 1976. These factors, the controversial styling and a number of reliability problems make it easy to understand why sales remained at a minimum. However, viewed objectively, the XJS was quite a package.

First, it had the 5.3 liter V-12 with Lucas-Bosch fuel injection. It developed 244bhp, more than enough to move the car past the 140 miles per hour mark. Like the E-type before it, the structure was a unit body-frame but did not use the E-type's forward tubular subframe to support the engine and front suspension. Instead, triangulated sheet-metal structures extended from the firewall within the bodywork, creating the needed rigidity for motor and suspension mounts.

The XJS suspension was the well-proven all-independent setup from the E-type and XK sedan including the four-wheel disc brakes. Standard equipment included power brakes, power steering and Borg-Warner Model 12 automatic transmission. A switch to the GM Turbo-Hydramatic model 400 was made in 1978.

The XJS has an interesting silhouette with a low hood line, deep windshield and a rather flat roof. Behind the small rear side windows (which don't open) there are vertical extractor vents in a black, metal panel. Instead of ending in a normal coupe notchback, the rear window is shrouded by "sail panels" which taper down along the tops of the fenders on either



Rear shot showing Cabriolet badging. Jaguar Cars

side of the trunk opening. These panels, sometimes called "flying buttresses", were controversial from the start but remained, on the coupe, until the end. Painted alloy wheels, in a rather fussy pattern, were standard and later also became standard on XJ sedans.

From the front, the original XJS did not look like a traditional Jaguar. The horizontal grille was shallow and the frontal appearance was described as American rather than British. Quad headlights identified a North American car. The European version had sin-



This photo of a Cabriolet in action shows the car with both roof panels out and the rear top section folded and covered. Other visible details are: Luggage platform instead of rear seat; tiny leaping Jaguar emblem on B pillar; federal high-mounted stop light in the center of the back panel. The center bar and forward portion of the roof above the windshield were covered in fabric to match the roof panels and folding section. Cabriolets and convertibles used a fender-mounted fuel cap borrowed from the XJ sedan. Jaguar Cars



Seldom seen picture of XJ-SC "hardtop" in place. The rear section was molded fiberglass, covered in fabric to match the removable front panels. The car could be ordered with just the hardtop or with the folding rear soft top section as well. *Jaguar Cars* 



Side view of 1986 Cabriolet with different angle on the top rails. These cars had the same frames around the side windows as the coupe. No frameless door glass on the XJS until the full convertible of 1988. This view also shows the little leaper on the B

pillar. It should be noted that it was virtually impossible to fold the rear top section and cover it as neatly as shown. The top did not fold easily and the covers were tailored very tightly, making it a two-person "pull and stretch" effort to install the cover. *Jaguar Cars* 

gle, lozenge-shaped light units on either side. Although not legal, these were often installed on U.S. cars for a different look. Hefty black bumpers similar to the Series III sedan, signal/parking lights below the bumper and a narrow, black spoiler were tidy but not very memorable. Small side flasher lights, mounted forward of the front wheel wells, were carried over from the E-type.

The rear view of the XJS was distinctive. From that angle, the sail panels frame the rear window and blend smoothly into the fenders. The flat rear panel carried only the XJ-S badge at first, on the right side. A V-12 badge was applied when the HE model came out at which time the XJS lettering was switched to the left



A 1986 XJ-SC with the top up and panels in. Jaquar Cars



Attachment plate for H & E convertible top which rests on top of the windshield frame rather than attaching from the rear like the factory top. Portion of roof between the windshield surround and the polished chrome header trim is painted body color. *Mike Cook* 



Location of H & E badge.

side. It was never a problem to recognize an XJS from the rear—the tail-lights were unique. They filled the ends of the panel, matching the curve of the body and wrapping forward around the fenders to take care of the sidelight function.

Inside, although the upholstery was leather, the XJS lacked the traditional wood paneling. The dash was unrelieved black vinyl and the instruments were mounted in a pod, typical of many mass-produced cars. A round tachometer and speedometer flanked the four minor gauges which read vertically. A row of warning lights stretched across the top of the panel. Some turned red for serious problems. Others turned orange as a warning. Those at the outer ends were obscured by the steering wheel.

The front seats were comfortable but flat. Headroom was limited. It was possible for two



Hess & Eisenhardt badge which appeared low on the front fenders between the wheel arch and door opening. Satin silver finish with black lettering. *Mike Cook* 



H & E shoulder belts were guided through this finishing panel. Note how flat the folded top is. The cover was vinyl fabric rather than cloth finish on the factory convertible. Carpeted luggage platform has storage under lift-up lid. Radio speakers were in the rear panel. *Mike Cook* 

adults to ride in the rear but not with much comfort. Considering the fact that this was a 150 miles per hour luxury grand touring car, the interior was surprisingly plain and definitely had an adverse effect on sales.

The XJS did not change, inside or out, until 1982. Mechanically, except for the switch in transmissions, it was also unchanged. By 1980, sales had dropped below 500 and the car's future was murky. However, Jaguar had been working on ways to improve the XJS within their limited development budget. To reduce inventory and make sure they had time to get it right, Jaguar skipped the 1981 model year and brought



1987 Hess & Eisenhardt convertible. This side view shows how the top drops down on top of the windshield. Side section of top wraps around further than

factory top—rear quarter windows are very small. This early car does not have the H & E badges. Jaquar Cars

## Selling Performance On A Tight Budget

In the 1970s. British Leyland produced XJS brochures and placed a few ads but spent most of the marketing budget on a racing program! Since it was hard to convince people that the XJS was really a sports model, the company asked Group 44, their long-time racing associates, to prepare an XJS for the Sports Car Club of America Trans-Am racing series. Running in 1977 and 1978, the team gained two Driver's Cham-

pionships for Group 44 owner Bob Tullius and the 1978 Series Championship for Jaguar.

Sales didn't go up as much as hoped but the racing effort proved the car's speed and handling capabilities. It also served the useful purpose of keeping the name Jaguar in the sports headlines as a performance car, not just a luxury sedan.



The Group 44 XJS in action in the 1978 SCCA Trans-Am series, driven by Bob Tullius. The silhouette of the car is surprisingly stock but note big fender flares. *Mike Cook* 

Continuing the marketing strategy that had paid off in the U.S.A., Jaquar formed a factory team and entered the XJS in the European Touring Car Championship in 1982, 1983 and 1984, winning the Championship in the final year. The cars were built and raced by Tom Walkinshaw Racing (TWR) with Walkinshaw himself as one of the drivers.

The accomplishments of Group 44 in the U.S. Trans-Am and TWR in Europe led

directly to Jaguar's entry into the fastest class of all—prototype racing. Group 44 tackled IMSA GTP in the United States and TWR competed in Group 6 in Europe. Starting in 1988, TWR handled the effort in the U.S. as well. Their development of the V-12 as a reliable racing powerplant in sizes up to 7 liters produced two wins at Le Mans and two in the Daytona 24-hour.





The 1988 "factory" XJS convertible. There were no exterior changes except the roof and the wheels. The height of the top when folded contrasts with the H & E version. *Jaguar Cars* 

#### U.S. 3.6L XJS Is A Rare Model

Twenty-seven federalized 1984 3.6 liter XJS coupes were built and shipped to the U.S. for testing. Some were driven by Jaguar's regular development engineers, operating from their base in Arizona but the majority were assigned to Jaguar employees to evaluate under normal driving conditions. Once the test program was completed and the decision had been made not to import the 3.6 powered XJS, the cars were sold to Jaguar employees.

The test coupes were fully equipped with all of the goodies normally found on an XJS. There was no way to distinguish them on the outside except for the bold "3.6" lettering on the right side of the back panel. Nothing inside indicated the difference. Under the hood, the all-aluminum, twin-overhead cam six was the first version of the unit later installed in the XJ40 or "New XJ6", introduced in the U.S. in March of 1987 as a 1988. However, the fuel injection, camshafts and various internal items are not identical to the later engines.

The U.S. 3.6 was a nice car to drive but, because all or most of them were fitted with the 2.88:1 rear end ratio used on the V-12, they were a bit gutless. Installing the 3.54 from the 1987 3.6 XJ40 improves acceleration markedly. A number of these cars are still around, some on the club concours circuit. The major problem is finding the unique parts, few of which were stocked in the U.S. due to the small number of cars. The best sources are in England.

In terms of value, the 3.6 XJS is probably worth a similar amount, in dollars, to the V-12 version. However, with the lighter engine, better handling and five-speed, it's a lot more fun per dollar for the driver!

1988 XJS convertible with top up. The car is equally attractive with top up or down. Pin-striping in coordinated colors was standard. *Jaguar Cars* 



Press kit photo of European 1988 Convertible.



XJS "Collection Rouge". Typical of special trim models produced to keep interest in the XJS coupe alive in the 1989-91 period until more extensive improvements came out beginning in 1992. The Collection Rouge came only in red with the inner faces of the wheel spokes also painted red. Pin-striping was standard. Seats were Magnolia leather with red piping. A special trunk badge identified the model. *Jaquar Cars* 

#### Building Factory Jaguars In Cincinnati

A Jaguar XJS factory convertible was in the works in 1985 but so much engineering time was going into the new XJ40 sedan that the open XJS could not be ready before 1988. Frustrated by the delay and sensitive to dealer opinion that a convertible would energize U.S. sales, Jaguar's American marketing team brainstormed a remarkable alternative. Why not build a factory-authorized convertible in the United States?

The established coachbuilding firm of Hess & Eisenhardt, based in Cincinnati, had been the contractor on the 1986 XJS optional sun-roof, and was chosen for the convertible project. The firm was experienced in turning production cars into limousines and one-of-a-kind convertibles. Their designers laid out an attractive conversion of the XJS coupe with a power-operated top.

