The tale of how the Swallow turned into the Jaguar

The Company which now produces some of the world's most elegant sporting production cars has had two agile, elegant creatures as its symbol. How one changed into the other is a story rooted in the unwavering determination to excel in motor car manufacture.

From a small workshop in Blackpool in 1922, there emerged a shining, cigar-shaped object. It was the brainchild of one William Walmsley, and was nurtured by the business acumen of the young William Lyons.

The Swallow motorcycle sidecar had been born. Its standards of aerodynamics, comfort and quality were directly paralleled in today's Jaguars.

By 1927 the success of The Swallow Sidecar and Coachbuilding Company prompted the production of highly refined aluminium car bodies. As the business grew, it made obvious sense to produce the bodies where most of their chassis were being made - in the Midlands. The Swallow duly landed in Coventry in November 1928.

The car and sidecar manufacturing companies were split into separate concerns, and in 1931, the Swallow Coachbuilding Company launched the firm's first complete motor car - the sensational SS1.

Accompanied by the smaller SS2, its sales at home and abroad were phenomenal. Production lasted until 1936.

In 1934, SS Cars Limited appeared as a public company. The following year, the first "lairgurs" poured out. The range included a rakish 1½-litre four-door saloon and four-seater 2½-litre drophead. The first 100mph (160 km/h) Jaguar emerged in 1937 - a 3½-litre SS Jaguar 100. At the same time, stronger, lighter all-steel instead of wood-framed bodies were adopted. During 1939-45, the company switched to military production. Even this stimulated engineering highlights - two very innovative four-
similar-looking Mark VIII and the Mark IX of 1958. Meanwhile, 1955 saw the introduction of another classic Jaguar Series – starting with the 2.4 litre ‘compact’ saloon, a 4/5 seater. It topped 100mph (160km/h), but grew even longer legs in 1957 when it gained the 3.4 litre XK engine and a 125mph (200km/h) top speed.

In 1956, Jaguar was honoured by a royal visit, and the knighthood of Sir William Lyons. Next year, disaster struck. A third of the factory was destroyed by fire. Yet amazingly, production stopped for only a day.

In 1960, the nearby Daimler factory and the Daimler product range was acquired.

The very modern-looking replacements for the then current Jaguar range emerged in 1961: the spectacular E-Type, a worthy successor to the XK120, and the 6ft 4in (1.91m) wide Jaguar Mark X. Both were powered by the 3.8 litre 265 bhp (198 kW) engine. The Mark X was succeeded by a 4.2 litre model in 1964 and its final form was the 420G. The 150mph (242 km/h) E-Type started out with open two seater and fixed head coupé forms. The Classic range was completed in 1971 with the V12 models.

Meanwhile the 2.8, 3.4 and 3.8 litre Mark 2 saloons had been supplemented by the S Type and 420 saloons of 1964 and 1966 respectively. In 1968, Jaguar launched the familiar XJ6 saloon car range. Its continuous run of success began instantly with the European Car of the Year Award. Also won in 1972 by the V12 engined XJ12.

The end of E-Type production in 1975 was followed by the launch of the XJ-S, which surpassed all expectations. Its refined V12 engine and sumptuous interior placing it among the world’s finest grand touring cars.

Today, the XJ range still has obvious roots in the first post-war Jaguars. Their combination of grace, space and pace remains unequalled.

The Swallow has turned into a Jaguar with a vengeance.
All Jaguars look fast. Virtually all have exceeded expectations. But the racing pedigree of today's cars goes right back to the twenties, when Swallow sidecars were fitted to the 2nd, 3rd and 4th placed bikes in the 1924 Sidecar Tourist Trophy!

For all their sporty looks, the early Swallow car bodies were mounted on rather uninspired chassis and engines, but the SS range changed everything. It looked right from the start – in 1931, as a low slung coupe. In 1935, the 100mph (160km/h) 3.5 litre SS Jaguar 100 two-seater leapt on to the scene. It made best performance in two Alpine Trials and two RAC Rallies. Tommy Wisdom's works-supported stripped down SS 100 lapped Brooklands at over 118mph (190 km/h)!

It was in one such car that Ian Appleyard first began to be noticed, but in 1949 he was to hit on the partnership of a lifetime – with the OSCC XK120 two-seater. This car was to launch Jaguar formally into a racing programme.

The XK120 began as it meant to go on, winning first place in its maiden race at Silverstone in August 1949. An early production XK120 – minus hood and screen – covered a 'flying mile' at a breathtaking 132.5mph (212 km/h), and was later eased past speechless journalists at a sedate 100mph (160 km/h) – in top gear!

In 1952, the XK120 was to demonstrate its endurance by completing 16,852 miles (26,963 km) almost non-stop over seven days and nights, at an average speed of over 100mph (160 km/h). Four world records and four further class records fell that unforgettable week.

