

# Jaguar S-Type

Featuring 3.0 V6 5-speed manual



## SCORECARD

Overtaking / pulling power

●●●○

Fuel economy

●●○○

Handling / steering

●●●○

Comfort / ease of control

●●●●○

Interior space / practicality

●●●●○

Accident / injury avoidance

●●●●○

Costs in service

●●○○

Depreciation prospects

●●●○

**T**HE ARRIVAL OF A NEW JAGUAR IS A RARE, special occasion; few cars have been so eagerly anticipated as the new "small" Jag. Ford bosses decreed that the S-Type must use Lincoln LS underpinnings, should reflect the marque's sporting heritage and be instantly recognisable as a Jaguar. And while they're at it, could they better the BMW 5-Series - the definitive sporting saloon? No easy task, then.

Despite Jaguar's insistence that it isn't "retro", the S-Type, like the Rover 75, comes over all nostalgic. It's riddled with styling cues from Jags of the fifties and sixties, yet with advanced options such as satellite navigation, computer-controlled suspension and voice-activated controls, the S-Type is anything but retro under its classical looks.

Powered by a 4.0-litre V8 or a 3.0-litre quad-cam V6 (a "Jaguarised" V6 Mondeo engine), the new Inspector Morse-mobile has grace and style a-plenty. It's no shrinking violet, though, in size, price or weight, with the 3.0-litre needing full use of its slick, positive gearshift to deliver its best.

Ride composure and body control are fundamentally

spot-on, yet an underlying fidgetiness and occasional tremors over deep ruts (especially on optional 17-inch Sport wheels) undermine overall composure at the wheel. The overlight, slightly detached feel to the steering disappoints a little, too.

Bathed in the warm intimacy of maple veneers and fine leather craftsmanship, the interior re-creates all the style and sense of occasion of the S-Type's forerunners. But don't be surprised to find that the instruments and a few switches have a familiar Ford look to them.

The back seat is roomy and cossetting for *two* (unlike the XJ's), but a bulky transmission tunnel short-changes the third occupant. The boot, too, is more expansive than on many previous Jaguars (comfortably taking golf clubs, for example), although height under the rear parcel shelf is limited.

Up with the very best, the S-Type appeases Jaguar traditionalists, yet breaks new ground in areas of style, space, safety and value, if not fuel economy. It's an impressive effort, given its inherited origins, but whether it eclipses the Bavarian benchmark will doubtless be debated for some time to come.

HOW THE S-TYPE COMPARES*	Engine cap/power (cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes† best stop (m/kg)	Maximum legroom - front (cm)	Typical leg/kneeroom - rear (cm)	Steering turns/ (p) circle (m)	Overall length (cm)
<b>JAGUAR S-TYPE 3.0 V6</b>	2967/240	2825	8.0	22.2/16.7	23½	24½/22	111	102/77	2.7/11.5	486
<b>Alfa Romeo 166 2.0 Twin Spark</b>	1970/155	3500	9.6	24.3/16.7	29	27½/18	110	103/76	2.3/11.9	472
<b>BMW 523i</b>	2494/170	2975	8.1	24.1/16.9	30	23½/18	116	103/76	3.0/11.0	478
<b>Rover 75 2.5 V6 (automatic)</b>	2497/177	2540	9.3	N/A	28	24½/22	114	100/77	3.2/11.4	475
<b>Saab 9-5 2.0t</b>	1985/150	2560	9.5	30.7/16.3	31½	25½/32	110	103/78	2.9/11.0	481
<b>Volvo S80 2.9 (automatic)</b>	2922/204	2500	8.3	N/A	24	25½/20	112	114/80	3.0/11.6	482
* all four-door saloons						† all with ABS		(p) all power-assisted		