Announced at the South Florida Auto Show in the fall of 1986, the H & E convertible was attractive and available. All cars were built to order, the customer placing an order with the dealer who then arranged for a coupe to be shipped to Cincinnati. After the conversion, the car was shipped on to the dealer. Around 2,000 units were built with a Jaguar warranty on the basic vehicle. H & E covered their conversion work and special parts.

H & E conversions could be identified by the oval Hess & Eisenhardt badge on the front fenders and by the low "stack height" of the convertible top when folded. When erected, the top was less shapely than the factory top and came down on top of the windshield header rail rather than attaching from the rear of the rail like the factory convertible.

While sleek, the lower H & E silhouette was achieved at the cost of changing to a dual fuel tank set-up which both reduced luggage room and created some warranty headaches. The majority of H & E cars have a lingering odor of gasoline about them resulting from an ineffective tank venting system and leaks in the connection between the upper and lower fuel tanks.

Those warnings aside, H & E convertibles can be good buys at reasonable prices. Cars still in service have probably had any problems handled and they perform just as well as the factory cars. However, the special H & E parts are simply not available.

out the revised XJS as a 1982 model. It had new "starfish" design wheels and a new badge on the trunk which read "XJS H.E.".

**High Efficiency Turns Sales Around** 

HE stood for High Efficiency. The V-12 was now equipped with new cylinder heads designed by Swiss engineer Michael May. The unusual combustion chamber design allowed the mixture to swirl and improved combustion so much that it was possible to raise compression for efficiency while still allowing the use of low-octane unleaded fuel. Compression went from 9.0:1 to 11.0:1 in the U.S. and horse-power rose to 262. The old XJS had been quick but the HE was even better.

Opening the door of the HE revealed a wood-paneled interior in the traditional Jaguar mode. However, the XJS had its own special wood - burl elm rather than walnut, in a pleasing, light yellowish-tan color that brightened the interior. These interior touches, the attractive new wheels and the extra power stimulated sales and the XJS was set to be in the product line for another four years, virtually without change. A power sunroof was offered in 1986 but it reduced the headroom so much that it was discontinued.

Starting with the HE, the XJS model lettering was applied to the left side of the trunk and the engine designation appeared on the right side.

**Erector Sets and Six Cylinders** 

Change arrived with a new model, the "XJ-SC" or "XJS Cabriolet," imported in late 1986. Introduced in England as a 1984 model, the Cabriolet had removable roof panels over the front seats and a folding soft-top over the rear compartment. An accessory hardtop for the rear portion was also offered. With the panels out, a covered roll-bar remained in place as did the side window framing.

One advantage to this unusual set-up was that the car could be driven with either one or both of the front panels removed and with the rear section open or closed as well. It was open-air motoring to the taste of driver, passenger or both and relatively draft free.



The Collection Rouge badge. Jaguar Cars



1989 dashboard showing different steering wheel with sculptured finger grips and separate horn buttons. This wheel was used through 1992. Electric seat heater and lumbar support controls are on the side of the console. The seat and seat back still adjusted manually. *Jaguar Cars* 

The big selling point of the Cabriolet in Europe was that it was powered by Jaguar's new 3.6 liter "AJ6" engine with optional Getrag five-speed manual transmission. However, Jaguar's American management tested a Federal version and found it lacking in power

so the XJ-SC announcement was delayed until it was available with both the V-12 and automatic transmission. The XJ-SC was only marketed in North America in that form.

However, because of the testing program, a group of unusual XJS coupes exists which is of interest to collectors. (See sidebar)

As a temporary measure while Jaguar completed development of a full convertible, the XJ-SC was a nice idea but not very successful. Mechanically, it was the same as the XJS coupe but had problems of its own. The fabric covering on the roof faded quickly, especially on the 1987 models. The removable roof panels tended to leak. Also it lacked the sometimes useful back seat, having only a luggage platform instead. With all of the top segments in place, it was quite attractive but, when they were removed, the remaining structure had a half-finished Erector-set appearance.

Only a half-hearted marketing effort was made for the Cabriolet in the United States. The U.S. company concentrated on its own factory-approved, full convertible project.

laguar's factory-produced XIS convertible was announced in June 1988 as a 1989 model. Powered by the same V-12 and Turbo Hydramatic, the car had Teves ABS brakes, wider "basket-weave" pattern alloy wheels and re-designed seats. The power top worked at the touch of a console button and the rear quarter windows went down and up along with the top. The exterior shape, trim and lights were unchanged. It did not have a rear seat, just a luggage platform. Interior wood trim was walnut but Jaguar did not stick to that. In 1991, the Classic Collection was produced in a selected number of colors with special badges and a return to elm veneer trim. One nice touch on the Classic Collection was painting the inner faces of the wheel spokes in body color.

1992 saw the first major physical change in the XJS' appearance since 1982. Wrap-around tail-lights, flared rocker panels, new grille and front end treatment, new fuel system and improved interior styling with new switch layout were common to both convertible and coupe. The coupe had a restyled roof with a different side window profile and revised rear window installation.



1991 Classic Collection interior showing special leather-covered shifter knob, burl elm veneer, piping on seats. *Jaguar Cars* 

The 1992 changes included electrically adjustable seats with the controls mounted on the door panels and an all-new, walnuttrimmed instrument cluster. The seats themselves were re-designed. For the first time, the driver of an XJS faced a set of traditional round dials for all instruments. Steering column stalk controls and some dashboard controls were different. A trip computer was mounted in the center of the dash and the climate control unit and control panel were changed.

The 1992 V-12 had a new engine management system and Marelli digital ignition. It's important for the collector to remember that 40 percent of the body panels on the 1992 model were changed—the most drastic alteration since the XJS first came out.

Finally, in 1993, the six-cylinder XJS range was imported to North America. Now up to 4.0 liters, the engine had plenty of power combined with the ZF four-speed automatic as used in the



The Classic Collection badge. Jaguar Cars

Jaguar sedans. The convertible gained extra rigidity with new front and rear cross bracing. Real enthusiasts could buy an XJS 4.0 liter with the Getrag 5-speed gearbox and a sports sus-



1990 Classic Collection Convertible. Jaguar Cars



1990 XJS "Classic Collection" coupe. Another limited edition trim package with special interior and special trunk badge similar to Collection Rouge. *Jaguar Cars* 



A 1993 XJS dashboard, illustrating the changes introduced in 1992. The wood-veneered instrument panel features six round dials. The trip computer is centrally mounted, flanked by flush switches. The 1993 model was the first to have an airbag on the driver's side. This car is automatic—note cylindrical walnut shifter crossbar. The switch panel forward of the door handle is for power seat adjustment. *Jaguar Cars* 

pension pack. Despite its size, this version of the S could truly be called a sports car.

An limited production XJR-S was offered for 1993. Built in conjunction with TWR, it had an aerodynamic body kit, modified 6-liter V-12, special 16-inch wheels and redesigned suspension. Only 100 units were shipped to the U.S. TWR also produced an XJR sedan but these were not imported to North America.

Except for the XJR-S, no V-12-powered XJSs were built in 1993. They came back



1993 4.0 liter convertible looking much the same as 1992. *Jaquar Cars* 

RIGHT

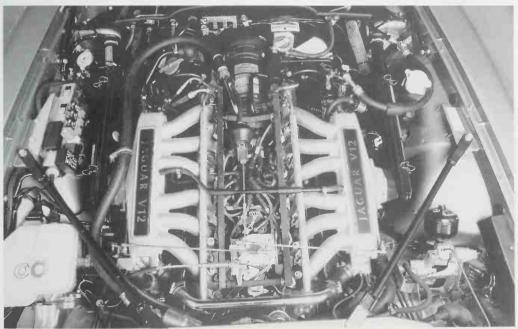
1992 XJS dashboard and front seat showing airbag steering wheel and return to walnut wood trim. *Jaquar Cars* 



1992 XJS coupe and convertible. The first major physical changes since introduction. The European headlights were now standard and a blacked-out grille with no center badge was introduced. Front sidelights moved down below the bumper and the leaper badge was added to the front fenders.

Rear changes to both models included the full-width, wrap-around tail light assembly, new trunk lock surround and different lettering. Jaguar now appeared on the left and XJS V-12 on the right. This was the year the hyphen disappeared from the name. On the coupe, the sail panels remained but the rear window was moved back and angled more steeply, allowing more room in the back seat. The rear side window profile was radically changed giving a quite different appearance to the side view. The fuel filler cover was changed from a trapezoidal shape to a circle.





1992 XJS V-12 engine compartment. Jaguar Cars



1993 XJS dashboard. Identical to the 1992, this photo shows the light switch on the left stalk, seat control

pad on the door, forward of the handle, convertible top control on console behind left ashtray. *Jaguar Cars* 



The XJRS came in convertible form as well. This side view shows the body kit, front, rocker panel and rear, plus the trunk-mounted spoiler and special wheels.



The 1993 XJR-S. Seen from the front are the molded bumper/spoiler, single unit headlights, headlight washers and 16-inch special wheels. *John Crawford* 



Jaguar XJS prepared by TWR for the European Touring Car series. The Win Percy/Chuck Nicholson car is shown here on its way to victory at Donington, England, in 1984. *Jaguar Cars* 



1984 XJS dashboard with trip computer. Excellent view of the burl elm paneling used in the early HE models. *Jaguar Cars* 



Rear view of the XJR-S showing wrap-around rear bumper and valance panel, trunk-mounted spoiler. John Crawford

### **XJS Conversions and Specials**

Soon after it was introduced, the XJS was targeted by a number of body builders and conversion firms principally for convertible conversions. Open XJSs were produced by Lynx and others in England and by firms in Florida and the state of Washington in the U.S. These conversions had varving degrees of professionalism, but none were as well reinforced as the H & E and factory convertibles. They suffer from cowl shake and vibration over rough roads, especially with the top down.

cially with the top down.

