

CLASSIC DRIVER



1988 Jaguar XJS

Lot sold	USD 25 036 - 33 381 GBP 18 000 - 24 000 (listed)	Lenkung	Links
Baujahr	1988	Zustand	Gebraucht
Chassisnummer	SAJJNADW3DA147386	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	379	Motornummer	85056253HA

Beschreibung

1988 Jaguar XJ-S V12 Convertible

Registration no. F1 LXC

Chassis no. SAJJNADW3DA147386

Engine no. 85056253HA

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodyshells being

transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible has undergone a detailed 'last nut and bolt' rebuild with no expense spared, the works being carried out during 2012/2013. 'F1 LXC' comes with a full history file containing all its original paperwork, restoration invoices and a full photographic record of the rebuild showing the car before, during and after. Finished in brown with matching leather interior, this quite spectacular XJ-S V12 Convertible is offered with current MoT certificate and a V5C registration document. The only notified deviation from factory specification is the provision of a rear bench seat, replacing the carpeted shelf.

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