Meanwhile Jaguar's ultimate motorsport goal was becoming clear; to win the Le Mans 24 hour race. The result was a special 210bhp (157 kw) racing version of the XK120, to be called the C-Type. Three cars were entered in the big race of 1951; the example driven by Walker and Whitehead achieving Jaguar's great ambition – it won!

In the 1951 Tourist Trophy, C-Types came first, second and fourth.

In 1953, C-Types scooped first and second place at Le Mans.

The following year came the beautiful Jaguar D-Type. It quickly proved to be functional beauty – the 170mph (270 km/h) car earning a respectable 2nd place in that year's Le Mans 24 Hour Race. The car went on to win in 1955. And while the factory withdrew from racing in 1956, privately entered D-Types romped home at Le Mans the same year, to 1st, 2nd, 3rd, 4th and 6th places!

Jaguar was still active behind the scenes, backing private entrants until the mid-sixties and developing experimental vehicles which were to shape subsequent production cars. The early 1960s also saw Jaguar 3.8 saloons dominating European saloon car racing.

The Series Three V12 E-Type of Bob Tullius' Group 44 team dominated B production events in the USA in 1974 and 1975. The team is now in its tenth year of collaboration with Jaguar.

With the European Touring Car Championships now involving Group A – more or less standard road cars – Jaguar Cars Limited formally returned to racing in 1983 after nearly 20 years. The team is managed by ETC expert Tom Walkinshaw, whose preparatory season in 1982 quickly proved its potential with four major wins in the XI-S.

The works-entered XI-Ss have been tuned to boost their power from 299bhp (223 kw) DIN to more than 375 (280 kw). Remember, today's 6 cylinder Jaguar saloons are powered by the latest of a classic range of race-proved XI engines. The V12s share the same power unit that's taking the Jaguar XI-S to victory!

Jaguar's racing enterprise has always been not just for prestige, but for progress. To keep Jaguars as far ahead of other cars as they've always been.
As pioneers of disc brakes and fuel injection, jaguar have long had a reputation for technological leadership. But technology is jaguar's servant, not its master. With a multi-million pound investment in Computer Aided Design and Computer Aided Manufacturing equipment nearing completion, designers and engineers are freed to work more creatively and less laboriously. In finite terms: engineering tolerances are radically reduced. When 'manual' systems of drafting were used, the precise dimensions of any two cars would never quite coincide. CAD/CAM techniques ensure that every part of every similar model will be identical to within a hair's breadth. Because complex stress analysis and complex vibration analysis are now comparatively simple tasks, jaguar cars are safer and more durable than ever before. Jaguar's engineering policy is to adopt advanced technology selectively — when it tangibly improves performance, durability, safety, comfort or economy. But its presence should be discreet and unobtrusive to passengers. While under the surface the technology is leaping forward, its interface with the driver will remain uncomplicated.

Technology.
Improving the pace and the grace.

In other words, the jaguar leads the technology, not the other way round. So, as electronics replace electrics, this most singular and distinctive of cars becomes a better jaguar, not just a more advanced car.

Science is employed to create the body styling, too. Jaguar's cat-like lines have been captured with the help of a Stiefelmayer 3-D plotter and Computer Aided Design. The result is a range of cars whose beauty is largely determined by function. By definition it is not 'fashionable'; but classic. However, the relationship works both ways. The dictates of optimum aerodynamics have been tempered by aesthetics, to produce a profile which not only works well, but looks right. Effective without being ostentatious.

In fact, jaguar design over the years demonstrates the virtue of not frequently re-styling, but simply refining the vehicles until technological progress should demand a radical revision. In that way, every new jaguar seems destined for success, building on proven excellence. There is no risk of 'built-in-obsolescence'.

Perhaps most important of all, there has been a jaguar family likeness instinctively handed down over the years. Indeed when the current series III models superseded the series II saloons, the styling differences were hardly noticeable to some people at first glance. They only became clearer when the two models were seen side by side. Significantly — and following classic design principles — everything in a jaguar interior is what it seems.

In the rare instances when practicality demands the use of synthetic trim materials, the idea of using moulded 'stitch lines' is unthinkable. Where on some models, a slender beechwood inlay is set into the walnut door cappings, a painted line or plastic inlay could be inserted......but again, the compromise is firmly rejected.

Befitting a car of jaguar's status, the door handles are designed to avoid possible damage to diamond rings, and the cloth seating fitted to some models has even been selected in a material which will not pull the fur from mink coats.