Some of the tops have tiny rear windows and can be quite ugly. None of these conversions were officially sanctioned by Jaguar so good luck with spare parts!

Several hop-up kits were offered, usually combined with glass fiber body molding kits. Lister, in Eng-



The Lynx Eventer. This is a recent, 1995 model with 17-inch sport wheels. The well-integrated roof extension and side window fit well with the original design. Eventer badge is low down on the side behind the front wheel arch. Lynx Engineering

land, built V-12 XJSs with 5-speed manual transmissions and modified engines and suspensions. They offered an aerodynamic body kit including side moldings, front air dam and trunk-mounted spoiler. These kits were marketed in North America by a firm in California. Lister and Lynx have good reputations for quality. Lynx, in particular, is deeply involved with Jaguar conversions and replicas, including perhaps the best-known XJS special, the Eventer. Lynx takes an XJS and turns it into a station wagon with a

bigger back seat than normal, a flat cargo area and lift-up rear door. The car is very attractive and looks as though Jaguar should have thought of it in the first place! Lynx will convert your used XJS or a new one but beware—the price of an Eventer could equal what you paid for the car in the first place!

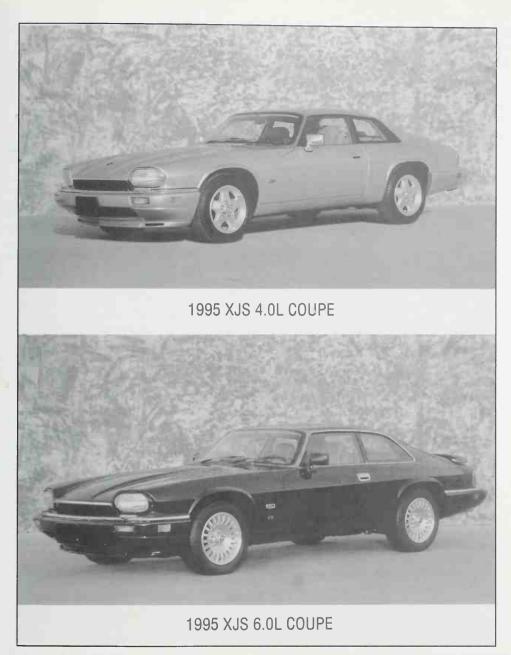
strong in 1994 with the 6-liter V-12 from the XJR-S and a 4-speed GM automatic. The shape remained familiar but there were molded body-color bumpers front and rear with an integral spoiler at the front. The wheels were diamond-turned, five-spoke, 16-inch alloy. With the top down, the new rear seat could be seen and the upholstery had contrasting piping. Six and twelve-cylinder cars had similar equipment. Both could be ordered with the sports suspension but the stick shift was only available with the six.

Many small appearance changes were made for 1995. Grille, mirror, headlight surrounds and the new rear spoiler were all body color on the V-12, chromed on the six. The twelve-cylinder car got new, 12-spoke,

16-inch wheels with a gold-toned Jaguar head in the center.

Under the hood, the V-12 received a new engine management system, picking up 23 horsepower. So much was changed on the AJ6 that it became AJ16, also with new engine management, coil-on-plug ignition and 18 more bhp. Radical to the traditionalist was the new full-width cam cover with "Jaguar" cast down the center. Other changes included an air injection pump driven by electric motor instead of by a belt from the engine! The five-speed manual transmission was quietly dropped in North America.

1996 was the final model year for the XJS. The only car offered in North America was the six-cylinder convertible, although the coupe was still available in the rest of the world. Ap-



Paired shot of 1995 4.0 and 6.0 liter coupes. These have the same features as the convertibles. *Jaguar Cars* 



Paired shot of 1995 XJS 4.0 and 6.0 liter convertibles. They are identified as 2+2 because, in 1995, a rear seat was provided in the convertible for the first time. Wheels are different, the 12 has the headlight sur-

rounds blacked out and a small V-12 badge on the fender. These cars went to complete new front and rear bumper/spoiler and bumper/valance moldings. The V-12 also has the trunk-mounted spoiler. *Jaguar Cars* 

pearance and equipment were unchanged except for different road wheels and the woodleather steering wheel. Though the XJS was synonymous with the big V-12, only the six was available, making the XJ12 sedan Jaguar's sole surviving 12-cylinder model.

In its 21-year lifetime, the XJS grew from a rather unwanted car to become a symbol of Jaguar. For the collector/enthusiast, the earlier cars may often seem to be selling at bargain prices but remember that their reliability was suspect and that parts and service are expensive. The HE was a better car. Reliability improved from 1982 on.

Remember also that the XJS is a complicated car with many electronic systems to go wrong. One needs more than traditional mechanical knowledge to repair it. When buying,

seek out the best car you can afford and make sure everything works before you drive it away!

#### Jaguar XJS Production

Original XJS,

1976 through 1981 model years: 13,691

HE, and 3.6,

1982 through 1991 model years: 76,792

Restyled XJS, V-12 and 4.0 liter

1992 through 1995 model years: 21,167

Total XJS production through 1995: 111,650

(1996 final year production was not complete at press time)

# Jaguar Sedans For The Nineties

Model

Rating

1990 - 1994 XJ40 sedans 1988 - 1989 XJ40 sedans \*\*

More recent Jaguar models are too new to be rated.

For Jaguar, the 1990s began at the end of 1986. It was time to replace the Series III XJ sedans with a more modern car and move forward. After a 19-year run, the last of the original XJ sedans was replaced by the "New XJ6," an allnew car better known by its factory code name "XJ40." This car had been under development since 1972, an astonishingly long time, but understandable because British Leyland's financial troubles made development funds for new products almost unavailable.

Consideration had been given to announcing the new sedan as early as 1977, then in 1982

and 1984, but budget limitations and shortage of engineering staff held XJ40 back. Fortunately, in the profitable market of the early 1980s, Series III XJ6 sales were climbing steeply and the company could afford to wait for the new sedan.

Once Jaguar became an independent company in 1984, XJ40 development sped forward. The model was announced to the press in England in September 1986 and in North America in March 1987 as a 1988 model. They called it "The Evolution of the Species." In the U.S., two models, the "New" XJ6 and the Vanden Plas, were offered.



1988 Vanden Plas, identifiable by solid wheel centers which are removable to reach the lug nuts, and the slim chrome strip on the side. *Jaguar Cars* 



The 1988 "New XJ6". Flat hood and four round headlights are common to both XJ6 and Vanden Plas. Wheels with holes for lug nuts are standard on XJ6. The side of the car is similar to the

Series III but note the spoiler, the separate quarter window behind the rear door and new-shape leaper badges on the upper front fenders. Jaguar Cars

To keep dealers supplied with cars, Jaguar continued building 1987 Series III sedans. This kept sales going until the New XJ6 went on sale April 1. Of the nearly 16,000 sedans sold in the United States that year, approximately half were 1987 Series III XJ6 and Vanden Plas models and the other half were 1988 New XJ6s and VDPs.

The new car did not completely replace the Series III. Demand for the 12-cylinder version still existed in places like Germany and the Middle East. A small number of Series III XJ12s were assembled each year through 1992. The V-12 was not fitted into the XJ40 body until 1993. The reason for the delay was rooted in corpo-

rate politics. British Leyland and its division, Jaguar Rover Triumph were hooked on the merits of the GM designed aluminum V-8 now used by Rover. They wanted Jaguar's new car to use this engine, but Jaguar people were determined to use a Jaguar engine. The engineering director, Bob Knight, foiled the V-8 plan by making certain that the XJ40 engine compartment was designed so it could not accept a V engine! Knight retired in 1981, but the car was introduced with only the aluminum straight six and re-designed for the 12 later.

The Series III XJ6, styled by Pininfarina in Italy, was elegant and sexy. Many enthusiastic buyers and drivers were women. The sculp-



Interior of the 1988 XJ sedan. This is the Vanden Plas with light-colored matchwood inlay in the door and dash wood trim. The trip computer control pan-

el is to the right of the wheel. Climate controls, radio and J-Gate are easily seen. Note seat control switches on the side of the console. *Jaguar Cars* 



In this photo of the 1988 XJ sedan, the dash lights are on and a corner of the VCM warning can be seen at the right of the instrument panel.

tured hood, the four headlights and the broad chrome grille were instantly recognizable but not very aerodynamic. One of the design goals on XJ40 was to create a distinctive frontal appearance while improving on the coefficient of drag. When the car appeared, the verdict was "close, but no cigar!" The overall exterior of the New XJ6 was undistinguished. The boxy shape was very masculine and much less appealing to women than the svelte Series III.

#### XJ40 Is All-New

The XJ40 grille was very similar to the Se-



1989 Vanden Plas sedan. This simply gives another angle of view because the car was identical to the 1988. *Jaguar Cars* 

ries III. In North America, both models, the base XJ6 and the Vanden Plas had four round headlights. Everywhere else, only the base XJ6 had the round headlights. The more deluxe Jaguars and the Daimler variations appeared with single-unit headlights. These large, glassy rectangles flanking the grille suited the design but lacked character. Even a small spoiler at the bottom of the front valence panel did not help.

The front was dull. The round headlights were simply stuck into a flat panel, not integrated into the design like the Series III. The hood did not slope down like the Series III so the front of the car appeared high and boxy.

The side view of XJ40 was the car's best angle. The top of the rear fenders had the familiar curving "haunch" of the crouching cat. However, the glass area was shallow and it lost the airy look of the Series III with its taller

windows. A small rear quarter window was a styling departure for Jaguar. Unfortunately, the wheels of the XJ40 were finished in a very dull silver and were otherwise ordinary in appearance. In the U.S., two variations of the same wheel were used with the Vanden Plas wheel center hiding the lug nuts while the XJ6 center had holes for the lug nuts.

