

# Jaguar Saloon Cars

## A monthly series - Part 5

*By Tony Johnson*

### Daimler Sovereign (1966-1969)

It was the Jaguar 420 that became the first Daimler under Jaguar's ownership to simply become a rebadged Jaguar. Unlike the 2.5 litre V8 saloon the featured different mechanical components and interior appointments the Sovereign was simply a 420 with a Daimler fluted grille, rear number plate plinth and new badges. In all other respects the Sovereign and the 420 were the same. The Daimler Sovereign, unlike the 2.5 litre before it, offered the same fittings and appointments although 'D' badges replaced the Jaguar growler badge on the steering wheel horn boss centre and hubcaps. Unlike the Jaguar 420, power steering was a standard fitting rather than an extra cost option and overdrive was always fitted if the manual gearbox was specified. The 420 and Sovereign were slightly faster than the S Type 3.8 litre saloon achieving 0-100 mph 4.5 seconds quicker than the 3.8 S Type. The 420 and Sovereign had relatively short lives with the 420 being replaced in 1968 with the introduction of the XJ6 whilst the Sovereign continuing until 1969 when the XJ6 based Daimler Sovereign was released



## 420G (1966-1970)

As with all Jaguar saloons of the time, the largest saloon was re-designated with anew numbering identity as the 420G. Although clearly a revised edition of the outgoing Mark 10, the new car received several upgrades to keep it modern and visually these were chiefly; the grille centre bar and the waistline moulding which had been a later option on the Mark 10. Some of these cars survive today in limousine service for which their large size makes them ideally suited. It is on the Mark 10 / 420G floor pan that the much larger Daimler DS420 is based and which saw the same basic engineering layout continue for over 20 years after the last 420G rolled off the assembly line.

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## XJ6 Series 1 (1968-1973)

The XJ6 first released to the public in 1968 launched Jaguar cars to new heights in respect of ride and comfort and established a new benchmark that the motor industry regarded as the pinnacle of achievement. XJ6 saloons that are decades old can still produce ride and comfort levels not attained by other cars 40 years on. The XJ6 featured new steering and suspension geometry including a new anti-dive concept whereby the suspension was trying to lift the front of the car creating an upward force to counteract the natural downward pressures associated with severe braking. Initially introduced with a newly developed 2.8 litre engine as well as the 4.2 litre XK unit carried over from the 420, the XJ6 was an immediate best seller especially with the larger engine. The 2.8 litre unit coupled to a manual gearbox was an adequate performer but the 4.2 litre XJ6 was the car for performance for which Jaguar cars were well known. This new car was a design masterpiece, so much so that the basic concept continued in production relatively unchanged for 20 years with only minor upgrades. The body style whilst all new was unmistakably Jaguar and brought the initial shape of the Mark 10 into a much more attractive balance.

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## Daimler Sovereign Series 1 (1970-73)

Although the Jaguar XJ6 was introduced in 1968, the previous Daimler models comprising the Mark 2 based V8-250 and 420 based Sovereign remained in production for a further two years until 1970. When introduced, however, the new Daimler completed what was effectively a two-car line up with the XJ saloons and the E Type. This limited offering was to continue until 1999 when the Jaguar S-Type was added to the line-up. The Series 1 Daimler Sovereign offered no more than the equivalent Jaguar XJ6 4.2 litre and was effectively a re-badged Jaguar with a traditional fluted Daimler grille. Nevertheless, the Daimler had its own followers who were very loyal to the brand and would never have considered buying a Jaguar even if both cars were the same. Daimlers were only available with the 4.2 litre engine as the 2.8 litre XK motor was considered too under powered. The 2.8 litre Jaguar XJ6 was designed as an entry level Jaguar with the tax advantage provided by the smaller engine size, but this was not considered appropriate for a Daimler.

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