

# Jaguar XJ-6 Executive

The XJ Jaguar is one of very few cars which has become a classic in its own lifetime. It is among the most coherent car designs ever achieved, an aristocrat among sports sedans. And in its latest Series 2 Executive form, it is also a prince among luxury models. This is our sixth Road Test of the XJ since the first model was launched here in 1969, and every test has been a memorable experience.

The current Series 2 Executive was revised at the end of 1978 for the 1979 model year. The most important change was that the energy-absorbing bumpers developed overseas to meet American safety regulations are now fitted in local production.

#### SEVERAL REVISIONS

These are designed to absorb full impacts up to 8 km/h, and because they project further from the coach-

work, they have increased the car's overall length to just over 5 metres.

There have been several revisions of the XJ-6 in the past decade, most of them involving upgrading of equipment and controls. The biggest model change took place in 1977 when the Series 2 version was announced, with longer wheelbase to increase interior space, improved Borg-Warner Model 65 automatic gearbox, and pure wool upholstery

**Leyland's evergreen super-car reaches the end of its South African production run—but the good news is that it will remain available for some time to come, yet!**



# cutive, Series 2

to give the greatest comfort and neutral thermal characteristics.

At the same time, the Speed-O-Matic cruise control system became standard, with everything from full air-conditioning to a quadrophonic radio/tape system making this South Africa's most luxurious car.

## EQUIPMENT DETAIL

The 1979/80 model retains all of this inherent luxury and elegance. The dashboard is finished in real burled walnut, and there are thoughtful features like individual reading lights in the rear pillars, seatback pockets and (a new feature) a first-aid kit under the front passenger seat.

Instrumentation has been modernised with model revisions, and is sports-style — with accurate and flutter-free rev-counter, oil pressure gauge, battery condition indicator, high-quality electric clock and clear pilot lights.

The centre console has a padded arm-rest/glovebox, and sub-panels for minor controls such as rocker switches, and electric window and central door locking controls.

## DELIGHT TO DRIVE

But the Jaguar is not merely a dolled-up luxury car — it is also a delight to drive. Nicknamed "the Big Cat" in America because of its sure-footed roadability, it is a car which has impeccable road manners and a phenomenal safety rating. It drives easily, swiftly and surely, going exactly where the driver places it and offering outstanding riding comfort and silence.

We always enjoy driving a Jag — taking it out on the highways and byways to savour, once again, its smooth performance, light handling and four-footed stability. It almost seems to glide along, with effortless strength and needing only finger-tip pressure to direct its course.

## PERFORMANCE

Over the years the Jag has become more mature and has gained slightly in bulk and mass, but it retains a pretty fair turn of performance in spite of its 1,8 tons. The current test car was particularly impressive, whipping smoothly away from rest to reach 80 in 8,8 seconds, 90 in 10,6, and going on to a maximum of 180-plus km/h on a level road, both ways.

The automatic transmission is slow to react to manual selection, but is smooth and more efficient when used as a full automatic and allowed to compute its own changes. It has simple T-handle control and is a good working unit — in particular, it has a fair engine retard effect when the driver wants to slow the car without actually braking.

Instrumentation is very accurate, with only a small speedometer overreading error at middle speeds.

## ECONOMY, SOUND, BRAKING

One does not expect a big and powerful automatic to achieve exciting economy, though the Jag's 11,8 litres/100 km (23,9 m-p-g) at 80 is reasonable enough. The car has a very flat consumption curve, and even though we drove it pretty enthusiastically over 500 test km (including performance tests) it registered a very fair 15,53 litres/100 km overall — 18,2 m-p-g. With big twin tanks totalling 105 litres of fuel, it goes a long way between refills.

## KEY FIGURES

Maximum speed . . . . .	181,3 km/h
1 km sprint . . . . .	33,6 seconds
Terminal speed . . . . .	155,0 km/h
Fuel tank capacity . . . . .	105 litres
Litres/100 km at 80 . . . . .	11,80
Optimum fuel range at 80 . . . . .	890 km
Engine revs per km . . . . .	1 485
National list price . . . . .	R19 400

Sound levels have always been low on this car, and even more so in its Executive form. It really is whisper-quiet under all conditions — the most obvious sound in the test car was a slight alternator whistle!