Like the hood, the trunk was flat. Jaguar stylists had avoided giving the overall body a wedge shape so, to help aerodynamics, there was a small lip at the rear of the lid for a spoiler effect. The shape is attractive but moisture and sediment collects on the lid behind the lip. No problem for a daily driver but a pain on a show car.

Large, rectangular tail lights were mounted at each end of the flat panel which had a Jaguar badge on the left and the model badge, XJ6 or Vanden Plas, on the right. The



1989 VDP Majestic. The Vanden Plas and Majestic badges are gold on black. The gold license plate frame was part of the specification. The fluting, which appears on the grille as well, is visible on the chrome plinth around the trunk lock. *Jaguar Cars* 



Majestic rear seat showing typical Vanden Plas picnic tables and central console with heat/A/C outlet. VDP rear seats were constructed as two "chairs" although a seat belt was provided for a center passenger. The fold-down armrest is visible. On the VDP there is also a "secret" storage compartment in the center cushion. Small map lights are in the back of the headrests. *Jaquar Cars* 





Rear of 1991 XJ6 illustrating new polished chrome name plates with engraved lettering. Jaquar Cars

U.S. Vanden Plas had a satin black painted rear panel. The tail light lenses were "neutral density," meaning they were an uninteresting gray color, all over. Brake lights, tail lights or backup lights, when used, would shine through the gray in the proper color. The Vanden Plas had very dark red lenses that might as well have been gray. Later, chrome trim would be added around the tail lights to give the rear of the car a little character but this did not come out until 1989 on the VDP.

#### LEFT

Front seat of the 1989 Majestic showing pale ivory Magnolia leather with contrasting red piping and rugs, color-keyed wheel and shift knob. The clip for the travelling shoulder strap is visible on the A pillar and the buckle, retracted. next to the seat beside the socket for the separate lap strap. The separate switch forward of the seat control panel is for the seat heater. Jaguar Cars

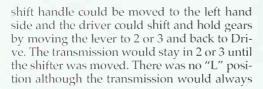
The interior of the XJ40 was traditional Jaguar with leather seats, top quality carpets and wood trim. The wood veneer around the radio and on the curving center console was actually glued to formed aluminum panels rather than to plywood. Door cappings and dashboard panels on the Vanden Plas had boxwood inlays.

Several things immediately set the XJ40 interior apart. First was Jaguar Chief Engineer Jim Randle's "J-Gate" shifter, known as the "Randle handle." Instead of the Series III's normal, fore and aft slot, the XJ40 console held a square, black panel with a J-shaped slot in it. On the long part of the J was the normal shift pattern, P-R-N-D, without the usual "L." On the short side, reading from the top, was 2-3-D.

For normal driving, only the right hand side was used and the 4-speed ZF automatic transmission did its job as usual. For mountain roads or long stretches with sharp curves, the



Detail of 1991 VDP picnic table with cup socket. Jaquar Cars

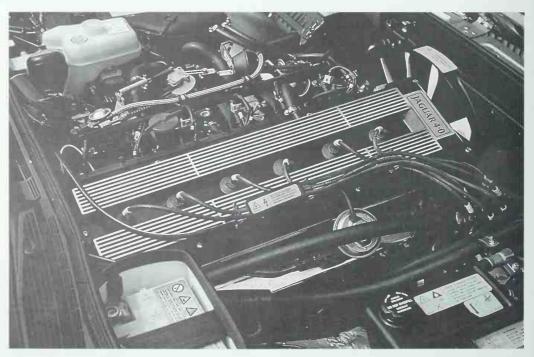




Detail of 1991 XJ climate control and radio panel. All models, 1988-1994 are similar. *Jaquar Cars* 

start in Low. It was felt that being able to hold Low might mean careless drivers would overrev the engine.

This unusual feature has never been copied by any other manufacturer. It actually offered the capability of manually shifting an



Detail of 4.0 liter AJ6, aluminum six-cylinder engine as installed in 1991 VDP. *Jaguar Cars* 

automatic, rather than a system like BMW's which would hold a gear when a button was pressed. At first, the J-Gate received some criticism. But Jaguar continued to use it on sedans and, with the end of the XJS and the arrival of the XK8 in 1997, it is standard on all Jaguars.

Buyers of North American 1988 through 1992 Jaguar sedans will find that the shifter is spring-loaded to return to the right-hand side of the J. This was intended to prevent the driver from leaving the lever in the left-hand slot, in second gear, thinking it was in Park. The spring-loading was dropped effective with the 1993 models.

The XJ40 instruments and controls were also very different. Instead of the traditional Jaguar flat, walnut dash panel, the instruments were in a walnut-faced pack, installed behind a curved piece of non-reflecting glass in a hooded binnacle in front of the driver. Centered in the panel were the quite small,



1992 Vanden Plas Majestic with new wheels for that year. This shows the chrome trim added to the rear of the trunk lid, across the bottom of the rear panel and around the tail lights. On the side, the upper chrome strip is standard on VDP. The lower, wide chrome strip was unique to the Majestic. *Jaguar Cars* 



Front of 1992 VDP showing single-unit headlights added in 1990 and fluted grille with small round

Jaguar head badge in center. This car has the accessory fog lights. Jaguar Cars



1993 XJ6 showing new style wheels that year. The front panel below the front bumper was new, incorporating fog lights beside the air intake. *Jaguar Cars* 



1993 interior showing new steering wheel with air bag and horn buttons on upper spokes. The instrument panel is the 1990 revision with all round dials

and computer/trip/vehicle monitor read-out panel at the bottom. This is the XJ6 which had plain wood trim without inlays. *Jaguar Cars* 



1995 XJ12 sedan. 1995 features include four round headlights faired into the hood, all new body panels, oval door handles, leaper on the hood, fog lights below bumper, heavy rub strips on the side, small

"winker" lights between door and wheel well, no more leaper emblems on the side. Special XJ12 features - spoked wheels, black grille bars, "V-12" emblem on lower end of B Pillar. *Jaguar Cars* 

round tachometer and speedometer. At the left were horizontal gauges for battery, fuel, oil pressure and temperature.

At the right of the panel was the Vehicle Condition Monitor, a screen about 3 1/2 inches square. The screen would display a warning if a fault or failure occurred and identify the problem via a number. Problems judged to be serious caused the screen to flash red, a condition that could not be stopped until the fault was fixed. Unfortunately, the system would flash equally red for brake failure or a burntout bulb! The cars were set up to be fault-checked and diagnosed via the Jaguar Diagnostic System (JDS) which required connecting to a machine available only at Jaguar dealers.

The headlight switch was on the dash. Other light switches, the trip computer controls and the cruise control switch were on sloping panels on either side of the steering column. Poorly lighted and hidden by the steering wheel, they were awkward to use. A similar comment could be made about the

power seat controls which were located on the side of the console, hard to see and usually hidden by the driver or passenger's knee. The recessed switches had different contours but it was easy to push the wrong one.

Some of the controls were too clever, like the quirky wiper and turn signal. The turn signal would return to center after being pushed up or down. The signal would be on, but owners would think the switch had not worked and would push it again. This turned the signal off! The intermittent wiper control was the same way. Push down once to start, push again to stop. These were later replaced by conventional controls.

The performance of the new 3.6 was nothing special in U.S. form. Although the new XJ6 was lighter than the Series III, the loss of half a liter displacement was significant and the new car was sluggish. One major reason was the differential ratio. On the 1988 it was the 2.88:1 used by Jaguar on U.S. cars for years. This was changed to the European 3.54:1 effec-



1995 Vanden Plas with chrome grille bars, flat-center wheels with indented design and perforations around rim. *Jaguar Cars* 



Jaguar XJR, supercharged sedan. Rear view shows new tail lights common to all 1995 sedans, new trunk lid with recessed license plate mount and body color lock/lamp housing. Other 1995 Jaguars have chromed housing. Small round Jaguar head is electric push-button to release the trunk latch. Name plates for other models are similar. Jaguar Cars

tive with the 1989 models and combined with a compression increase from 8.2:1 to 9.6:1 The new combination gave much better acceleration with equally good gas mileage but required premium fuel.

#### 1988 and 1989 Models Not Recommended

In Chapter One, it was mentioned hat a completely new car like XJ40 was ar normous undertaking for Jaguar which, alough it was making huge profits in the mid 980s, was still one of the world's smallest in pendent car manufacturers. A great deal of like tresearch including buyer clinics in F land and the U.S. was done on XJ40, but an ying problems like the seat control switch and VCM screen still came through in procition. Headroom was inadequate; knee and I nom for the driver was tighter than Series II

Though millions of miles of testi; had been done, the cars were still not reliab. That old British bugaboo, electrical faults, if the way. The seven microprocessors in the estem were subject to failure as were the instem ment packs, fuel injection and VCM warni; system. Other problem areas were early faure of the rear shocks, noisy differentials and rratio or inoperative climate control. Approximately the first 10,000 cars were called back to aguar dealerships and reworked with improvidiver-

sions of various parts and systems at no

charge to the customer.

The early XJ40s, when they work right, drive well, handle beautifully and are as silent and comfortable as any Jaguar should be. They are not yet collector cars but a good one is worth saving and great to drive. Even so, the 1988 and 1989 Jaguar sedans have the poorest quality of any Jaguar built in the 1980s and are still subject to the problems listed above. Buying one is not recommended. If you find a bargain you cannot resist, beware! Do a comprehensive test drive. Make sure everything works. If possible, have a competent Jaguar mechanic look it over.

