

Jaguar XJ90 - 1988 to 1991

By Neville Barlow

The Jaguar XJ90 was conceived as a new saloon to take over from the XJ40. It was designed to modernise the model line-up without alienating faithful customers. Geoff Lawson was the chief designer. When the first clay models were completed, Jaguar had yet to be bought out by Ford. As soon as that occurred, the rather wonderful XJ41 and 42 were cancelled because Ford considered they were not what the market required and though two fully functional cars were made there was no money forthcoming.



Because the XJ90 was already underway before Ford came on the scene and it looked like a Jaguar, it was hoped that the car had a future. It was regarded as a pretty car. It was a little taller than the XJ40 but with a handsome front end and profile. The car's longer wheelbase was well disguised which gave it an elegant look.

Several prototypes were run in the late 1980s with a variety of engines. The XJ90 was the V12 version, the XJ92 was both a Daimler and/or a Jaguar fitted with the forthcoming AJ26 V8 engine. The XJ93 was a Daimler and/or a Jaguar fitted with the AJ26 V8 or the V12.

However, everything hit a stone wall in 1991. Money was again a Ford problem. Jim Randle who was at the time Jaguar's technical Director said in an interview some years said "the car had to be stopped and after I left, they took the centre section of an XJ40 and put the nose and tail of the XJ90 on and that car became the X300/308.

Just another of the many Jaguar prototypes of that day that never saw the light of day.

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