

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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The midsize Jaguar XF has long been a favorite with us. Its familiar face now comes in a compact package, the highly anticipated 2017 Jaguar XE. Introduced in Europe in 2014, its North American debut came last winter at the LA Auto Show. Gasoline models are rolling into dealerships already, but we got our hands on the 20d R-Sport diesel version—the brand's first diesel in the US—which will arrive this fall. The gasoline engine gets an admirable 30 mpg highway, and the diesel (not yet tested) is expected to do even better.

The XE's Ingenium diesel engine—a Jaguar in-house effort—achieves full torque at just 1750 rpm, through high boost pressure from a variable-geometry turbocharger. It's also engineered to meet the world's strictest emissions standards, using an innovative range of cooling and friction-reduction technologies to cut parasitic loss and to warm up rapidly from cold start. The engine also shaves weight, with thin-wall cast iron cylinder

liners inside an aluminum block, the entire unit weighing just 304 pounds.

One thing for certain—it packs quite a punch. While four-cylinder turbo and six-cylinder supercharged gasoline models (25t and 35t) put out 240 and 340 hp, respectively—and the diesel's turbo four is rated 180 hp—torque is what matters. The diesel's 318 lb-ft approaches the 332 lb-ft of the V6 and significantly surpasses the turbo four's 251 lb-ft. The official zero-to-60 time is 7.5 seconds, but it feels quicker, and the effect is immediate. We put normal foot to pedal, and the XE 20d took off like a rocket—all the more impressive, as we had just stepped out of a 467-hp V8. (The XE is also about half the cost of that other brand's V8.) Jaguar is a long-standing master of aluminum architecture, and our rear-drive XE weighs in at just 3320 pounds, a contributing factor to the thrill.

You can get into the Jaguar XE at \$34,900, for a rear-drive gasoline 25t. There are four trim levels,

three engines, plus available all-wheel drive on the V6 35t or the diesel 20d. The diesel's R-Sport package includes leather sport seats with contrast stitching, distinctive front bumper and side sills, badged vents, rear lip spoiler, sport steering wheel and xenon/LED lights—plus a tech suite of lane, distance, blind spot and parking aids.

The Jaguar's rotary shift controller always wins us over as it rises at power-up and retracts flat at power-down. Slick. The R-Sport's white stitching is boldly and elegantly applied, and the steering wheel features the handsome Leaper logo front and center—as does the screen at power-up.

At this trim level, the Meridian audio bumps up from a standard 380-watt 11-speaker system to 825 watts and 17 speakers, and the interface moves to a 10.2-inch InControl Touch Pro capacitive touchscreen with a clean, intuitive and overall impressive layout, displaying four menus in quarters, or one in particular. The backup camera is especially good, all the moreso at night.

Other controls and instruments are superlative, with everything right where you'd want it, clear



and effective. (One possible exception: when you reach for what seems the obvious lefthand radio knob, be careful—that's the stop/start button.)

In addition to the frugality of its diesel powertrain, the XE goes green with the use of RC 5754 aluminum alloy made mostly from recycled material, as well as over a hundred pounds of recycled plastics and other renewables. Jaguar aims to use 75 percent recycled material by 2020.

Standing next to the XE for the first time, you could easily assume you were next to an XF—its smaller size is not visually obvious. But it is indeed smaller. That should be no surprise, as this is its whole raison d'être. But it is noticeable. We did load the XE with five adults one evening—four ranging from 5'10 to 6'3 and one about 5'5. Despite the presence of three rear seatbelts, that was pushing it in terms of elbow room, but for a compact it was well better than average, though we did perceive a difference in braking power.

Obviously, if you needed to carry five adults all the time, you'd be buying a big Jaguar XJL long-wheelbase. Different tools for different tasks.

If you've had your eye on the XF but might want to save a little dough (or space), head straight to the Jaguar XE and try it on for size. ■

The new Jaguar XE was crowned in its first year as "Most Beautiful Car of 2014" in a public vote at the Festival Automobile International in Paris and named "Best Production Car" by *Auto Plus* magazine and listeners of French radio station RTL.

**SPECIFICATIONS**

INCLUDES PREPRODUCTION INFORMATION

ENGINE	.....2.0L I-4 turbo diesel
DRIVETRAIN	.....RWD (AWD available)
HP/TORQUE	.....180 hp / 318 lb-ft
TRANSMISSION	.....ZF 8HP45 8-spd auto
0-TO-60 MPH	.....7.5 sec
TOP SPEED	.....120 mph
SUSPENSION: F	.....double wishbone/aluminum
.....R	.....integral link system
STEERING	.....rack & pinion electromechanical
WHEELS	.....18-in w/spare (optional 20-in)
LENGTH / WHEELBASE	.....184.5 in / 111.6 in
CARGO VOLUME	.....15.9 cu.ft
WEIGHT	.....(RWD) 3305 lb
MPG	.....t.b.d.

INCLUDED: Heated 10-way front sport seats, heated wheel, leather seats/driver memory, folding rear seat, moonroof, keyless entry/start, InControl Touch, standard nav, 380w 11-speaker Meridian audio, intelligent stop/start, JaguarDrive Control w/ driving modes, torque vectoring, all-surface progress control, rear camera, blind spot monitor and parking aids.....incl

TECHNOLOGY PACKAGE: InControl Touch Pro, 10.2" capacitive touchscreen, SSD-based navigation, Meridian 825-watt 17-speaker surround sound, InControl WiFi.....n/c

INCLUDED: BLUEFIRE METALLIC PAINT.....n/c

INCLUDED: ADAPTIVE DYNAMICS.....n/c

BASE PRICE	.....\$46,500
DESTINATION CHARGE	.....995
TOTAL	.....\$47,495

# Power-packed

JAGUAR'S FRUGAL NEW TURBO DIESEL COMPACT PROVIDES ROCKET SHIP TORQUE by Joe Sage



	JAGUAR XE	JAGUAR XF
LENGTH	.....183.9 in	.....195.0 in
WHEELBASE	.....111.6 in	.....116.5 in
WIDTH (W/O MIRRORS)	.....72.8 in	.....74.0 in
HEIGHT	.....55.7 in	.....57.4 in
WEIGHT (BASE)	.....RWD 3320 lb	.....RWD 3370 lb
.....AWD 3560 lb	.....AWD 3880 lb	

	JAGUAR XE	JAGUAR XF
LEGROOM (F/R)	.....41.5/35.0 in	.....41.5/36.6 in
HEADROOM (F/R)	.....38.2/37.3 in	.....37.1/37.6 in
SHOULDERS (F/R)	.....56.8/54.7 in	.....56.9/56.4 in
CARGO VOLUME	.....14.7 cu.ft	.....19.1 cu.ft
BASE PRICE RANGE	.....\$34,900	.....\$51,900
.....TO \$51,700	.....TO \$65,700	