The original 1988 XJ40 went on sale May 1, 1987 and no changes were made until the 1989 models were introduced in October 1988. The most important alterations, higher compression and different rear axle ratio, are described above. A large gap between the rear of the hood and the base of the windshield was filled with a new finisher plate and the outside mirrors were altered slightly. The trunk badges were changed from chromed plastic letters to polished chrome metal plates with the lettering engraved. The black paint was deleted from the VDP trunk panel. Early in the production run, the troublesome, electrical locking mechanism for the gas cap was replaced by a simple cable with a lever mounted next to the driver's seat. Also added was a switch, mounted on the side of the driver's seat, which allowed the seat to be moved back before entering, and an audible warning which sounded when the door was opened with the lights left on.

For most drivers, a major negative on the 1989 was the passive shoulder belts. Of course, 'passive" refers to the driver and front passenger who, after getting in and closing the doors, had to sit quietly and wait for the shoulder belt of travel around its track and snugly embrace hem. The lap belt still had to be fastened manally. These belts were used by a number of nanufacturers, including Ford, to meet the ederal standard for passive occupant protection while they engineered air bag installators. They can be unclipped at the upper end or easier use but many choose to forego procition and leave them unfastened all the time.

Late in 1989, Jaguar announced a new sedan model called the Vanden Plas Majestic. The Majestic came only in Regency Red mica paint with Magnolia leather interior. The creamy, off-white Magnolia was set off by Mulberry Red piping, win red carpets and red versions of the normal VDP fleece foot rugs. This car came out at the same time as the XJS Collection Rouge.

The Majestic marked Jaguar's first use of the Daimler grille with its fluted top on a Jaguar model. The fluting also appeared on the rear trunk lock housing. A custom gold rear license plate frame was part of the specification. Special red, black and gold badges on the rear panel identified the model and a tiny, round, red and gold Jaguar head badge adorned the top of the grille. The wheels had basket-pattern spokes like the XJS and the spaces between the spokes were painted body color. Wheel rims were diamond polished.

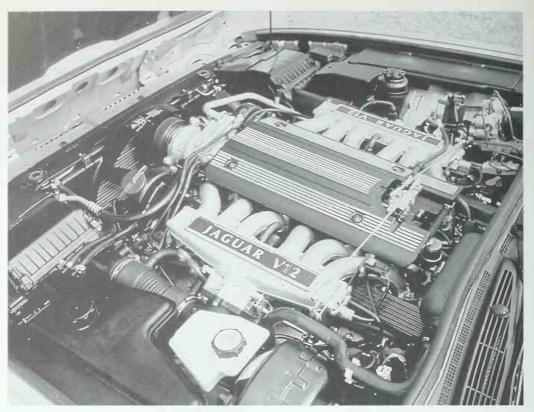
1990—Quality Improves

In 1990 a four-model sedan range was established with XJ6 at the bottom, Sovereign next, Vanden Plas next and Majestic at the top. The XJ6 lost some of its standard equipment in

Mechanical specifications were unchanged



Front view of XJR shows body color grille surround and steel mesh grille panels. Mirrors are also body color. Wheels are 5-spoke alloy with 17-inch rims. Jaguar Cars



The XJ12 engine compartment shows silver intake manifolds with new Jaguar V-12 graphics and cen-

tral, ribbed trim panel which covers spark plugs and wiring. *Jaguar Cars* 

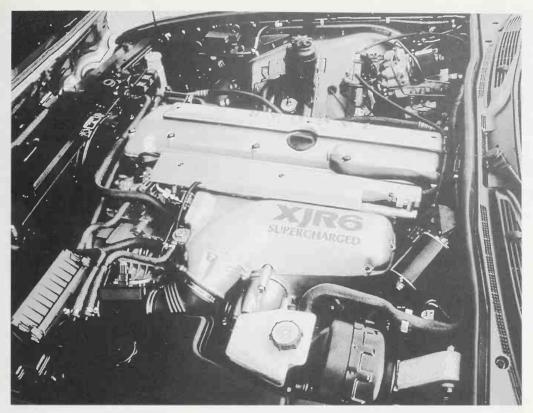
order to hold a base price below \$40,000 at \$39,700. Sun-roof and ride leveling, formerly standard, were now extra and it still had the four round headlights. Sovereign, actually a Daimler name, was used to describe a car which had the same standard equipment as the previous year's XJ6! All three upper range models had the European single headlight units which gave a completely different look to the front of the car. Extra chrome trim was used across the upper edge of the rear trunk panel. Chrome also framed the tail lights.

Under the hood of the 1990 models, lettering on the cam covers said "Jaguar 4.0," indicating a 400cc increase in displacement. Done by lengthening the stroke, the change added 12 percent more horsepower and 25 percent more

torque which came in at lower rpm. The engine management system was all new and improved all aspects of the engine from quicker starting to better overall emissions compliance.

A new ZF electronically controlled 4-speed automatic was used which smoothed out shifting and provided two modes of operation, "Normal" and "Sport." Sport was more sensitive to changes in throttle position and, basically, would wait longer to shift up and shift down sooner. Overall driveability of the 1990 models was markedly better.

Inside, the quirky instrument pack was replaced by a much more traditional one. The Vehicle Condition Monitor was gone, replaced by a row of warning lights on each end of the panel. All gauges were now analog



No doubt that this is the supercharged XJR six. Lettering is cast on the air intake. Single, central cam

cover replaced dual covers in 1994. Note absence of miscellaneous wiring and plumbing. *Jaguar Cars* 

with the speedometer and tachometer in the center, battery condition and fuel gauges to the left and oil pressure and coolant temperature to the right. A small LCD screen at the bottom of the panel acted as odometer, trip computer read-out and diagnostic message center for fault warnings.

All of the 1989 changes carried over and the 1990 models also got leather trim around the J-Gate panel, more readable climate control panel graphics and a new single key which operated all locks and was easier to use. The turn signal and wiper stalks were now the conventional, mechanical latching type.

The 1990 models were better all-round cars in quality and utility. Most of the earlier user-unfriendly controls had been changed,

reliability was better and the exterior changes made the car look more interesting. Their long-term collectibility remains in question but they are good value as family cars.

The 1991 sedans were identical in specifications and features to the 1990, but no Majestic was offered.

Longer Warranty Supports Quality

For 1992, Jaguar made no mechanical changes in the sedans but offered a new 4-year/50,000 mile warranty called Royal Charter Care. It included a 24-hour customer Hotline and 24-hour roadside assistance. This type of service, which meant most customers would never have to pay for repairs before trading or selling the car, was an industry trend.



This is the 1995 XJ12 dash panel. Note that the dash top and A pillars are color-keyed as well as the console. The instrument panel is similar to the previous year but the central panel shows new climate control set-up with LED read-out for temperature. Second panel is for the radio. Simplified buttons for the trip computer and cruise control switch are still on the panel to the right of the wheel. *Jaguar Cars* 

The Majestic returned for 1992 and came only in an exclusive color, Black Cherry, with Cream Autolux leather interior. Coffee-color piping accented the interior and all interior upholstery and trim were leather. Dashboard,

steering wheel and other interior surfaces were color-keyed—a first for Jaguar. The car had a standard alarm system. On the exterior, unique hood and upper side chrome trim strips, special hand-painted striping, XJS-type wheels and rear panel painted in Oyster metallic identified the Majestic.

#### The XJ12 Returns

1993 saw another adjustment in the sedan line-up. The special trim Vanden Plas Majestic was deleted from the line and it was down to three models again. As usual, XJ6 was the name of the base model but the Sovereign name disappeared and the 1993 XJ6 had the same standard equipment as the 1992 Sovereign, including sun-roof and other former extras. Next up was the Vanden Plas, differentiated by extra equipment and interior touches such as picnic tables. The new top-of-the-line was the XJ12, announced early in 1993.

Production of the old Series III XJ12 had stopped in the spring of 1992. It had not been sold in North America since 1979 and Jaguar wanted to make sure that any new 12-cylinder sedan could be exported to every Jaguar market. Thus, when it arrived, the 1993 XJ12 had all the latest things: 6.0 Liter engine similar to that in the XJR-S, heavy-duty GM 4-speed au-



The extended wheelbase 1996 Vanden Plas. The extra width of the rear door is visible as well as the altered rear pillar behind the quarter window. *Jaguar Cars* 

tomatic and a complete new engine management system with transmission interface. It had all the standard features of the Vanden Plas plus a trunk-mounted CD changer.

Identifying the new XI12 was a bit difficult. On the front, the only change was to black out the vertical grille bars and gold-plate the small Jaguar head badge at the top of the grille. There was an XJ12 badge on the rear panel and "V-12," in light matchwood, was inlaid into the glovebox lid.

Driver airbags and transmission shifter/ignition interlocks were standard on all 1993 sedans. The annoying motorized passive belts were replaced with normal, three-point, lap/shoulder types. The J-Gate shifter was no longer springloaded to return to the normal Drive side and could remain on the Shift side until moved by the driver. A tilt steering wheel, 12-way power seats, remote entry/alarm system and leather trim on the door and console box were included.

Outside on the 1993s, there were new road wheels, unique to each model. A new front spoiler, with integrated fog lights made the front end distinctive. The XI12 wore the basket-weave spoked alloy 16-inch wheels also used on the XIS.

1994 models were carry-overs but with significant appearance and equipment alterations. The most visible were the new 16-inch wheels fitted to all models and different in appearance for each. The XJ6 and Vanden Plas offered diamond-turned, individually patterned wheels. The XI12 wheels had twenty spokes. Pirelli P4000 tires were standard. Levels of standard equipment were adjusted and more combinations were available. An optional "Luxury Package" was available for the XJ6 which incorporated the sun-roof and driver seat adjustment memory. An "All-Weather Pack" including a heated windshield, headlight washers, a block heater, heated front seats and a limited slip differential was available on all models. The limited slip was standard on the VDP and XJ12.