Opposite page top right: The advanced May combustion chamber of the jaguar V12 HE Engine.
In the original Jaguar XJ6 saloons, the seating was acclaimed as excellent. But in building the current range, nothing was taken for granted, and the support and resilience of the seats were fine-tuned to offer even greater comfort. Whether in quality cloth or leather, the seats will accommodate five adults in comfort. The front seats have head restraints and are fully reclining. And for the height of luxury, electric rise and fall adjustment is fitted on some models. There is ample space for passengers to stretch their legs on to the deep pile carpeting. The headroom allows for occupants of the highest stature. The driving position surrounds the Jaguar driver with symbols of power; with instruments and controls placed not only to please the eye, but to satisfy stringent ergonomic principles. Thirteen warning lights advise of everything from ‘handbrake on’ to ‘low coolant’. The steering column is adjustable. The upholstered armrest tops a lockable cubby box, built into a centre console. In turn, this contains the trip computer (when fitted) and heating and ventilation controls. This system offers 3 fan speeds and ten thoughtfully positioned outlets. Among them, a vent which continuously demists the screen, and outer fascia vents which can demist the side windows. Rear passengers can independently control their own ambient conditions. Jaguar air conditioning (when fitted) makes the driver master of his surroundings. Yet it is operated by two simple controls. One, to dial the chosen temperature. The other, to select one of three operational modes: automatic - to maintain the desired temperature, compensating for changes in the outside environment; low - responding slowly and almost inaudibly; and high - reacting rapidly with the fan set at high speed. Air will circulate filtered and de-humidified. The outside world is viewed through panoramic windows, the side ones electrically operated and the rear screen heated. Where a sunroof isn’t fitted as standard, it is available as an optional extra. Central door and boot locking is standard; for security, one of the keys supplied unlocks all doors but not the boot; the other key unlocks both doors and boot. There are door mounted speakers for magnificent stereo sound, while the interior is thoroughly soundproofed from road, traffic and engine noise. This most welcoming car interior is carried on an independent suspension of impeccable good manners. The comfort of the ride is designed to match that of the interior, yet it is formulated for firm, reassuring cornering and maximum control at high speed.
There can be no greater safety feature in a car than
superlative fundamental engineering.
By that criterion alone, the Jaguar would be
exceptionally safe. Genuinely race-bred, many of its
components and safety features were originally
developed to meet the staggering demands of long
distance motor racing.
Jaguar safety begins with the avoidance of accidents.
Wide track and a low centre of gravity create superb
stability. Power assisted rack and pinion steering
reduces driver fatigue and allows precise control
and instant response. Wide section, low profile, steel
braced radial ply tyres translate the driver's every
intention into action. And in the unlikely event of
deflation while in motion, the special safety profile
wheel rims hold tightly on to the tyres for maximum
control.
All round servo-assisted disc brakes - those in front
ventilated to eliminate fade - provide effortless
stopping power. The dual hydraulic circuits provide
reserve braking capability even if one circuit is
damaged. Should there be a fluid loss in either, a
warning light will instantly light up. Under heavy
braking, computer-developed anti-dive front
suspension geometry helps to keep the vehicle
level.
Halogen headlamps are fitted as standard.
While the passenger compartment is immensely
strong, the front and rear ends have scientifically
graduated crumple characteristics to absorb the
energy of impact. All doors have burst proof locks
- the rear ones are also child-proof. The door
handles are recessed. The instrument panel
surround is padded, and the collapsible steering
column will cushion impact. Head restraints reduce
whiplash and the risk of neck injury, and the backs
of the front seats are thoroughly padded.
The interior trim is fire retardant.
The fuel lines are positioned to avoid the risk of
fracture, and each fuel tank is encased in a steel
compartment. Recessed filler caps are positioned so
as to prevent them being torn off in an accident.
Naturally, Jaguar safety is graphically proven in fierce
tests, such as driving a remote controlled saloon at
a brick wall at 30mph (48 km/h), recorded on film
at 1000 frames per second. The body will also
withstand a crushing load of over 2 tonnes. Another
test was to burst a front tyre at speed, showing
that control of the vehicle can be retained.
Every Jaguar exceeds all international current and
anticipated safety standards. Meanwhile a massive
investment is made in a continuous programme of
safety research. So that in safety, as in other
standards, the Jaguar excels.
The engine of a high performance car is, naturally, of critical importance. Yet no comparable car today can claim to be powered by such legendary power units as those in the jaguar range. The 6-cylinder engines are direct descendants of the celebrated XK engine of 1949. Still highly refined units after more than 30 unchallenged years.

The 5.3 litre power unit is the world's only production V12. An engine of incomparable smoothness and surging power.

**XK 6 Cylinder**

These ‘straight six’ cylinder engines have twin overhead camshafts which confer precise valve timing. The generous use of aluminium reduces weight and improves heat dissipation. The aluminium cylinder head features an efficient hemispherical combustion chamber.

