



HERITAGE TRUST

2003 JAGUAR R-D6 CONCEPT CAR

Development of the 2001 R Coupé

Following on from the R-Coupé of 2001, R-D6 represented a further development of the new design direction for Jaguar, under the leadership of Jaguar's Design Director Ian Callum, and Julian Thomson as Chief Designer of Advanced Design. However, as well as being a style statement, the R-D6 also showcased a number of important new engineering developments. It was built as a fully functional prototype, and was unveiled at the German Motor Show in Frankfurt in September 2003 - and was therefore fitted with left-hand drive to European specification.

The body and chassis of the car were made from aluminium and composite materials, following on from the all-aluminium X350 launched in 2002. The engine was a new departure for Jaguar, as it was the first 2.7-litre V6 twin-turbo high performance Diesel engine designed in collaboration between PAG and PSA. This engine went into production in the S-Type in 2004, and would also find other applications within the Jaguar range. With 230bhp and a weight of 1500 kg, R-D6 accelerated to 60 mph (96 km/h) in less than six seconds, and the electronically limited top speed was 155 mph (250 km/h).

Traditional Jaguar cues in the exterior design were the grille, the four round headlamps faired into the bonnet, and the shape of the rear side window. The shape of the rear quarters, the side-hinged rear hatch, and the position of the exhaust tail pipes all recalled the E-type fixed head coupé of the 1960s. The comfortable and luxurious cabin used traditional materials such as wood and leather in unusual and innovative ways, and combined with aluminium to create a completely contemporary feel.

The greatest surprise was that R-D6 was a compact hatchback coupé, still with four seats, featuring the unusual pillarless construction with rear-hinged rear doors. This type of car represented a new departure for Jaguar. Although it was not the intention that the R-D6 should ever go into production as you see it here, the design and type of car is likely to have a great deal of influence on the Jaguar production cars of the future.

Registration mark:	Not road registered	Engine:	2,720 cc, Diesel
Chassis number:	N/A	Inventory no:	148/J.90
Owner:	The Jaguar Daimler Heritage Trust		