Gray vertical grille bars and the removal of upper and lower chrome moldings from the trunk lid distinguished the XJ6. The Vanden Plas had black grille bars. XJ12 grilles were chrome. The XJ6 lettering was deleted from the VDP rear panel. Chrome side moldings appeared on both VDP and XJ12. The Vanden Plas



Back seat of the long wheelbase 1996 Vanden Plas. Almost five inches of extra foot room was created by the change in wheelbase. Picnic tables and other details are similar to previous years. Jaguar Cars

retained the distinctive fluted grille top and trunk plinth. All models had central locking.

A passenger side airbag was fitted to all sedans for the first time, causing the glove box to be eliminated! A more useful console storage box was provided and the remote trunk release was relocated to the console box. Twin cupholders were installed in the front of the console, popping out when a button was pressed. The passenger's side knee bolster was altered and new seat belts fitted, all part of the revised restraint system. The rear view mirror was now mounted directly to the windshield and incorporated automatic dipping in case of glare.

The XJ6 had a new "3-flute" seat design while the XJ12 had "ruched-style" seats with a crushed-leather appearance, piping and visible stitching plus contrast color panels on door pockets, armrests and center console A wood shift knob was standard on the XI12. All models were pre-wired for cellular phone installation.

Lifting the hood revealed some visual surprises. The six-cylinder engines now had one wide cam cover with Jaguar in red letters cast down the center. The air cleaner and exhaust manifolds were also different.

#### 1995—Back To The Future

Since the XJ40 was launched, Jaguar dealers, auto writers and Jaguar fans had been demanding a return to more traditional styling. They didn't like the square, slab-sided appearance of XJ40. In 1995, Jaguar finally did something about it with new front and rear styling that had strong visual identification with the original XJ Series I, II and III. The virtually all-new body contained over 2,000 new or revised components. For example, the doors looked the same but weren't. The rear doors had a lip on the forward edge that was covered when the front door was closed, hiding the former unsightly gap.

Dual round headlights returned. The smoothly sculptured hood had nacelles or fairings over each headlight, creating an integrated appearance and recalling the front of the Series III XJ. An optional leaping cat emblem, with a break-away mount to meet federal protrusion standards, graced the front of the hood. The grille looked like the 1994 but was all new and slightly convex in shape. Fog and parking lights were recessed into a new front bumper. The air intake/spoiler molding below the bumper was also new.

Side styling showed yet another change in wheel design on XJ6 and VDP. The XJ12 retained its multi-spoke units. Small, amber "winkers" were located in the upper portion of the front fenders and blinked with the turn signals. Very heavy, body-color rubbing strips ran the full length of the car from fender well to fender well. The side mirrors and oval door handles were new.

At the rear, new trunk lid, rear fenders, tail light assemblies, license plate light housing



Detail of XK8 front showing oval air intake with cross bar and guards, custom-shaped headlights, inset side lights. The spoiler is visible forward of the wheel. The round hood badge says "Jaguar, 4.0 Liter". *Mike Cook* 



The XK8 convertible at its unveiling at the New York auto show. Wheels are 17-inch and available in satin or polished finish. Note the steeply raked windshield, relatively short nose for a sports car. The rubbing strip is standard and has small, oval, leaping cat emblem at the forward end. *Mike Cook* 

and bumper molding firmly established the new look. A Jaguar badge was on the left of the rear panel. On the right was a badge identifying the model and incorporating the keyhole for the trunk. When the trunk was unlocked, pressing the tiny Jaguar head in the center of the light housing would release the catch, electrically. In the trunk, a flat, carpeted floor concealed the spare and the battery which were located under individual lids. Unfortunate-



Detail of XK8 emblem on rear panel. Tail lights are very similar to the 1996 Jaguar sedans. The bumper is body color. *Mike Cook* 

ly, a space-saver spare wheel was provided.

Seat adjustment controls were now on the outside of the front seat cushions with the various controls identifiable by shape. The seat memory would hold three settings. The seat memory, mirror controls and window switches were located on a switch panel at the forward end of the door armrest. A small, four-way switch on the side of the steering column allowed adjustment up-down and in-out.

An all-new climate control was fitted. There was still no glovebox but, to supplement the console storage box, Jaguar had provided deep, elasticized pockets on the forward edge

of the front seats.

Mechanical changes on all models included the provision of standard traction control and a revised 4.0 liter engine with increased horse-power and torque. Changes were made in the XJ12 engine as well with a new engine management system for more horsepower and torque. However, the biggest mechanical change was in Jaguar's first-ever supercharged car, the XJR.

The supercharger, which had "XJR6, Supercharged" cast into the air intake sat on the left side of the engine, directly above the alternator. It used a water-cooled intercooler with its own small radiator in the grille area although the coolant supply was linked to the main radiator. The XJR came with sport suspension, 17-inch wheels and Pirelli P-Zero tires. The extra horsepower and torque made it necessary to use the GM 4-speed automatic transmission also installed in Jaguar's 12-cylinder cars.

From the front, the XJR was identified by a body-color grille surround and silver mesh grille panels. The wheels had a unique pattern of dished center and five wide spokes. Charcoal-stained, bird's-eye maple was used for the interior paneling. The special seats had perforated leather panels and bigger side bolsters but

no storage pockets.

Under the hood of all the 1995 models, the appearance was impossibly neat for a British car. Coil-on-plug ignition and cranksensed timing eliminated the distributor and much of the wiring. Trim panels covered the injector area. There was even a small tool box mounted against the right inner fender well.

The 1995 Jaguar sedans were well thoughtout, well-built, attractive cars. As a running production change during 1995, the glovebox reappeared, the leaper on the hood was made standard and a full-size spare was provided.

Another Successful Stretch

In 1996, Jaguar added 4.9 inches to the 113-inch wheelbase to make another successful stretch similar to the Series III 17 years earlier. The Vanden Plas and XJ12 got the stretch while the XJ6 and sporty XJR stayed with the shorter wheelbase.

All of the extra room was added behind the B post. Although the car was still attractive, the stretch was more visible than on the Series III. The rear doors were obviously much wider and the roof was higher at the rear, done mainly to allow extra headroom. Engines and other mechanical details were the same as 1995.

Jaguar has always been a sedan manufacturer, building sports models as a sideline and for keeping a reputation for performance. In recent years, especially with the XJ12 and XJR, Jaguar sedans have performed like sports cars and the new sedan chassis certainly out-handle the old E-types. However, it is still true that the collector market loves the two-seaters.

Any Jaguar sedan newer than a Series III XJ is not really a collectible and there is no way to forecast if and when they will become so. Don't let this stop you from buying one as a driver and show car right now! Although the early XJ40s are not recommended, from 1990 on these are great road cars, and delightful to drive. They are welcome at Jaguar club shows and others as well. The pre-1995 models can sometimes be purchased very reasonably.

Just remember, these are complex modern vehicles, with electronic systems and various modules that often can't be serviced by the average "do-it-yourself" mechanic. If you want to do all the work on your Jaguar, buy something prior to the 1988 model year. If you don't mind taking it to the shop and having a mechanic you trust work on it, go for a later car if you like.

#### The XK8 Starts A New Era

The long list of Jaguar two-seater sports cars had ended when the E-type went out of production at the end of 1974. Jaguar replaced the E-type with the XJS which, although it eventually became a success in its own right, was a GT car at best. Demand for a Jaguar



XK8 dashboard. Main gauges are in front of the driver. Auxiliary gauges are in the center panel. Righthand walnut panel covers passenger's air bag. Glovebox is below the panel. J-Gate controls ZF five-speed automatic. Cruise control buttons are on steering wheel. *Jaguar Cars* 

sports car still existed and, with the XJS beginning to age, the company needed a new, sporty model. What appeared was the XK8 coupe and convertible, announced in the spring of 1996 as a 1997 model.

Company statements prior to the announcement said that the XK8 was based on

the XJS chassis, Actually, although it used some of the XJS floorpan, the XK8 was virtually a completely new car, on the same wheelbase. Emulating the E-type introduction 35 years earlier, the coupe was shown at the Geneva show in March and the convertible debuted at New York in April.

Both cars are 2+2s with cozy rear seats suitable for children. The styling is very like the Etype, all curves and without a bad viewing angle. The wide, oval air intake has no grille—just a horizontal bar and two toothy little guards in the center. Headlight units are shaped like cat's eyes and the parking lights are deeply recessed into the fenders. Small blinkers are set into the fenders forward of the front wheel wells.

Viewed from the side, the body line rises gently from the front to a point above the rear wheels and then drops away, creating the essential Jaguar crouching cat line. The tail lights, which have a family resemblance to the 1995-96 sedan, wrap around the rear fender corners and up to the edge of the trunk lid. A body-color, molded rear bumper and twin tail pipes complete the picture.

Overall, the XK8 appears to be a low, sleek, compact sports car. Although it does not



The 1997 XK8 convertible. A 2+2 convertible, it is a large car, over 15 feet long, but appears compact. Jaguar Cars

look large, it is only about seven inches shorter than an XJS, meaning it is over fifteen feet long!

Badging on the XK8 is unobtrusive. A round, Jaguar head emblem with "4.0 Liter" around the rim, is mounted at the forward end of the hood. Oval leaping cat badges are on the front fenders between the wheel well and door. On the back panel, it's Jaguar on the left, XK8 on the right. There are Jaguar heads in the center of the five-spoke, 17-inch alloy wheels.