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**Engine Technology. XK or Big Cat**

The 4.2 has fuel injection which precisely controls the optimum fuel-air mixture in all conditions.

It whisk the XJ6 saloon from 0-60mph (0-96 km/h) in 10.1 seconds.

**XJ V12 Cylinder**

With the technologically peerless V12 configuration, this powerful fuel injected engine takes the 5.3 litre jaguar saloons from 0-60mph (0-96 km/h) in 7.6 seconds and onwards up to 145mph (233 km/h).

With more cylinders than any other prestige production saloon engine. It is naturally far smoother.

Yet even with such power, it is designed for economy.

The revolutionary High Efficiency cylinder head has a recessed exhaust valve to create greater turbulence for the fuel-air mixture. In turn, this enables the compression ratio to be raised from 10:1 to 12.5:1 using ordinary petrol, without risk of pre-ignition.

The mixture can be leaner, too. The engine runs more coolly and more efficiently.

The result? More power, ten per cent less thirst, and cleaner exhaust.

In jaguar evolution there are no finite standards. Constant striving for progress continuously raises the sights of the engineers.
For all its high technology, the modern jaguar retains every shred of its traditional character. Indeed, whereas many of its competitors were once hand-finished in natural materials, today such rivals are rare. Under the bonnet, every example of each model is identical. Under the roof, each has a different personality.

Beside the main jaguar production line there are atmospherically controlled stores piled high with the finest quality walnut burr veneers and supple hides. They await selection for use as dashboards, consoles, door cappings and seating. The veneers are numbered so that only perfectly matched sets will be chosen for each car. Their grains are skilfully aligned before they are mounted on to a birchwood base over a cushioning sandwich of anigre veneer which prevents any risk of surface crazing. To encourage that latent beauty of the walnut, a three-week long ritual of sanding and polishing begins. The result is a lastingly lustrous finish.

When the dashboard is installed, its grain patterns produce a 'mirror image' which is bisected by the car's centre line. This is the 'face' of the vehicle, distinguishing each car as an individual.

The fine leather seating comes from fully cured and dyed hides; two are normally used for each saloon. The grains are matched with scrupulous care and of course, any damaged leather is discarded. In fact, the leather rejected by jaguar is passed on to manufacturers of top quality leather accessories. The option of high grade cloth upholstery remains. Every seat is hand-sewn with consummate skill, matched with the completed trim panels and stored in sets coded for the specific car for which they're intended.

Jaguar cars are a perfect synthesis of technology and tradition. And it's the appearance, smell and sensation of natural materials which makes ownership and use of a jaguar so much more satisfying.
Despite the use of the most modern production line techniques available, each Jaguar remains an individual creation. Even its rear axle is numbered and can be traced back to the man who assembled it, not simply to ensure quality control, but because he is proud of a job well done. While the engine test beds incorporate highly precise measuring equipment, the wood and leather trim is applied with the most sensitive machine of all – the human hand, guided by the experienced eye. There's even a blacksmith working in the Machine Shop. Jaguar bodies and their engines and transmissions are made at two different specialised factories. They're brought together for assembly at Browns Lane, Coventry. All three factories are close to the centre of England and the traditional heart of the British motor industry.

If any example is found to contain faults which cannot be rectified, the entire car will be rejected no matter how near it is to completion. Highlight fluid is wiped over the entire surface of each body to show up even the tiniest imperfection (a little more effective than the traditional 'body feeling').

Jaguar Manufacture:
individually signed masterpieces

Jaguar bodies are painted in what is probably the most technically advanced paint shop in the UK – ensuring a superlative, corrosion-resistant finish. The cleaning and pre-treatment alone take 13 processes including corrosion-protection, phosphate coating, electro dip painting in primer, underbody joint sealing and anti-chip coating of sills and wheel arches. Colour is applied automatically in four coats of acrylic paint, with complex areas sprayed by hand. After any flaws have been corrected, the surface is re-heated to 30°F (15°C) to 're-flow' the thermoplastic paint, smoothing it to a glass-like finish which needs no cutting back or polishing. The bodies are not only undersealed, but all box sections, sills and door inner panels are wax-injected. Wherever a potential production problem is identified, a 'task force' of shop floor workers and management joins forces to 'trouble-shoot.' The entire workforce also exchange ideas through voluntary Quality and Productivity Circles. They are concerned not with statistics, but with guaranteeing a flawless finish for each Jaguar they build.
No other luxury saloon combines the same calibre of style, performance, handling, comfort and value for money as the Jaguar XJ6 saloons. Their looks speak for themselves. Sophistication gleams from every profile of the wind-cheating coachwork. Beneath the bonnet, there's a choice of eager but refined six-cylinder in-line engines; the beautifully balanced 3.4, and the fuel-injected 4.2. On the road, the XK engines' racing heritage becomes clear, and a five speed manual gearbox allows it to be enjoyed to the full. Servo assisted disc brakes on all four wheels provide commensurate stopping power.

