

Far above the budget of the ordinary motorist, this R17 500 super-car is magnificently comfortable and driveable . . .



# Jaguar Executive, by Leyland

## CAR test

There have been many detail changes to the Jaguar Executive since our previous Road Test of this model in August, 1974: it has enhanced and modernised equipment which introduces new standards of comfort and luxury, and on the mechanical side, an improved automatic transmission has been introduced.

The striking new interior — introduced in the current model at the middle of last year — features pure wool woven upholstery, making the seats some of the most comfortable we have ever experienced. The wool is soft and yielding, and thermally neutral, so that it seems warm in winter and cool in summer. It extends to the integral head restraints, as well, and makes a handsome contrast with the natural burlled walnut fascia.

### CRUISE CONTROL

A new control mounted on the console — alongside the power-window and central locking controls — is that of the Speed-O-Matic cruise control system which has been engineered into the car to give steady and economical cruising ability at steady speed. It can be set at any required speed, and incorporates a "resume" system which enables the driver to select a pre-set speed again at the touch of the switch. This unit works extremely well and is simple to operate; it can be overridden by both brake and accelerator, or by operating the switch.

This new model retains the traditional "Executive" features, some of them in improved form: long wheelbase, full air-conditioning, pre-select radio and tape deck with four speakers set in the doors,

remote-controlled door mirrors, individual reading lights at rear, and a host of items to cater for comfort and convenience.

### PERFORMANCE

The new gearbox is the latest Borg-Warner Model 65 three-speed automatic transmission, which has replaced the earlier Model 12. It has similar gearing and the ability to hold individual ratios, but is smoother-acting and more efficient. It reacts quickly to throttle demand, and has a very mild creep action when the car is held stationary with engine idling and transmission engaged.

The new model is heavier than the old, by about 50 kg, yet we recorded improved initial acceleration, and a top speed of well over 180 km/h. Jaguars have usually been refined and gentle performance cars, and this latest one is no exception: there is no wheelspin nor smoking tyres at a sprint start, but it accelerates with decep-

tive pace and strength, and registers gradient readings. At speed it is whiplash quiet and easily controlled.

With the cruise control unit operating it is capable of returning just over 10 litres/100 km (about 23 m-p-g) in road cruising, giving it a range of more than 800 km on the twin fuel tanks.

### SUMMARY

It is difficult to believe that the Jaguar has been with us for almost 20 years now — this is CAR's fifth test since 1969. Its styling is ageless, beautiful, and — particularly in Executive form — the interior has kept attractive and modern by periodic revision and additions.

Its R17 500 price tag puts it far beyond the reach of the ordinary motorist, but it is a magnificent car to look at, sit in, and — most of all — to drive.

(Graphs opposite)

## SPECIFICATIONS

### ENGINE:

Cylinders . . . . . 6 in line  
 Carburettors . . . . . twin SU-HS-8  
 Bore . . . . . 92,1 mm  
 Stroke . . . . . 106,0 mm  
 Cubic capacity . . . . . 4 235 cm<sup>3</sup>  
 Compression ratio . . . . . 7,8 to 1  
 Valve gear . . . . . o-h-v, twin o-h-c  
 Main bearings . . . . . seven  
 Aircleaner . . . . . paper element  
 Fuel requirement . . . 93-octane Coast,  
 88-octane Reef

### ENGINE OUTPUT:

Max power SAE (kW) 145 (195 b-h-p)  
 Max power net (kW) . 123 (128 DIN)  
 Peak r/min . . . . . 4 500  
 Max torque (N.m) at r/min . . 313 at  
 3 000

### TRANSMISSION:

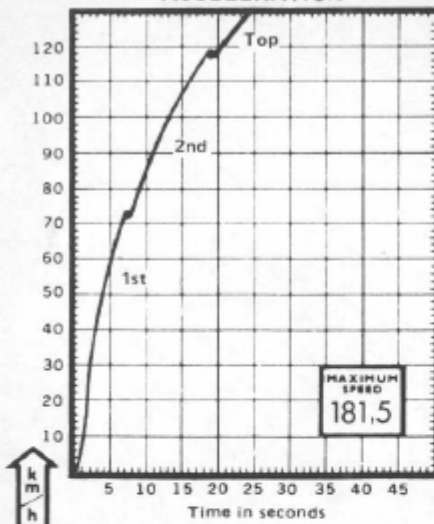
Forward speeds . . . three, Borg-Warner  
 model 65 A/T