It is a lot of car to stop from cruising speeds, yet it comes to a swift and trouble-free halt from 90 in a superb 3,3 seconds, and from 100 in 3,8 seconds — average of 10 stops — thanks to the grip of big low-profile radials.

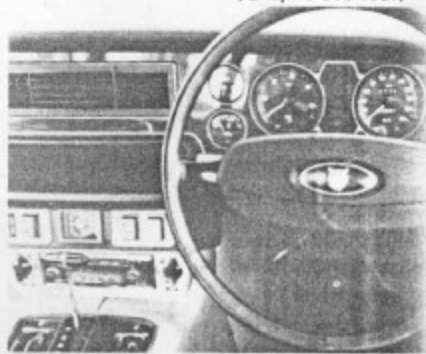
## SUMMARY

Because the local-manufacture regulations stipulated a cut-off at the end of 1979 on non-manufactured models, the last South African Jaguar will have come from the Leyland assembly lines in Blackheath, Cape, by the time this issue of CAR appears in print.

But we are happy to report that Leyland South Africa (like several other manufacturers of assembled-only models) managed to build up a reserve of units before the cut-off date, so that this great car will still be with us for some time to come.

There is only one Jag — particularly in its brilliant XJ form — and we will miss it when it is gone. It continues in full production overseas, of course — and doubtless will remain in demand here (by those who will not be satisfied with a lesser car) until that nostalgic day when the last one is sold!

(Graphs overleaf) ■



The Series 2 models have modernised fascia and minor controls.

## SPECIFICATIONS

### ENGINE:

Cylinders . . . . .	6 in line
Fuel supply . . . . .	twin SU-HS-8 carburettors
Bore/stroke . . . . .	92,1/106,0 mm
Cubic capacity . . . . .	4 235 cm <sup>3</sup>
Compression ratio . . . . .	7,8 to 1
Valve gear . . . . .	o-h-v, twin o-h-c
Ignition . . . . .	coil and distributor
Main bearings . . . . .	seven
Fuel requirements . . . . .	93-octane Coast, 88-octane Reef
Cooling . . . . .	water, viscous-coupled fan

### ENGINE OUTPUT:

Max power I.S.O. (kW) . . . . .	128
Power peak (r/min) . . . . .	4 500
Max usable r/min . . . . .	4 500
Max torque (N.m) . . . . .	313
Torque peak (r/min) . . . . .	3 000

### TRANSMISSION:

Forward speeds . . . . .	three: Borg-Warner model 65 automatic
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

### WHEELS AND TYRES:

Road wheels . . . . .	styled 5-stud discs
Rim width . . . . .	6,0J
Tyres . . . . .	205/70 VR 15 radials

Tyre pressures (front) . . . . .	190 to 220 kPa
Tyre pressures (rear) . . . . .	200 to 240 kPa

### BRAKES:

Front . . . . .	284 mm discs
Rear . . . . .	264 mm discs, inboard
Pressure regulation . . . . .	dual circuit, anti lock
Boosting . . . . .	vacuum servo
Handbrake position . . . . .	under dash

### STEERING:

Type . . . . .	rack and pinion, power-assisted
Lock to lock . . . . .	3,3 turns
Turning circle . . . . .	11,6 metres

### MEASUREMENTS:

Length overall . . . . .	5,120 m
Height overall . . . . .	1,374 m
Width overall . . . . .	1,760 m
Wheelbase . . . . .	2,865 m
Front track . . . . .	1,473 m
Rear track . . . . .	1,488 m
Ground clearance . . . . .	0,152 m
Licensing mass . . . . .	1 881 kg

### SUSPENSION:

Front . . . . .	independent
Type . . . . .	coils, gas-filled shock absorbers
Rear . . . . .	independent
Type . . . . .	co-axial coils with gas-filled shock absorbers

### CAPACITIES:

Seating . . . . .	4/5
Fuel tanks . . . . .	105 litres (twin tanks, 52,5 litres each)
Luggage trunk . . . . .	425 dm <sup>3</sup> net

# test

Jaguar XJ-6 Executive, Series 2

## PERFORMANCE

### PERFORMANCE FACTORS:

Power/mass (W/kg) net. . . . . 68,0  
 Frontal area (m<sup>2</sup>) . . . . . 2,42  
 km/h per 1 000 r/min (top) . . . . . 40,4

