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Note that Jaguar “Compact” Saloon / Sedan models featured Piping made in the same colour as the main trim colour. Information from: Thorley, N. (1990) Original Jaguar MkI/MkII – The Restorer’s Guide to MkI, MkII, 240/340 and Daimler V8 – Bay View Books Ltd.

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Sales

Dramatic increases in the values of the Mark I and Mark II family
have stimulated renewed interest in these most prized of all Jaguar
saloons. Many examples have been rejuvenated by professional

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restorers and mechanically minded owners, but how many of these cars boast the completely original and authentic specification which the most discerning enthusiasts now demand? The information needed to determine how a restored car should look and what parts it should contain can be hard to find, but now help is at hand for all owners, restorers and enthusiasts in Original Jaguar MkI/MkII.

Drawing from factory records, parts books, catalogs and service bulletins, as well as the accumulated knowledge of the author and respected Jaguar restorers, this book provides the evidence of what constitutes an authentic Jaguar Mark II. More than 150 color photographs show every inch of our eight carefully selected cars. Seven of these have been preserved in remarkably original condition; the other has been restored with fastidious attention to originality. From 2.4-liter Mark I to Daimler V8 250, every

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And Daimler's permutation of specification is covered in superb detail.

Jaguar founder Sir William Lyons had a hit on his hands when he launched the "compact" 2.4 liter sports saloon in 1956. A year later those wanting more thrills were offered the 120mph 3.4 Liter. Both were replaced in 1960 by the Mk2 models, which added a 3.8 liter, and from there on, the range was developed and expanded with the long-booted S-type of 1964, the 4.2 liter 420 of 1967, and the final 240/340 models of 1968. Alongside there were the Daimler V8 and Sovereign models. The Mk1 and Mk2 and their derivatives have been heading the list of desirable classic cars for many years, and more and more worn-out, semi-derelict examples are being dragged out of garages and barns to be restored. For those seeking originality in a restoration, or considering the purchase of a car, or

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even noting points of originality or otherwise in a car they already own, *Factory-Original Jaguar Mk1 & Mk2* provides the comprehensive guide to factory specifications, equipment and finishes in all departments. It covers engine and transmission, body panels, interior and exterior trim, electrics, dashboard, instruments, switches and controls, lamps, under the hood components, paint and trim colors - in fact, everything right down to the tool kit, from the beginning of production to the end. The text is accompanied by some 300 specially commissioned color photographs of outstanding examples of the cars, enabling the reader to view every model and variant in considerable detail.

This very British saloon car was introduced in 1955 to complement Jaguar's successful sports and luxury models it was the company's

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And Daimler's first monocoque-bodied production car.

This book covers production versions of Jaguar's legendary E-type, from the 3.8 of 1961 to the last of the V12s of 1975. Model-by-model, with hundreds of pictures, it gives you all the details of correct factory specifications and equipment, including body panels, external trim and badging, paint colors, interior trim and trim colors, dashboard, instruments and switches, under-hood components, engine and transmission, lamps, and all other features right down to the tool kit, from the beginning of production to the end. All this detailed information is vital to the buyer, owner and restorer. Each model's section opens with a brief text introduction followed by specially commissioned color photographs with extended captions. For quick reference to accurate and

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comprehensive information, this formula is hard to beat.

The compact Jaguar saloons of the 1950s and 1960s were some of the most popular performance cars of their day and now are considered one of the most collectable of classics. In this fascinating, extensively illustrated book, Nigel Thorley describes the year by year history and development of the Jaguar Mark 1 and Mark 2 models. From the original design concept in the early 1950s, through to the final variants produced at the end of the 1960s, it's all here. With a fabulous collection of period and specially commissioned photographs and curiosities and anecdotes uncovered along the way, Jaguar Mark 1 & 2 represents a feast for car lovers, and Jaguar owners.

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Today very much part of the classic car scene around the world, the Daimler SP250 sports car has a fascinating and eventful history. The idea of staid and traditional Daimler building an open sports car is surprising enough in itself: that the car should be fiberglass-bodied, V8 engined and have a daring futuristic appearance stretches credibility to the limit...but that's exactly what the company did produce between 1959 and 1964. A bold new design, the "Dart" as it was originally to be called, should have been struggling Daimler's savior and a springboard to a range of new models, including saloons and coupes. Things didn't quite work out that way and Daimler was acquired by Jaguar, which led to the SP250's Edward Turner-designed V8 engine being used in a Daimler-badged version of the Jaguar MkII saloon. Here is the full story of the SP250 including concept, development and production

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history. Also covered are related models, specials, buying and restoration, chassis numbers, production numbers, color schemes, clubs and specialists. Altogether a source book of essential information for SP250 and Daimler enthusiasts.

This significantly enhanced Fourth Edition of Jaguar – All the cars, brings the Jaguar model story right up-to-date. The only publication available covering the entire range in precise detail, with a revised engine chapter, updated chapters on existing models, and new chapters on the very latest Jaguar models.

Twenty years ago, the Mazda MX-5 Roadster was born – the result of five years' research and development by two project teams split across Japan and the USA. When launched, it was the sports car the

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And DaimlerV8 world was waiting for. Over the past 20 years, the MX-5 has evolved and changed, but has managed to stay true to the original philosophy of ‘horse and rider as one,’ a car to truly engage with the driver and provide the ultimate top-down driving experience with its perfect 50/50 weight distribution and neutral handling – it is easy to control, nimble and light, and inexpensive to buy, own and maintain. The MX-5 is a true testament to itself as the ‘world’s best-selling sports car,’ and with the earlier MkI and MkII available for modest prices, it is the perfect choice as a fun and enjoyable daily driver, a weekend track car, or a project base for a kit car. This book will help you get the MX-5 of your dreams.