To travel completely relaxed, people must feel completely secure. The grip of the low profile radial tyres and the superb longitudinal stability of the XJ6 ensure optimum safety at any speed. An attribute which is apparent as much to the passengers as to the driver. In fact, nothing in the handling or design of a Jaguar will interfere with the pleasure of travelling in style.

As a businessman's car, the XJ6 communicates success. As personal transport, it's irrefutable proof of good taste. In either role, it excels.

From the deeply contoured velour seats, with seat belts front and rear, a world of complete refinement unfolds. The walnut dashboard and centre console set the tone. The latter extends into a glove compartment topped by an armrest. The doors, complete with door open warning lights, have colour-keyed cappings, and those in front have remotely adjustable door mirrors. All four windows rise and fall electrically. There's room for passengers to stretch their legs on the high quality cut pile carpeting. — continued overleaf
A thoroughly efficient heating and ventilation system ensures their comfort. The rear passengers can control their windows, heating and ventilation from their own central console. The silence of each journey will be almost uncanny.

For security and convenience, a central door and boot locking system is provided. For safety, a sturdy body shell, front and rear crumple zones, a full complement of warning lights and a laminated windscreen. In all, a very rational means of transport; yet for many, also the fulfilment of a dream.

A host of options serve to personalise the XJ6 to suit even the most hard-to-please owner. A three speed automatic transmission. A limited slip differential for sure-footed traction in the most slippery conditions. Headlamp wipe for an unimpeded view of the fast-approaching road ahead. And perforated alloy wheels.

The XJ6 can also be upgraded by the optional addition of tinted glass and/or an electrically operated sunroof. And rear speakers, along with an electrically operated aerial.

The 4.2 litre XJ6 offers yet more choices. For the epitome of luxury, superb leather seats. Electrically operated door mirrors. And finally, air conditioning.

Enough options to turn a magnificent car into a personal expression of excellence.
Style without ostentation. Luxury without excess. These are the criteria by which the Jaguar Sovereigns were created. Their engines offer a choice of the powerful – or the exceedingly powerful. A twin overhead camshaft 4.2 litre power unit, or an incomparably smooth 5.3 litre V12. With its innovative High Efficiency cylinder head, the latter gives the Sovereign HE awesome performance all the way up to more than 230 km/h. Yet while offering the speed for touring and inter-city driving, both engines have been developed to conduct themselves in town in a thoroughly civilised manner – with minimum use of fuel but brisk acceleration. And even at speed, excellent aerodynamics ensure a minimum of wind noise. In the Sovereigns, changing road conditions won’t mean changing gears; automatic transmission is fitted, with the added option of cruise control. However, there will always be the motorist for whom controlling a car is more an end than a means – for him, the no-cost option of a five speed manual transmission is provided on the Sovereign 4.2. In addition, a limited slip differential (optional on the 4.2) turns the power of the HE’s 5.3 litre engine into traction even when road adhesion is poor.

Inside, the Sovereigns are head and shoulders above most other luxury cars. Sumptuous leather seating, with adjustable lumbar support in the front, and head restraints and seat belts front and rear, is standard; electric rise and fall front seats are offered as an optional extra.

—continued overleaf
The Sovereign owner is surrounded by the finest polished burr walnut, spanning the dashboard and centre console, and topping the trim of all four doors. He looks through tinted windows, with electrically adjustable door mirrors. The radio aerial, also, is electrically operated, and there are twin rear speakers. For the fortunate owner of the HE model, air conditioning is standard; this is optionally available on the 4.2 model.

A rear console houses controls for windows and ventilation or air conditioning, and a cigar lighter and ashtray. For the Sovereigns, deep, cut pile carpeting is not sufficient. Three luxury pile rugs are also provided in the passenger footwells.

There are further tempting options. An electrically operated sunroof. And, to help pursue the science of driving to the full, the Jaguar trip computer. Instantly, it will display fuel used, average fuel consumption, distance travelled, average speed and time lapsed since re-set, plus current fuel consumption... and the time of day.

The excellence of Jaguar Sovereigns is immediately visible from outside. In addition to the tinted glass, there are specially designed stainless steel wheel trims, and twin front foglamps. Headlamp wash wipe can be specified as an extra, as can eye catching 'perforated' alloy wheels (below).
Imagine a high performance saloon for which no refinement or feature is too good. The Jaguar Vanden Plas is such a car.

