

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

1976 Jaguar XJ12 Series 2



Vehicle Details

Vehicle	1976 Jaguar XJ12 Series2
Owner	Alan BESSELL
Colour	Old English White
Body	4 doors 5 seat Sedan
Drive Type	Rear Wheel Drive
Engine	Holden Statesman V8
Registration No.	BESSELL
Build Date	21 st January 1977
Purchased	March 1981 Eric Little Townsville

Engine

Engine Size	Conversion in 2012 to V8 5.0L
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Transmission

Gearbox	Conversion in 2012
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Wheels & Tyres

Rim Description	15x6.0
Tyre Description	205/70 R15

Dimensions & Weights

Length/Width	4945 /1760 (mm)
Height/Wheelbase	1374 /2873 (mm)
Kerb Weight	(kg)

Fuel

Fuel Type	Petrol
Capacity	81 (L)

Comments:

The Jaguar XJ12 was launched in 1972, powered by a 5.3 L V12 engine coupled to a Borg Warner Model 12 transmission. It was at that time the world's only mass-produced 12-cylinder 4-door car, and with a top speed 225 km/h, the "fastest full four-seater available in the world ". Although it had always been the intention that the XJ would take the twelve-cylinder engine, it was nonetheless a tight fit, and providing adequate cooling had been a challenge for the engineers designing the installation.

Bonnet and hood louvres such as those fitted on the recently introduced twelve-cylinder E Type were rejected, but the XJ12 featured a complex "cross-flow" radiator divided into two separated horizontal sections and supported with coolant feeder tanks at each end: the engine fan was geared to rotate at 1¼ times the speed of the engine rpm, subject to a limiter which cut in at a fan speed of 1,700 rpm. The fuel system incorporated a relief valve that returned fuel to the tank when pressure in the leads to the carburettors exceeded 1.5 psi to reduce the risk of vapour locks occurring at the engine's high operating temperature, while the car's battery unusually benefited from its own thermostatically controlled cooling fan.

Commonly referred to as the "Series II", the XJ line was facelifted in 1974. The 4.2 L XJ6 and the 5.3 L V12 XJ12 were continued. In May 1977, it was announced that automatic transmission version of the V12 cars would be fitted with a General Motors three-speed THM 400 transmission in place of the British-built Borg-Warner units.

A total of 3,235 of the first generation Series 1 XJ12s were built. As with the six-cylinder cars, an upmarket version, this time called the Daimler Double-Six, became available later, reviving the Daimler model name. A total of 91,227 Series II models were produced and 14,226 of these were manufactured with the V12 engine.

Conversion:

Mechanic: Clint KELLY
Electrics & Air-conditioning: Motolec
Paint: Josh KLAUS Northern Crash Repairs
Completion: Reg Fels