Selector . . . . . Console T-handle  
 Low gear . . . . . 2,39 to 1  
 2nd gear . . . . . 1,45 to 1  
 Top gear . . . . . Direct  
 Reverse gear . . . . . 2,09 to 1  
 Final drive . . . . . 3,07 to 1,  
 limited-slip  
 Drive wheels . . . . . rear

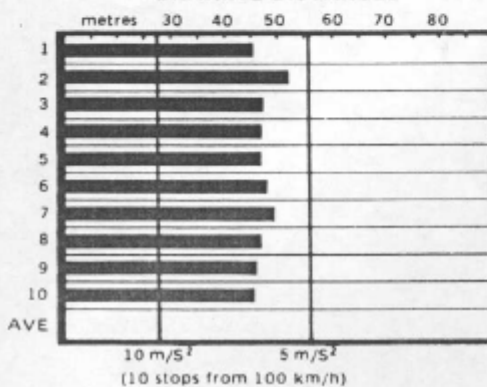
## KEY FIGURES

1 km sprint . . . . . 34,3 seconds  
 Terminal speed . . . . . 151,0 km/h  
 Fuel tank capacity . . . . . 105 litres  
 Litres/100 km at 80 . . . . . 11,7  
 Fuel range at 80 . . . . . 904 km  
 Litres/100 km at 90 . . . . . 12,3  
 Fuel range at 90 . . . . . 819 km  
 Engine revs per km . . . . . 1 552  
 National list price . . . . . R17 500

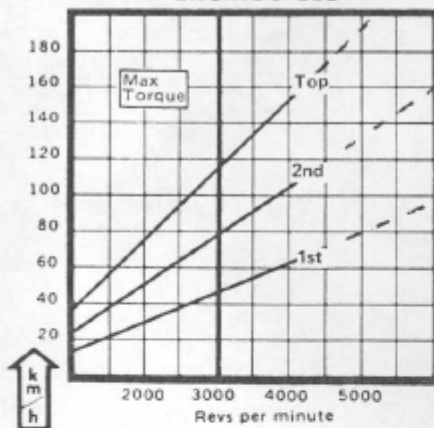
### ACCELERATION



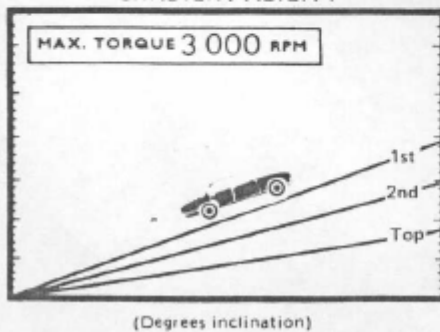
### BRAKING DISTANCES



### ENGINE SPEED



### GRADIENT ABILITY



## test Jaguar Executive, by Leyland

### PERFORMANCE

**MAKE AND MODEL:**  
 Make . . . . . Leyland  
 Model . . . . . Jaguar XJ-6 Executive, Series 2

**PERFORMANCE FACTORS:**  
 Power/mass (W/kg) net. . . . . 70.2  
 Frontal area (m<sup>2</sup>) . . . . . 2.43  
 km/h per 1 000 r/min (top) . . . . . 38.6

**INTERIOR NOISE LEVELS:**

	Mech	Wind	Road
Idling . . . . .	47.0	-	-
60 . . . . .	64.0	-	-
80 . . . . .	69.0	-	-
100 . . . . .	73.5	79.0	78.5
Average dBA at 100 . . . . .	77.0	-	-