Its celebrated V12HE power unit promises one luxury which few luxury cars can provide - that of saved time. The vehicle strides effortlessly to over 230 km/h. While its performance cannot fail to be impressive, it should never be unnerving. The flowing lines of the car's aerodynamic body have been perfected to minimise wind noise; and its handling is as firm at 160 km/h as at 16 km/h. The transmission is automatic, and complemented by a cruise control; so that the driver can rest his legs while the passengers stretch theirs. And so that none of the engine's abundant power is wasted on slippery roads, there is a limited slip differential.

The Vanden Plas driver is in the privileged position of being able to command tremendous reserves of power, every conceivable aid to comfort and all the facts relevant to the journey - instantly and without drama.

The elegant exterior of the car is emphasised by its chrome waist moulding and elegant alloy wheels. In the interior, the name of Vanden Plas means a private world of thick hand-stitched hide, deep pile carpeting and perfect walnut. The Vanden Plas' unique reclining leather seats were created only for the most discriminating of owners. While there are head restraints, door and central armrests and seat belts on all four seats, those in front are fully reclining, electrically raised and lowered and adjustable to vary lumbar support. And in each of the three passenger footwells, a luxurious long pile rug provides further comfort.

At the rear, a separate central console enables occupants to control their own electric windows and air conditioning outlets. It also contains a cigar lighter and ashtray.

Burr walnut graces the broad proportions of the dashboard, the centre console fascia and the door fillets. Furthermore, without regard to man-hours during manufacture, each fillet has been meticulously inlaid with two slivers of whitewood.

In the Vanden Plas, Jaguar have taken steps to save the driver any effort. The door mirrors, for instance, are electrically adjustable from the interior. There is an electric aerial and four door-mounted speakers.

- continued overleaf
Front foglamps and headlamp wash-wipe are provided. This distinguished motor literally has a civilised air. The quietly efficient air conditioning responds promptly to two simple controls, and the windows are tinted. Nevertheless, there will always be times when it is preferable to experience the spontaneity of open-to-the-sky motoring. On such occasions, the sun roof will glide open at the touch of a button.

The Vanden Plas HE will appeal automatically to people who are used to being fully in command of relevant facts. The trip computer is provided for this reason, allowing travel with greater efficiency and peace of mind. Fuel consumption, distance, speed and time are all neatly quantified.

'The best' is standard on the Jaguar Vanden Plas HE. There are no optional extras because, quite simply, every possible refinement and convenience is in-built.
Features

The specification of Jaguar models varies from market to market as appropriate to local requirements. In all cases, however, the overall specification is exceptionally high; even so, there are certain attractive items which are optionally available, and the following gives an indication of what is on offer in a typical country. For accurate information, please refer to the appropriate local catalogues.

Door Courtesy Light for easier, safer entry and exit at night. Comprehensive Instrumentation including speedometer, tachometer, ammeter, oil pressure, fuel and temperature gauges plus thirteen warning lights. Rear Console enabling rear passengers to control their own windows and heating and ventilation outlets. In Sovereign and Vanden Plas models, a cigar lighter and ashtray is also incorporated. Remotely Adjustable Door Mirrors (electrically operated on Sovereign and Vanden Plas models) with vertical and horizontal adjustment for safety and convenience. Velour Upholstery soft yet hardwearing, cool in summer and warm in winter. XJ6 models only. Vanity Mirror neatly positioned in the front glove compartment for easy adjustment. Rear Headrests and Seatbelts standard on Sovereign and Vanden Plas models; on XJ6 models, rear headrests are optionally extra. Electrically Operated Windows quiet, swift and convenient - individually controlled from front and rear. Adjustable Lumbar Support for optimum back support and comfort. Metallic Paint is included in a choice of sixteen colours, with complementary coachlines. Centre Cubby Box colour co-ordinated and discreetly styled, yet big enough for documents, accessories and oddments. Map Reading Lights (Sovereign and Vanden Plas models) at rear, switching on automatically when used, and positioned so as not to dazzle the driver. Front Foglamps providing a powerful, penetrating beam. Sovereign and Vanden Plas models only. Fitted Toolkit neatly protecting all the tools needed for simple maintenance and wheel changing.
Options
Superlative features to personalise an already well-equipped luxury car.
Trip Computer for the relevant facts about each journey, summoned at the touch of a button. Standard on Vanden Plas and optional on Sovereign models. Leather Upholstery the mark of utter luxury. Standard on Sovereign and Vanden Plas models, optional on XJ6 4.2. Electrically Operated Sunroof — the open air spirit, in civilised surroundings.

