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JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE  
SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR  
DATE OF MANUFACTURE. SPECIFICATIONS AND COLORS  
SUBJECT TO CHANGE WITHOUT NOTICE.

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## PERFECTION WITHIN THE BREED

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**VANDEN PLAS (Vān-den Plā)** A name that has been synonymous with the highest standards of automotive coach design and manufacturing since the early days of motoring. In these days of mass production, the Jaguar Vanden Plas stands out as an automotive rarity, a truly limited edition. Created for the connoisseur who can demand a higher standard of refinement without compromise. An automobile built for those few who wish the uniqueness of a fine luxury automobile. The Vanden Plas is a special rendition of the best Jaguar ever built, employing the finest handcrafted materials and painstaking attention throughout the process of its assembly, from its beginning to its delivery.

The prospective buyer will be looking to you, the Jaguar sales representative, to distinguish the elements which set this unique edition apart from other luxury automobiles. This booklet will enable you to demonstrate that the Jaguar Vanden Plas represents an unusual opportunity to own an automotive masterpiece.



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# Vanden Plas

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The coachbuilding firm of Vanden Plas, now a part of Jaguar Cars Ltd., was founded in 1870 when Guillaume Van den Plas inherited his uncle's wheel-making workshop in Brussels. In 1884, he moved his firm to Antwerp and there produced his first complete carriages.

An English branch was established in 1912 and in 1913, its name became Vanden Plas (England) Ltd. Through 1923, it built bodies for a wide variety of cars including: Rolls Royce, Bentley, Daimler, Talbot.

Through 1939, the firm's primary assignment was the building of bodies for Rolls Royce, Bentley and an occasional commission for luxury coachwork on Packard, Lagonda, Delage and Bugatti chassis.

After World War II, Vanden Plas again made bodies, mainly for Rolls Royce and Bentley. Later, it became a part of the Austin Motor Company and built bodies for several Austin Princess models including long wheelbase limousines specially built for the British Royal Household.

In 1968, Austin and Vanden Plas became a part of British Leyland Motor Corporation. Since then, Vanden Plas has concentrated almost exclusively on Daimler sedans and limousines. In 1974, it became officially a part of Jaguar.

Today, the Vanden Plas tradition continues — a devotion to hand labor carried out by skilled artisans using only the highest quality materials — in search of the ultimate in automotive craftsmanship and elegance. This tradition is reflected in the Vanden Plas sedan, a limited edition of the Jaguar Series III XJ6, now available for the first time in the United States.



by Vanden Plas

1928 Bentley

1937 Bugatti

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# C O M F O R T   A N D   B E A U T Y

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**Leather Seats** These sumptuous leather seats are unique to Vanden Plas not only because of their comfort but also because of the high quality leather that is used in the covering of the seat fascia. Unlike most leathers used in the automotive trade, Vanden Plas obtains its leather from Scandinavia through Connolly of London. This insures receiving hides that are not impaired by either barbed wire snags, or contamination from the warble fly.

When the hides reach the leather shop at Jaguar, they are carefully tested by chemists who check for tear strength and imperfections. Once the hides have passed these tests, they are shipped to the trim department. Since between two and three hides are used for each Vanden Plas, precise matching of color is critical. Master cutters individually match up a set of hides which is then coded and destined for one particular Vanden Plas.

Sewing too, is done by hand and the seats are built up, layer on layer, sewn and battened and always fitted and finished by hand. The result is firm, yet infinitely comfortable and pleasing to look at; quality that would not be out of place in a famous club or fashionable drawing room.

Front and back, within and without, Vanden Plas seating is remarkable. The fully-reclining bucket seats and rear bench seats are leather-faced and orthopedically-designed. Front seats have adjustable lumbar support, and, as an added convenience, the driver's seat-height adjustment is electrically powered. It adjusts for height and angle at the touch of a button. The result is to lessen driver fatigue, and to contribute to a general sense of well-being that is an essential part of the Vanden Plas experience.



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# A C A R F O R T H E F E W

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**Rare Walnut Veneers** Vanden Plas sedans are among the diminishing number of cars that offer natural wood paneling. The story of how the Vanden Plas dashboard is made reflects the great care that goes into every part of the car.

One man is responsible for selection and mirror-matching the rare walnut veneers that are used on Vanden Plas dashboards. He performs his magic upon a base of the finest obtainable Finnish birch plywood. To minimize the possibility of the final finish "crazing," a cushioning sandwich of South American anigre veneer is applied by hand to the plywood base, front and back. This becomes the platform for Vanden Plas' well-known, matched-grain walnut cabinetwork. Near identical twin veneers, cut from the same part of the same tree, are laid end to reverse end, so that the left side of the finished dashboard is literally a mirror image of the right side. Even the glove compartment door facing is matched for grain pattern, cut to fit and coded so that the door facing is part of the same veneer as the rest of the dashboard. This is in the finest tradition of English cabinetmaking predating Mr. Chippendale.

The finished veneer is sanded, varnished with a specially durable polyvinyl coating, sanded again and varnished again. The result is uncommonly smooth, very durable, yet with the warmth and richness that only rare, natural wood can impart.