## PERFORMANCE

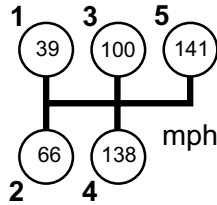
### Acceleration time in seconds

mph	30	40	50	60	70
<b>THROUGH THE GEARS</b>		1.5	3.4	5.3	8.0
<b>IN 5TH GEAR</b>		5.7	11.0	16.4	22.2
<b>IN 4TH GEAR</b>		4.1	8.2	12.5	16.7

20 mph	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>		12.7/9.2		10.7/8.4	
			11.0/8.2		11.2/8.5

### Maximum speeds

REVS PER MINUTE	1st	4th	5th
2nd	6750*	6800	5690
3rd			



\* for best acceleration

Gearing gives 24.8mph per 1000rpm in top gear = 2825rpm at 70mph

## FUEL CONSUMPTION

Fuel grade: unleaded Premium, 95 octane

Type of use - air conditioning off*	mpg
In the city - heavy traffic	13
In the country - quiet driving	33½
<b>Typical mpg overall</b>	<b>23½</b>
Realistic tank range†	65 litres/340 miles

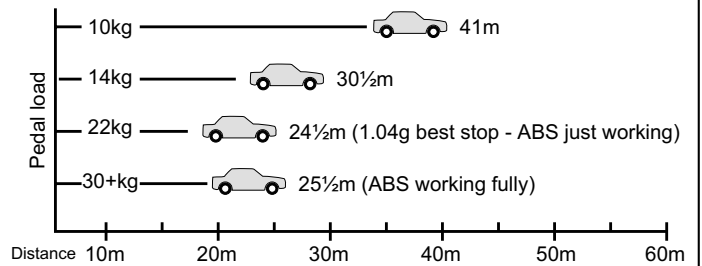
† based on fuel gauge/warning lamp and filling station experience - not nominal tank capacity

\* with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer

## BRAKES

Pedal feel ●●●○○ Behaviour in an emergency ●●●○○ Handbrake ●●●○○

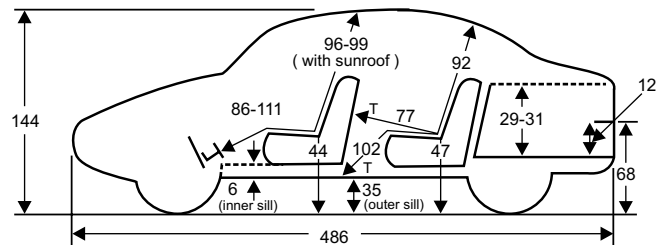
Dry road stopping distance from 50mph (with standard ABS)  
(A good-to-average best stop is about 26m at 15-20kg pedal load)



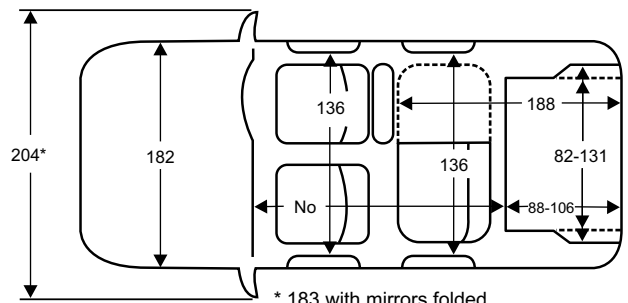
Fade test: pedal load required for a moderate (34m/.75g) stop:  
14kg at start of test, 12kg at end of test (Ideal brakes show no change)

## MEASUREMENTS

Centimetres



T: typical back seat space behind medium-sized front occupants



## LIKES AND GRIPES

- Classy, refined cabin with sound ergonomics ... but the handbrake's an "elbow-banger"
- Power seats on all models, with convenient wheel/seat retraction to aid exit ... but leather extra on "base" model and under-thigh support limited
- Split-fold back seats, with release catches accessible only from within boot ... but load space uneven and limited height under rear shelf
- Voice-activated control for audio, climate control and built-in phone ... but you must speak its language and it's a £500 option
- Spare wheel well holds a full size spare ... but you have to pay extra for one