### IMPERIAL DATA

**ACCELERATION FROM REST (seconds):**  
 0-50 . . . . . 9.1  
 0-60 . . . . . 12.8

**MAXIMUM SPEED (m-p-h):**  
 True speed . . . . . 112.8

**FUEL ECONOMY (m-p-g):**  
 40 m-p-h . . . . . 27.6  
 50 m-p-h . . . . . 24.1  
 60 m-p-h . . . . . 22.0

**ACCELERATION FROM REST:**  
 0-60 . . . . . 6.3  
 0-80 . . . . . 9.0  
 0-100 . . . . . 13.6  
 1 km sprint . . . . . 34.3

**OVERTAKING ACCELERATION: (A/T):**  
 40-60 . . . . . 2.5  
 60-80 . . . . . 2.8  
 80-100 . . . . . 4.6

**MAXIMUM SPEED:**  
 True speed . . . . . 181.5  
 Speedo reading . . . . . 180  
 Calibration:  
 Indicated: 60 80 100  
 True speed: 57 78.5 98

### CRUISING AT 80

Mech noise level . . . . . 69.0 dBA  
 0-80 through gears . . . . . 9.0 seconds  
 km/litre at 80 . . . . . 8.6  
 litres/100 km . . . . . 11.7  
 Braking from 80 . . . . . 3.2 seconds  
 Maximum gradient (top) . . . . . 1 in 8.5  
 Speedometer error . . . . . 2.5% over  
 Speedo at true 80 . . . . . 82 km/h  
 Engine r/min . . . . . 2 070

**FUEL CONSUMPTION (litres/100 km):**  
 60 . . . . . 10.2  
 80 . . . . . 11.7  
 100 . . . . . 12.8

**BRAKING TEST:**  
 From 100 km/h:  
 First stop . . . . . 3.6  
 Tenth stop . . . . . 3.7  
 Average . . . . . 3.83

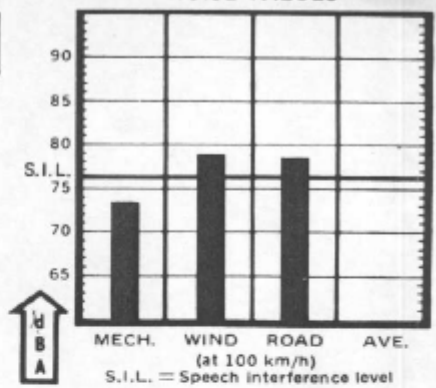
**GRADIENTS IN GEARS:**  
 Low gear . . . . . 1 in 2.8  
 2nd gear . . . . . 1 in 3.8  
 Top gear . . . . . 1 in 6.7

**GEARED SPEEDS: (km/h):**  
 Low gear . . . . . 72.7  
 2nd gear . . . . . 119.7  
 Top gear . . . . . 173.6  
 (Calculated at engine peak r/min - 4 500.)

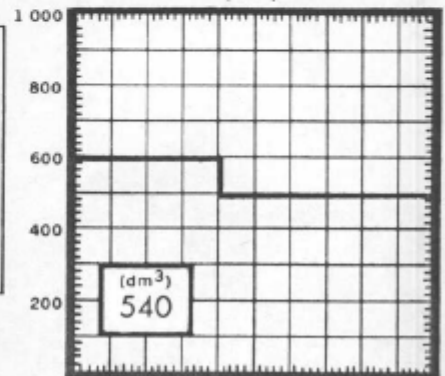
**WARRANTY:**  
 Six months or 10 000 km.

**TEST CAR FROM:**  
 Leyland South Africa.

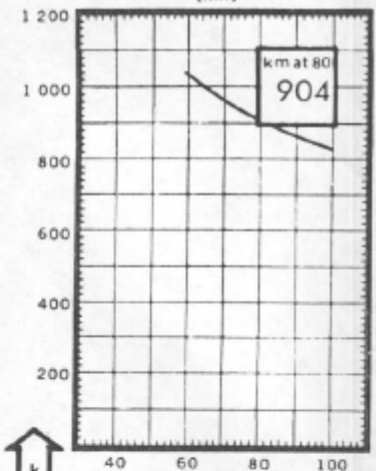
### NOISE VALUES



### LUGGAGE CAPACITY (dm<sup>3</sup>)



### FUEL RANGE (km)



### FUEL CONSUMPTION (litres/100 km)