This same care is also carried out in the upper door casing trim.





#### Unique Interior Appearance

- Select high quality leather from Connolly of London.
- Beautifully matched wood veneers.
- Luxurious carpeting.
- Individual swivel-based rear seat reading lamps.
- A convenient storage compartment concealed within the rear seat arm rest.

**Exterior Identification** The exterior of the Vanden Plas is distinguished from the standard Jaguar by its special trunk lid badging and distinctive coach stripes.

**Rare Woods** Exquisitely finished facias, center console and door trims offer matching grain patterns and are just one of the many subtle features enjoyed by the Vanden Plas owner.

**Advanced Electronics** A digital trip computer monitors elapsed time, distance and fuel consumption, as well as clock time, average and current fuel consumption rate and average trip speed.







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# T H E A S S E M B L Y

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**Inspections** Each Vanden Plas is subjected to continuous inspection from the start. Its production dossier is a living, permanent, accountable record of these inspections. But perhaps the most unusual of the many separate Jaguar Vanden Plas inspections and testing procedures is the road test.

Each and every Vanden Plas is individually road tested, and all systems are thoroughly checked. The road test has two stages conducted by two different inspectors. The first road test, over eight miles of Coventry roads, is to check on the assembly process. An inspector drives the car, checks any faults, notes them on the car's dossier and sees that they are corrected. Then, another inspector takes the car out for a final road test, four miles in length, to make absolutely sure all imperfections have been corrected.

These road tests go on around the clock, day and night, all year long, in all weather. Only when a Jaguar Vanden Plas has satisfied the final road test inspector is it released.



# S P E C I F I C A T I O N S

**Engine** 6-cylinder water-cooled in-line with twin overhead camshafts • 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converters • Compression ratio: 8.1:1 • Bore: 3.625 in. • Stroke: 4.17 in. • Stroke/bore ratio: 1.15:1 • Displacement: 258 cu. in. (4235 cc) • Ignition: Constant Energy Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistor unit and high performance coil • Fuel injection: Electronic with separate cold start injector • Fuel pump: Electric • Fuel tank Capacities: Left, 11.8 U.S. gallons; Right, 11.8 U.S. gallons (unleaded) • Oil Sump Capacity: 7.8 U.S. quarts with filter change.

**Drive Train** Transmission: Borg Warner model 66 three-speed fully automatic with overriding manual control; torque converter • Final drive: Independent Hypoid type • Rear Axle Ratio: 2.88:1 • Gear Ratios: Reverse 2.09:1; First 2.40:1; Second 1.45:1; Drive 1.0:1.

**Steering:** Rack and pinion, power-assisted • Adjustable steering column • Turns, lock to lock: 3.33 • Turning Circle: 40 ft.

**Suspension** Front: Independent with "anti-dive" geometry incorporating coil springs, shock absorbers, anti-sway bar • Rear: Independent with drive shafts forming upper links and paired shock absorbers with coil springs.

**Brakes** Power-assisted 4-wheel disc brakes with independent circuits front to rear incorporating pressure differential warning actuator • Front: 11.06 in. diameter ventilated discs • Rear: 10.32 in. diameter discs mounted inboard.

**Road Wheels** 15 in. diameter vented alloy wheels, fitted with Pirelli P5 205/70VR15 radial-ply tubeless tires.

**Electrical** Negative-ground 12-volt system • Battery: Delco Freedom • Battery Rating: 75 amp/hrs. at 20 hour rate • Alternator: 75 amps.

**Instruments and Controls** Speedometer with trip odometer • Electric tachometer • Trip computer with

U.S. or metric digital display of elapsed time, distance and fuel consumption as well as clock time, average and current fuel consumption rate and average speed • Gauges for battery condition, oil pressure, water temperature and fuel level • Warning lights for oxygen sensor, heated rear window, high beam, seat belts, low coolant, inoperative parking or tail/stop lights, ignition, brakes, handbrake and oil pressure • Multi-purpose lever on left side of steering column controls, cruise-control "set," headlights, low beam/high beam/flasher and directionals; right side lever controls electric windshield washer and self-parking, two-speed wipers with intermittent and single-wipe capability • Door warning lamps (all doors) incorporating puddle lights • Map reading light • Luggage compartment light • Heated rear window • Central locking switches for doors, trunk and windows • Dual electrically operated remote control exterior mirrors • Cruise-control master "on/off" and "resume" switch.

**Body** Four-door, all steel • Integral body/chassis construction • Positive lock anti-burst door catches with central locking and unlocking of doors and locking of trunk by key or operation of locking lever in driver's front door • Trunk unlocked by key only • Electrically-operated sunroof • Dual-tone coach stripes.

**Interior** Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding two-speed manual control • AM/FM stereo radio and cassette sound system with electronic tuning and electric aerial • Electric power windows • Tinted glass • Fully-reclining leather-faced front seats with adjustable lumbar support, adjustable for reach and rake (with adjustable head restraints); driver's seat height adjusted electrically, leather-faced rear seats • Map pockets on rear of front seat backs • Inertia-reel seat belts • Console and lockable glove box • Burlled walnut fascia • Cigarette lighter.

**Optional Equipment** None.