### MAKE AND MODEL:

Make . . . . . Leyland  
 Model Jaguar XJ-6 Executive, Series 2

### INTERIOR NOISE LEVELS:

	Mech	Wind	Road
Idling . . . . .	45,4	—	—
60 . . . . .	64,0	—	—
80 . . . . .	68,0	76,0	74,5
100 . . . . .	72,0	80,0	78,0
Average dBA at 100 . . . . .	76,7		

### ACCELERATION (seconds):

0-60 . . . . . 5,8  
 0-80 . . . . . 8,8  
 0-100 . . . . . 13,2  
 1 km sprint . . . . . 33,6

### OVERTAKING ACCELERATION

(A/T):  
 40-60 . . . . . 3,2  
 60-80 . . . . . 4,1  
 80-100 . . . . . 4,4

### MAXIMUM SPEED (km/h):

True speed . . . . . 181,3  
 Speedometer reading . . . . . 180

### Calibration:

Indicated: 60 70 80 90 100  
 True speed: 58 68 78 88 98

### FUEL CONSUMPTION (litres/100 km):

60 . . . . . 10,18  
 70 . . . . . 11,06  
 80 . . . . . 11,80  
 90 . . . . . 12,42  
 100 . . . . . 12,82

### BRAKING TEST:

From 100 km/h  
 Best stop . . . . . 3,7  
 Worst stop . . . . . 4,0  
 Average . . . . . 3,80

### GRADIENTS IN GEARS:

Low gear . . . . . 1 in 2,8  
 2nd gear . . . . . 1 in 4,6  
 Top gear . . . . . 1 in 6,3

### GEARED SPEEDS (km/h):

Low gear . . . . . 76,0  
 2nd gear . . . . . 125,2  
 Top gear . . . . . 181,6  
 (Calculated at engine peak r/min - 4 500)