The interior is all Jaguar with leather seats and walnut trim. The entire dash panel is walnut with full instrumentation. Harking back to the E-type, it has the primary gauges in front of the driver and three minor ones in the center of the dash. Full climate control, dual air-bags and multi-speaker sound system are standard. The shifter is the J-Gate and controls a five-speed ZF automatic. No manual shift option was announced. Interior storage space includes a glovebox and console compartment, with cup holders. Trunk space is quite large and reminds you again that this is a big car.

An all-new aluminum, 4.0 liter V-8 engine powers the XK8. It is entirely a Jaguar design with twin overhead cams and electronic

fuel injection. It is computer-linked to the transmission for smooth shifting. Chassis specs also include ABS brakes, traction control and a redesigned version of Jaguar's excellent all-independent suspension.

Since 1980, Jaguar had made a concentrated effort to move its product range entirely into the luxury market and the XK8 is an example of that philosophy. It is a sophisticated, high-performance, expensive sports car. But, it is a Jaguar sports car, the first in 23 years, and that was the big news. This is the car that will lead Jaguar's product range through the rest of the 1990s and into the 21st century.

#### Jaguars For The 'Nineties

Model	Quantity
XJ40, original series,	
1987 through 1994	
model years,	
including 6 and	222,954
12 cylinder (approx.)	
XJ40, new body, 6 and	
12 cylinder,	
1995 model year	35,220



XK8 Coupe. All details and equipment are the same as the convertible. Rear door is a lift-up hatch and the rear seat folds to give a long luggage platform. *Jaguar Cars* 

## Jaguar Racing Cars

As soon as Jaguar started building real sports cars and sedans with strong performance, customers began entering them in races and rallies. The S.S. 100 compiled a list of successes, occasionally in races but mostly in post World War II international rallies.

Postwar Jaguar sedans were raced and rallied as well. The Mk V had some rallying success, placing third in the Monte Carlo in 1951 while the Mk VII won the Monte Carlo outright in 1956. Mk VIIs and, later, the 3.4 and

outright in 1956. Mk VIIs and, later, the 3.4 and

Jaguar C-type leading the field at the start of the 1951 Le Mans 24-hour race. This car, driven by Peter Walker and Peter Whitehead, won the event overall. The two other team cars retired with mechanical problems. Two white Cunninghams are behind the C-type. An Aston Martin is a right rear. Jaguar Cars

#### Model

All C & D-type race cars with correct numbers XK SS XJ 220, XJR race cars, Group 44 or TWR

#### Rating

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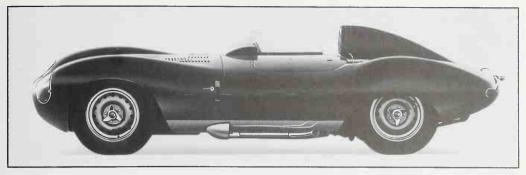
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3.8 Mk 2 sedans, won race after race in England and Europe in the 1950s and 1960s.

While Jaguar's competition department supported and frequently prepared the successful sedans, their primary goal was success at Le Mans in the world-famous 24-hour race and in the other European manufacturer's championship track and road races like the Mille Miglia. The company's first victory at Le Mans came in their first year as an entrant.



Close-up of 1953 C-type team car in front of Jaguar's offices. Note wire wheels, spotlight behind grille, hood release handle, extra racing windscreen for the driver. These cars were licensed for the road and driven from Coventry to France for the Le Mans race. *Jaguar Cars* 



Retouched photo of short-nosed production Dtype. The relationship to the later E-type can clearly be seen, particularly at the rear. These cars used Dunlop knock-off disc wheels because they were strong, light weight, aerodynamic and easy to change during pit stops. Side exhaust was normal. This car does not have the trademark D-type fin on the headrest. *Jaquar Cars* 

The C-type Wins First Time Out

A private team of three XK 120 roadsters was entered at Le Mans in 1950. Their highest placing was twelfth but the cars showed promise and Jaguar decided to go for a factory team in 1951. To run the race, they created a completely new racing car, the Jaguar C-type. It was both fast and beautiful for it had a body designed by Malcolm Sayer—his first effort for Jaguar.

The C-type was based on the sturdy engine and driveline of the XK 120. The frame was lightweight tubing, supported by steel channel chassis members. Front suspension was standard XK 120 with torsion bars, but the rear suspension was a new design with longitudinal links locating the axle and a single, transverse torsion bar. Steering was rack and pinion and knock-off wire wheels were fitted, partly for weight saving and partly to make wheel changes quicker during pit stops. The C-type was much lighter than a standard XK 120 so the stock Lockheed drum brakes were used. Horsepower went up from the normal 160 to 210. A forty-gallon fuel tank was fitted.

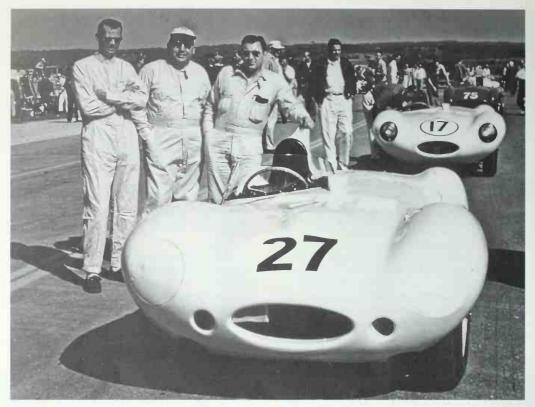
The three-car team of C-types dominated the 1951 Le Mans race. Although two of the cars retired, the third one, driven by Peter Whitehead and Peter Walker, won the race. Jaguar was launched on one of the world's most successful and best known racing programs.

It was evident that a large number of individual drivers and racing teams were interested in campaigning the new Jaguar and the company announced that a limited number of C-types would be produced for sale. Eventually, a total of 53 were built.

Road tests, in magazines like *Autocar*, touted not only the C-type's racing prowess but its performance on the road for regular transportation. It was, in fact, quite capable of



A long-nose D-type of the Ecurie Ecosse team at the 1957 Le Mans race. Full-width windscreen was required by the rules. The fin is visible behind the driver. *Jaquar Cars* 



Production D-types raced regularly in the United States. This one is on the grid before a race at Road America, Elkhart Lake, WI, in 1956. A similar car is

behind it. (from left) Driver/mechanic Frank Bott, owner/driver Ernie Ericson and crew chief Ralph Hahn. *Courtesy Frank Bott* 

taking you over to the grocery store for milk and bread. There was no place to put the groceries other than the passenger seat but the car was comfortable and easy to drive around town. All it needed was a windshield, top, side-curtains and a door on the passenger's side to be a genuine dual-purpose sports car.

Jaguar competed again at Le Mans in 1952 but had poor luck. Body modifications made to improve streamlining and top speed also reduced the flow of air to the radiators and cooling was inadequate. All three team cars overheated and retired early in the race. However, the poor showing at Le Mans did not stop C-types from winning many other races that year.

At Le Mans in 1953, the Jaguar team C-types looked like the 1951 cars but were lighter and had more horsepower due to using three Weber Carburetors instead of two SUs. Top speed was 151.9 miles per hour. However, their biggest advantage was in braking. Jaguar had fitted four-wheel disc brakes and the stopping power of the C-types helped in a big way as they finished first, second and fourth.

Though C-types continued to compete for several more years, Jaguar engineers were already well along with a replacement. They made another leap forward. When the new car was unveiled in the spring of 1954, it was very different. The engine, gearbox and rear axle were the same as the C-type or similar but the



Long nose factory D-type raced by the Briggs Cunningham team at the 1968 New York International Auto Show. With the car is John Fitch, internationally famous American racing driver of the 1950s and 1960s. Note lack of headlights, large brake cooling scoops, traditional leather strap holding the hood in place. *Jaguar Cars* 



1968 New York Show exhibit illustrating the similarities between the D-type and E-type Series II. Jaguar Cars

body, chassis, general structure and appearance were all new. It was called the D-type.

The D-type Carries On

Looking at a photo of the D-type it is instantly obvious where the E-type styling came from. The proportions and general silhouette are strikingly similar, especially at the front where the oval air intake is the familiar E-type shape. Not as strikingly beautiful as the C-type, the D looks more like a purpose-built competition car and the headrest with its fin gives it a look of speed.

The central structure of the D-type was a sheet-aluminum monocoque, designed and built on aircraft principles. Bolted to the fire-wall was a tubular sub-frame which carried the front suspension and engine. Attached to the rear bulkhead was another assembly which carried the rear suspension and axle. Front suspension was, again, dual wishbones and torsion bars and the live rear axle was located by trailing arms and sprung by torsion bars. The rack and pinion steering and 4-wheel disc brakes carried over from the C-type.

The engine on three Webers now developed 250 brake horsepower, and top speed, during the 1954 Le Mans race, was over 170 miles per hour. Although much more of a racing car in character and appearance, the D-type was still tractable enough to be driven to the races. Jaguar Le Mans team cars were always driven to the circuit.

In 1954, two Jaguars retired and the third one finished second, behind a Ferrari. However, D-types, with modified, longer-nosed bodywork, won the next three Le Mans events, 1955, 1956 and 1957. In addition to many shorter races in Europe and North America, they also won the 1955 Twelve Hours of Sebring in Florida. Jaguar were also among the pioneers in the use of fuel injection in racing. Theirs, a Lucas mechanical type, was used on the team cars in 1955.

The successful sale of "production" C-types inspired Jaguar to build a total of 87 D-types, all except the factory team cars with short noses. These actually proved to be harder to sell than expected and, in 1957, Jaguar set out to solve the problem by converting D-types into touring sports cars. Called "XK-SS,"



A shoot-out between two Jaguar team E-types at Laguna Seca, Monterey, California, in 1976. On the left, the Group 44 car driven by Bob Tullius, the 1975 SCCA BP champion. On the right, the car prepared by Huffaker Engineering, driven by Lee Mueller. Pace car is an XJS, then Jaguar's newest model. Mueller won the 5-lap race. Jaguar Cars

these had D-type engines but full tops, side curtains and luggage racks, making them into near 150 miles per hour touring sports cars. Only 16 of the XK SS models were built.

