

Jaguar Saloon Cars

A monthly series - Part 6

XJ12 Series 1 (1972-1973)

Jaguar released the 12-cylinder version of the XJ saloon in 1971 to considerable acclaim. For the first time in motoring history a 4-door saloon car could achieve a top speed of 150mph which is a benchmark maximum many most sports cars 40 years on cannot attain. The XJ12 was considerably redeveloped to take the larger engine with stiffer suspension and considerably revised mechanical features including a constant pressure fuel rail to ensure all twelve cylinders were able to receive sufficient fuel under maximum throttle. And consume it they did. With fuel consumption to match the speed, the XJ12 was capable of providing single figure consumption when pushed hard. Whilst these twelve-cylinder XJ saloons were produced in relatively small numbers, their outrageous thirst has hindered them from becoming the sort after exotic classic saloon they deserve to be.



XJ6 and Daimler Sovereign Series 2 (1974-1979)

The XJ6 and the sister Daimler Sovereign were thoroughly revised and brought up to date with the introduction of the Series 2 version in late 1973. For the first time the XJ12 and the Daimler equivalent, the Daimler Double Six, whilst mechanically quite different to the six-cylinder cars shared the same external body features including the grille. Only the badges differentiated the models within each range. Once again, the twelve-cylinder cars were unbelievably thirsty which has had a large impact on resale values as the cars grow older. The most obvious difference in appearance between the earlier XJ saloons and the Series 2 cars was the shorter grille and raised bumper height creating a much more modern appearance to the front, introducing an overall frontal design which was the feature of all XJ saloons for the next 30 years. A number of improvements were introduced with the Series 2 including a revised dashboard, air conditioning and fixed front quarter windows.



Daimler Sovereign Series 2 (1974-79)

Unlike its predecessor the Daimler Sovereign Series 2 was announced at the same time as its Jaguar counterpart and once again the Series 2 Sovereign was a badge engineered Jaguar XJ6 but remained as popular as the earlier car was with its brand loyal followers. The Series 2 variants featured sculptured wheels often offered as an option in chrome plating. Once again, the grille was similar in outline to that of the Jaguar XJ but featured the traditional vertical bars and fluted top synonymous with the marque.



XJC (1975-1977)

The 2 door XJC was released in 1975 and to many enthusiasts the XJC is the most beautiful XJ ever produced. With the disappearing side window glass the coupe is a very attractive car although considerable difficulty was encountered in producing a close fit of the window glass to a point where wind and rain was adequately sealed. This problem was the main cause of the delay in the release of the XJC which had first been planned when the Series 1 XJ range was in production. It was finally released when the Series 2 cars were launched. The XJC required various aspects of the car to be hand built which saw costs rise to an unacceptable level given the Leyland environment under which it was produced so disappointingly the production run of the XJC lasted just two years. All the Jaguar and Daimler variants were available in the XJC style.