Standard on Vanden Plas, optional on all other models. Tinted Glass to reduce glare and obscure the interior from onlookers. Standard on Sovereign and Vanden Plas models, optional on XJ6 models. Cruise Control for safe, relaxed long distance driving, on models fitted with automatic transmission. Standard on Vanden Plas, optional on Sovereign models. Perforated Alloy Wheels to complement the coachwork with extra style. Standard on Vanden Plas, optional on all other models. Electric Seat Height Adjustment for effortless raising or lowering of individual front seats. Standard on Vanden Plas, optional on Sovereign models. 5 Speed Manual Gearbox for maximum control of performance. Standard on XJ6 models, no-cost option on Sovereign 4.2 only. Headlamp Wash-Wipe to provide consistently clear forward visibility at night, for utmost safety. Standard on Vanden Plas, optional on all other models. Rear Stereo Speakers door mounted and fitted with automatically operated aerial. Standard on Vanden Plas and Sovereigns, optional on XJ6 models. Automatic Transmission: a smooth, reliable three speed unit. Standard on Vanden Plas and Sovereigns, optional on XJ6 models. Air Conditioning delivering clean, temperature controlled, de-humidified air through ten outlets. Standard on both V12 models, optional on both 4.2 models. Electrically Adjustable Door Mirrors with vertical and horizontal adjustment controllable from driving seat. Standard on Vanden Plas and Sovereign models, optional on XJ6 4.2.
Specification

Note: Specifications of Jaguar cars vary from market to market. The following information is intended as a general guide and the correct local catalogue must always be consulted for accurate specifications.

TECHNICAL
Jaguar XJ6 3.4 XK 3.4 litre. 3 speed manual.
Jaguar XJ6 4.2 XK 4.2 litre. 5 speed manual.
Jaguar Sovereign 4.2 XK 4.2 litre. 3 speed automatic: optional 5 speed manual.
Jaguar Sovereign HE HE 5.3 litre. 3 speed automatic.
Jaguar Vanden Plas HE HE 5.3 litre. 3 speed automatic.

ENGINES
XJ 3.4/XK 4.2: In-line six cylinder water cooled engine. Straight port aluminium alloy cylinder head, twin overhead camshafts, hemispherical combustion chambers. Cast iron block, crankshaft running in seven main bearings, aluminium alloy pistons.
XK 3.4: Twin SU HIF 7 carburettors, automatic cold start enrichment. Contact breaker ignition system.

<table>
<thead>
<tr>
<th>Engine</th>
<th>Bore mm</th>
<th>Stroke mm</th>
<th>Displacement cc</th>
<th>Compression Ratio</th>
<th>Maximum Power (DIN) @ rev/min</th>
<th>Maximum Torque (DIN) @ rev/min</th>
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<tr>
<td>XJ 3.4</td>
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<td>106</td>
<td>3442</td>
<td>8.4:1</td>
<td>162 bhp (119 kW)</td>
<td>205 ft lb (289 Nm)</td>
</tr>
<tr>
<td>XK 4.2</td>
<td>83</td>
<td>106</td>
<td>3442</td>
<td>8.4:1</td>
<td>92 bhp (69 kW)</td>
<td>125 ft lb (171 Nm)</td>
</tr>
<tr>
<td>HE 5.3</td>
<td>93</td>
<td>106</td>
<td>3442</td>
<td>8.4:1</td>
<td>90 bhp (67 kW)</td>
<td>110 ft lb (150 Nm)</td>
</tr>
</tbody>
</table>

FUEL CONSUMPTION

<table>
<thead>
<tr>
<th>Engine</th>
<th>Urban Mpg</th>
<th>56 mph</th>
<th>75 mph</th>
<th>Urban Mpg</th>
<th>90 km/h</th>
<th>120 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>XJ 3.4 manual</td>
<td>15.8</td>
<td>32.8</td>
<td>25.7</td>
<td>17.9</td>
<td>10.5</td>
<td>10.0</td>
</tr>
<tr>
<td>XJ 3.4 auto</td>
<td>17.0</td>
<td>26.8</td>
<td>21.0</td>
<td>16.6</td>
<td>10.5</td>
<td>13.4</td>
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<tr>
<td>XJ 4.2 manual</td>
<td>15.6</td>
<td>29.8</td>
<td>25.9</td>
<td>18.1</td>
<td>9.5</td>
<td>10.9</td>
</tr>
<tr>
<td>XJ 4.2 auto</td>
<td>16.4</td>
<td>28.6</td>
<td>23.8</td>
<td>17.2</td>
<td>9.9</td>
<td>11.9</td>
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<tr>
<td>Sovereign 4.2 manual</td>
<td>15.6</td>
<td>29.8</td>
<td>25.9</td>
<td>18.1</td>
<td>9.5</td>
<td>10.9</td>
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<td>Sovereign 4.2 auto</td>
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<td>28.6</td>
<td>23.8</td>
<td>17.2</td>
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<tr>
<td>Sovereign HE auto</td>
<td>15.6</td>
<td>29.8</td>
<td>25.9</td>
<td>18.1</td>
<td>9.5</td>
<td>10.9</td>
</tr>
<tr>
<td>Vanden Plas HE auto</td>
<td>15.6</td>
<td>29.8</td>
<td>25.9</td>
<td>18.1</td>
<td>9.5</td>
<td>10.9</td>
</tr>
</tbody>
</table>

SUSPENSION
Front: Fully independent wishbones, coil springs and telescopic dampers. Anti-roll bar. 'Anti-dive' geometry providing longitudinal stability under heavy braking.
Rear: Lower transverse wishbones, driveshafts act as upper link. Radius arms, twin coil springs, telescopic dampers.