All 16 are accounted for but the situation is confused because a few D-types were converted into XK SSs at a later date and some XK SSs have been converted back to D-types!

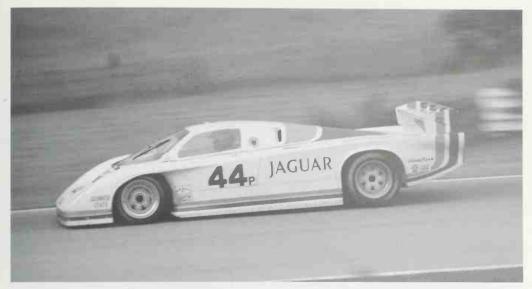
This sort of confusion has also resulted from some C and D-types being reconstructed out of parts of wrecked cars. In a couple of documented cases, parts of one car have been used in constructing two new ones, each of which is claimed to be the "real" car! When looking at purchasing one of these rare cars it is always wise to consult an expert or several experts to make certain that what you are looking at has a documented history as a genuine Jaguar.

After the D-type, Jaguar direct factory team participation in international racing came to an end. Though factory-backed competition was revived in the mid-1970s, it was through contracts with independent teams like Group 44 and TWR.



The victorious Jaguar/Group 44 team after the final 1978 Trans-Am race in Mexico City. Left to right, rear, Bob Tullius, driver and team owner, Graham Whitehead, then president of Jaguar in the United States, Mike Dale, then vice-president sales, more

recently (since 1991) president of Jaguar Cars North America, the late Brian Fuerstenau, driver and team engineer. Front center, Lawton, "Lanky" Foushee, crew chief, with the two car crew chiefs. Jaguar Cars



Group 44 Jaguar XJR5 in action. These cars competed in the IMSA Camel GT from 1982

through 1987 and at Le Mans in 1984 and 1985. Mike Cook

Jaguar's competition department was part of the racing action right through the 1960s, building engines and setting up cars for private entries and teams like Lister and Ecurie Ecosse. The department also prepared Jaguar's last factory-built racing cars, the lightweight E-types. There were 18 of these produced with aluminum bodywork, modified suspensions and racing engines with aluminum blocks. These were roadsters with aluminum hardtops rather than coupes.

In 1965, Jaguar built a Le Mans prototype called XJ-13. A sleek, mid-engined two-seater with typical curvaceous Malcolm Sayer styling, XJ-13 was never raced but survives today as a show car and demonstration of Jaguar technology. It is powered by a 5 liter twin-overhead cam, fuel-injected V-12, forerunner of Jaguar's later production V-12.

#### **British Leyland Tries Racing Jaguars**

In 1975, British Leyland marketing management contracted with Broadspeed Engineering, a well-known British competition development company, to prepare and race two Jaguar XJ12Cs in the European Touring Car Championship. The idea was to beat the competition, BMW, on the race track and transfer the success to showroom sales. Perhaps inspired by the success of the U.S. Group 44 team with a V-12 E-type, the effort was well intentioned but did not succeed.

The project was conceived and started in 1975 with the goal to begin racing in 1976. Although one car was ready to be seen by the press in March 1976, race after race was missed until the last event, at Silverstone, where the Jaguar qualified a full two seconds faster than the BMWs. However, it did not finish the race.

In 1977, the promised team of two Jaguars appeared and entered 11 races. They consistently qualified very fast, led the race and retired with mechanical problems. At the end of the season, they had taken a second place, a fourth and a 16th. Never having allowed Broadspeed sufficient time in which to get the cars fully ready to compete, Leyland management decided that no further expenditure would be made on the Jaguar effort despite tremendously positive reaction from the racing fans.

The cars were raced and publicized as "Leylands" not Jaguars. Significantly, these two



The 1988 Le Mans winners prepared by TWR for Jaguar. These were XCJR-9LM prototypes and finished 1st, 4th and 16th. The leading car was driven

by Jan Lammers, Johnny Dumfries and Andy Wallace. *Jaguar Cars* 

cars were never touched by any of Jaguar's experienced racing engineers, many of whom were still working for the company. The Leyland people wanted all the credit and Jaguar management knew better than to get involved with what they viewed as a doomed project.

**Prototypes Take Over** 

Via Group 44, Jaguar won the 1975 SCCA B Production championship with a Series III E-type. Group 44 then prepared two XJSs for the SCCA Trans-Am series. Bob Tullius won the Driver's championship in 1977 and 1978 and the Manufacturers' Championship went to Jaguar in 1978. Tom Walkinshaw Racing (TWR) won the European Touring Car championship with an XJS in 1984.

Jaguar V-12 prototypes were then developed by both Group 44 and TWR. Group 44 entered their XJR5 and XJR7 in the International Motorsports Association Camel GT series and TWR contested the Manufacturers' Championship in Europe and the Far East.

Though Group 44 took Jaguar back to Le Mans in 1984 and 1985, TWR was the winner in the team sweepstakes, taking over racing operations in North America in 1987. TWR won Le Mans in 1988 and 1990 and the 24 Hours of Daytona in the same two years!

Examples of these racing prototypes have appeared in the collector market. TWR also built a group of XJR-15 V-12 coupes for a one-make series run as openers for the Grand Prix races in 1990 and some of these cars are now in private hands.

#### The XJ 220

At the International Motor Show in Birmingham, England in 1988, Jaguar displayed a remarkable prototype called XJ 220. It was a concept car, brainchild of Jaguar's then chief engineer, Jim Randle. Styling was by Keith Helfet and was in the Sayer tradition. Power was by Jaguar V-12 with all-wheel drive. Racing car performance was planned but the car had all the amenities—air conditioning, stereo, electrically adjustable seats,



The Jaguar XJ 220, back to back with an XJR-S in front of Jaguar North American headquarters. The 220 is in full regalia for the Fast Masters

race series. However, all body details are production as are the wheels, mirrors, spoiler, etc. Jaguar Cars

you name it. It was a true Jaguar "Supercar."

Most remarkably, the car was not even an official Jaguar project, having been put together on weekends by Randle and a dedicated crew who were determined to show what Jaguar could do with a performance car for the 1990s. The press and public reaction was so positive that Jaguar began to research a production version of the car.

What emerged was one of the most unusual Jaguars even made. The production XJ 220 was actually built by a joint Jaguar/TWR corporation in a small assembly plant near Oxford. When production was announced, the final specification was not even settled but Jaguar took orders for 350 cars to be delivered in about two years.

The production car was smaller than the prototype and simplified mechanically. It used the TWR-developed Jaguar racing twin-cam V-6 with two-wheel drive and a five-speed ZF gearbox. Though set up on the TWR racing chassis, the car offered the luxuries and com-

forts to be expected from a car that was priced around \$350,000!

The time lag between taking orders and delivering cars coincided with a change in economic conditions and only approximately 275 of the planned number of XJ 220s were built. Deliveries began in 1991 and continued over a period of two years.

The XJ 220 was fully qualified as a racing car. TWR produced special racing versions for Le Mans and other European races. A number of them were used in a 1963 televised race series called "Fast Masters," showcasing famous racing drivers over the age of 50. It included stars from all fields of North American and international racing.

The jury is still out on the full historic significance of the XJ 220 but it was the fastest production Jaguar ever built, with a top speed of more than 212 miles per hour. The test records don't mention whether the driver was using the air conditioning and stereo at the time!

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Jaguar Journal Magazine, Michael L. Cook, editor. 10 Hawthorne Rd., Wayne, NJ 07470 Jaguar press kits and archival material, courtesy Ann Harris, archivist, Jaguar Cars Ltd and Karen Miller, archivist, Jaguar Cars North America.

Jaguar Information and Sources

Jaguar Cars has records of virtually every Jaguar produced including partial records of Swallow and S.S. production. You can obtain the build data on your Jaguar via the Jaguar Archives. You will be asked to submit all serial numbers from your car and its various components.

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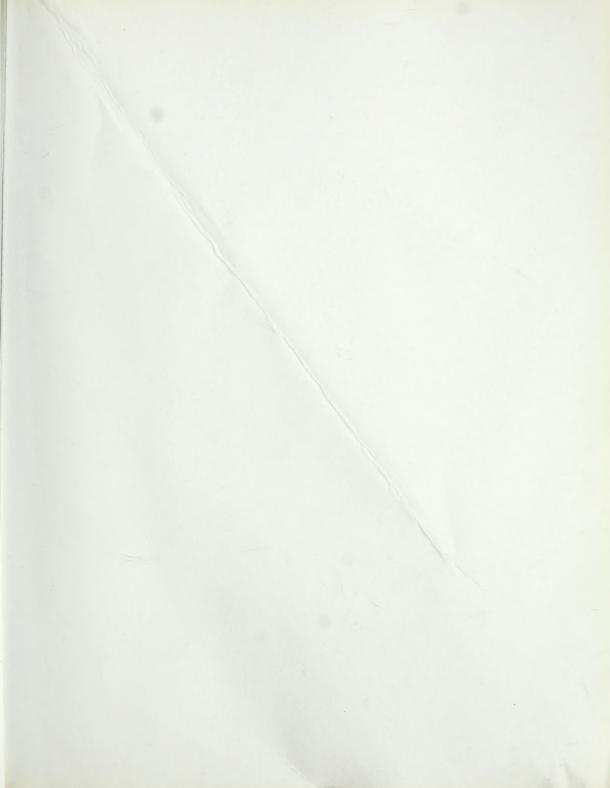
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