### TEST CONDITIONS:

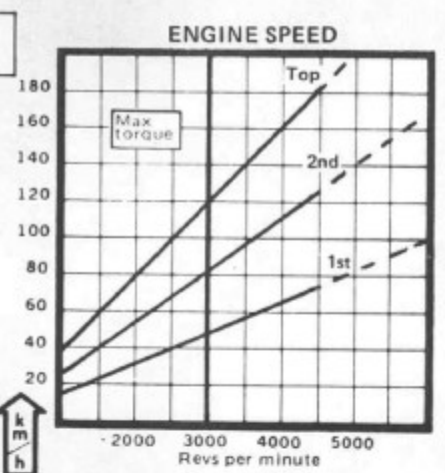
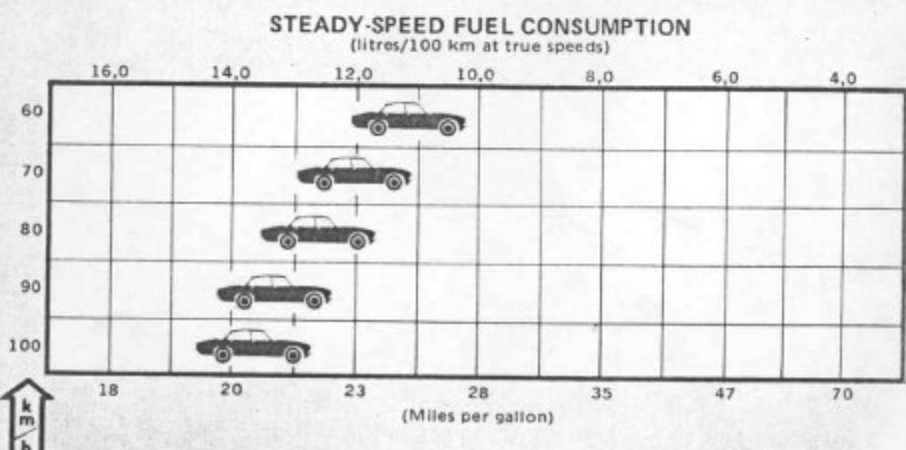
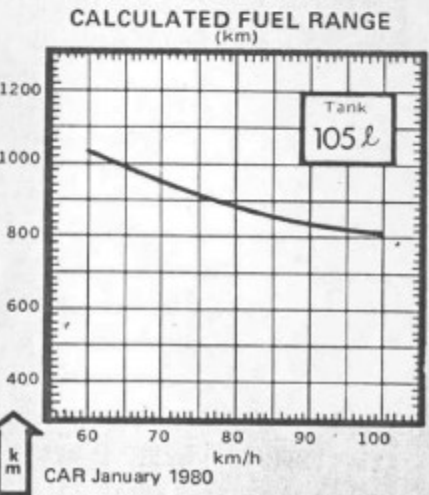
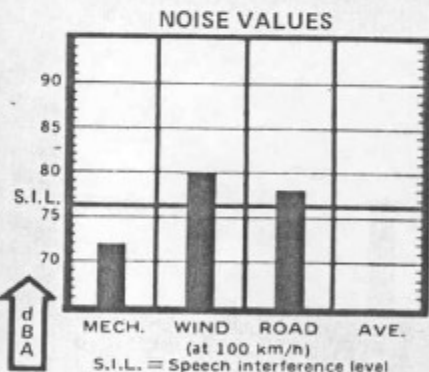
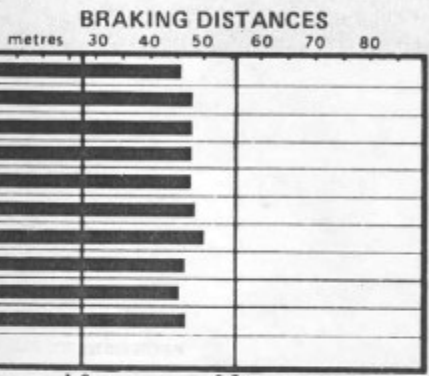
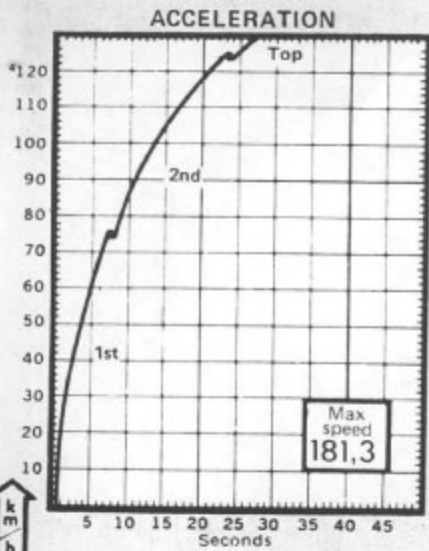
Altitude . . . . . at sea level  
 Weather . . . . . fine and warm  
 Fuel used . . . . . 93-octane  
 Test car's odometer . . . . . 2 893 km

### WARRANTY:

Twelve months unlimited mileage.

### TEST CAR FROM:

Leyland South Africa, Blackheath, Cape.

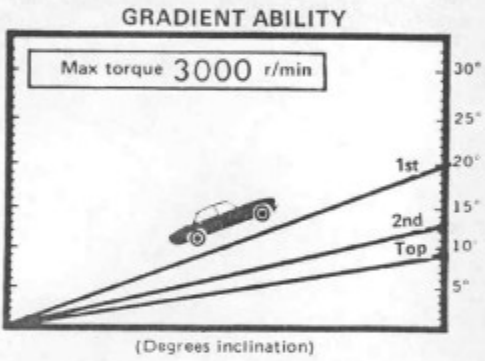


**IMPERIAL DATA**

ACCELERATION (seconds):  
 0-60 . . . . . 12,4

MAXIMUM SPEED (m-p-h):  
 True speed . . . . . 112,7

FUEL ECONOMY (m-p-g):  
 50 m-p-h . . . . . 23,8  
 60 m-p-h . . . . . 22,3



**CRUISING AT 90**

Mech noise level . . . . . 70,0 dBA  
 0-90 through gears . . . . . 10,6 seconds  
 Litres/100 km at 90 . . . . . 12,42  
 Calculated fuel range at 90 . . . . . 845 km  
 Braking from 90 . . . . . 3,3 seconds  
 Maximum gradient (top) . . . . . 1 in 10,0  
 Speedometer error . . . . . 2 % over  
 Speedo at true 90 . . . . . 92  
 Odometer error . . . . . negligible  
 Engine r/min at 90 . . . . . 2 230