BRAKES
Servo-assisted four wheel disc brakes, ventilated at front. Safety-split front and rear hydraulic circuits incorporating fluid loss sensor warning. Hand operated mechanical parking brake.

WHEELS
Jaguar XJ6: 6.5 x 15 Steel rims with stainless trim.
Jaguar Sovereign: 6.5 x 15 Steel rims with stainless trim.
Jaguar Vanden Plas: 6.5 x 15 'Perforated' cast alloy.

TYRES
3.4 and 4.2 models: 205/70 VR 15 low profile steel belted radials.
5.3 models: 215/70 VR 15 low profile steel belted radials.

DIMENSIONS
Overall length: 195.2 in (499.5 cm)
Overall height: 54.0 in (137 cm)
Overall width: 72.9 in (185 cm)
Wheelbase: 112.8 in (286.5 cm)
Ground clearance: 7.0 in (17.8 cm)

WEIGHTS
Kerb weight XJ 3.4: 3894 lb (1766 kg)
Kerb weight XJ 4.2: 4015 lb (1820 kg)
Kerb weight HE 5.3: 4256 lb (1930 kg)

BODY AND EXTERIOR
Four door saloon, monocoque construction. Front and rear crumple zones designed to provide progressive deformation and energy absorption under impact. Forward hinged bonnet, interior release. Counter-balanced boot lid. Wrap-around protective bumpers. Twin 10 gallon (45 l) fuel tanks, enclosed within steel compartments.
Aluminium tread strips. Coachlining. Chrome bodyside moulding (Sovereign and Vanden Plas).
SUNROOF
Electrically operated sliding steel sunroof (optional Jaguar XJ6 and Jaguar Sovereign).

GLAZING
Laminated windscreen. Tinted glass (optional Jaguar XJ6 3.4 and 4.2). Heated rear window. Electric window operation with isolation control.

LOCKING

MIRRORS
Two exterior remote control door mirrors (Jaguar XJ6 3.4 and 4.2 models). Two exterior electrically operated door mirrors (standard on Sovereign and Vanden Plas models, optional on XJ6 4.2).

EXTERIOR LIGHTING
Four circular quartz halogen headlamps. Outer units incorporate side lamps. Twin tail, brake, reversing and rear fog guard lamps. Door open warning lamps. Front fog lamps (Jaguar Sovereign and Vanden Plas models). Headlamp wash/wipe (optional on Jaguar XJ6 and Sovereign models, standard on Vanden Plas).

CONTROLS/ELECTRICAL EQUIPMENT
INSTRUMENTS/ELECTRICS
Comprehensive instrumentation. Incorporating speedometer, tachometer, voltmeter, oil pressure, fuel and water temperature gauges. Warning lamps monitor ignition, oil pressure, brake system, parking brake, coolant, main beam, direction indicators, hazard warning, rear fog guard lamps, bulb failure, heated rear window and front seat belts. Twin column-mounted stalks operate direction indicators, main beam, 2 speed wipers, intermittent and flick wipe and electric screen wash. Master lighting switch. Infinitely variable fascia illumination. Separate switches operate hazard warning flashers, heated rear window, fuel tank changeover map and courtesy lamps. Horn operated from steering wheel centre pad. Clock trip computer (optional on Sovereign models, standard on Vanden Plas).


HEATING AND VENTILATION
Jaguar XJ6 3.4 and 4.2: Jaguar Sovereign 4.2: 10 outlet air blending heating and ventilation system. Controlled by rotary knobs, with separate rear passenger compartment controls. Jaguar Sovereign HE and Jaguar Vanden Plas HE. Fully integrated and automatic air conditioning system (optional on Jaguar XJ6 4.2 and Jaguar Sovereign 4.2).

INTERIOR
Fittings and seats

INTERIOR STORAGE
Illuminated and lockable glovebox. Concealed storage box within console. Front and rear door bins. Rear parcel shelf. Magazine pockets to rear of front seats.

LUGGAGE COMPARTMENT
Fully trimmed and illuminated. Spare wheel stowed horizontally below floor. Comprehensive tool kit in attach case.

IMPORTANT
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