



There are subtle hints that this Jaguar is a totally different cat from the refreshed front end to the shiny big-wheeled, side profile and bright exhaust-tipped rear quarters that are topped with a spoiler discreet enough to not spoil the looks.



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S-Type R is a blend of English elegance and sheer brute force

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body structure that is 10 percent stiffer and a hundred pounds lighter enhances ride and handling.

An improved 3.0-liter AJ-V6 delivers 235 bhp in the entry level model and can be specified with either a new six-speed automatic or five-speed Getrag manual transmission.

And the previous 4.0-liter V8 engine was replaced with a new 4.2-liter AJ-V8 that delivers an impressive 294 bhp—5 percent more power than before.

But the real excitement for 2003 was stirred by the addition of a new high-performance model—the formidable S-Type R.

The S-Type R blends an atypical mixture of English elegance and sheer brute force, thanks to a new supercharged version of the 4.2-liter V8 engine that propels this high class hood from zero to 100 kph in just over 5 seconds. And up to an electronically limited top speed of 155 mph.

The S-Type R has a dual personality, in line with Jaguar's philosophy for our ultra high performance flagship vehicles. The new car is inherently quiet, refined and comfortable—but when stirred, it becomes a true performance machine, satisfying the demands of the driving enthusiast. Power is instantly available without ever being intimidating or overly demanding of the driver, according to Mike Cross, Chief Engineer Jaguar.

Oh, I'll say. Drop the hammer and 400 horses roar from under the hood accompanied by an almost feline whine as the supercharger sucks in great gulps of atmosphere. The G-forces push you into the seat and there becomes here, in a hurry, to put the kind of power level we're talking about into perspective, consider that this horsepower rating is not far off from GM's fastest Z06 Corvette.

To match the powerful engine, the S-Type R is equipped with a chassis and sports suspension that helps the car accelerate as if it was on rails, with no squirming, no shimmying, no hysterics. Other performance aids include race-engineered Brembo brakes and the latest generation of Jaguar's Computer Active Technology.

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