

JAGUAR XF

By Neville Barlow

The Jaguar XF (code Name 250) was launched at the 2007 Frankfurt Motor Show following the public showing of the C-XF concept at the Northern American International Auto Show. Customer deliveries commenced in March 2008. The engine range was V6, V8 and a 2.7 Diesel. This car was an immediate success and to date has received 180 World- wide motoring awards. These included;



J D power, customer satisfaction award in 2008 and 2010.

Top Gear; Saloon Car of year, 2009 and Diesel Car of the year and Interior of the year.

Auto Express Car of the Decade

What Car Magazine, Car of the year 2007, 2008,2009, and 2011.

Tow Car of the year 2009

Women's Car of the year, 2009.

Golden Steering Award, 2016.

These are just a small sample of Awards all over the World. To date over 350,000 XF's have been manufactured.

In 1999 on the death of designer Geoff Lawson, Ian Callum was appointed to succeed him at Jaguar which was a subsidiary of Ford. Because the 2001 X Type and the 2002 XJ Jaguars were well under way, Callum turned his attention to and developed two concept cars, the 2001 R Coupe and the 2003 R D 6.

These prototypes indicated the direction he intended to take Jaguar in the future. He was aware that there was much criticism about Jaguars being 'Grandad's cars, so he intended to produce 'cool cars' that would attract interesting people. The Jaguar (X250) really grabbed every one's attention. It was unlike any Jaguar before it. I can remember waiting impatiently from seeing the prototypes he had produced.

What would the new car look like?

Jaguar always teased with photos of a car under a cover, a plan view and suggestive comments about how the car would look. It seemed like years before the finished car was officially shown to the public.

Jaguar was very aware that this car must succeed. With all that was going on, with Ford in the throes of selling Jaguar and that Indian company Tata buying as cheaply as possible, things were very much up in the air. We must give the Ford Motor Company much praise because the XF was developed under their watch.

Jaguars' intention was that this car had to be tested to the extreme, they knew it must succeed.

With this in mind they sent a large number of prototypes to as many different climate areas around the World.



At this stage the XF was still very much under wraps and many clandestine manoeuvres were used to keep the public from seeing or even touching the cars. In Australia a pre-production Supercharged XF was put on display. It was not to be driven and it was 'Chipped' so that it would not exceed 5kms an hour. I believe it was look but not touch.

It was on display for only 36 hours and then shipped back to England. Even with this little exposure many of the invited guests put down deposits. It is interesting to note that this car was the 931st prototype made and like all the other prototypes it was, when it got back home, crushed. That was how seriously Jaguar took this testing. Much was learned about problems that could occur and did seem the early production cars had very little go amiss with them. I can attest to that.

Judy and I were invited by Archibald and Shorter's to the unveiling of the very first XFs to come to New Zealand. It was a five-star event. Unlimited Champagne and tables filled with all sorts of amazing snacks.

Of course, there were speeches and a troupe of dancing Girls. There was just about every A Lister in Auckland there. The place was packed. With so many people in attendance I thought when the covers came off we would not have a show of getting near the cars. How wrong I was, there was an almighty rush for the DRINKS and food.

That left just a dozen of us who were interested in the CARS. Extraordinary! So, we were able to sit in them, look under the bonnet and the boot and among us decide that these were very nice cars indeed.

On show was a 2.7 litre Diesel, a 3 Litre petrol and a 4.2 litre petrol V8. Funny but I had little interest in the V8.

Six months later the V8 was on sale at Ebbetts in Hamilton. Judy and I had made a trip to Hamilton looking for full length rain coats, which we never found, so, on the spur of the moment we visited Ebbetts. The same V8 that we didn't look at, at the XF unveiling was there waiting for us. The sales man said take it home for the night, and I said "what? All the way to Cooks Beach, that's 150ks away" He said "I will just shoot out and fill it with petrol" and so we were off. And as they say the rest is history.

My father had a number of Jaguars and he always hankered for every one of the latest models. I would say go buy it. He would say if I sit in it I would want it. We drove that car for 11 years without any problems, in fact the original battery lasted 10 years.



Neville Barlow's Jaguar XF



The factory figures for fuel consumption was 11 litres per 100ks, however it always surprised me that on a flat run from Drury to Thames, at 93kp/h it would return 7.6 litres per 100ks

In 2012 the first Sportbrake was revealed.

In 2015 an all new XF (260) was announced.

In typical Jaguar fashion it was presented to the public by the amazing feat of driving across the River Thames, 80 feet above the water, on two wire ropes. (The stunt driver concerned said it was the hairiest job he had ever undertaken.)

This was to emphasize that this was a very light car because of the aluminium used not only for the body but also for the chassis.

The car was 190 kilogrammes lighter than its predecessor, 7mm shorter and used 83% of all-new parts even though it had a very similar silhouette.

The engines offered in 2015 were two 2 litre diesels producing 120kw and 132kw, two twin turbo 3 litre diesels producing 177kw and 221kw and two 2 litre turbo petrol engines producing 184kw and 221kw.

Fuel consumption varied from 4.9 litres per 100ks to 7.5ks per 100ks.



In 2016 a Chinese and Indian model was debuted at the Beijing Motor Show which had 140 mm added to the wheelbase.

As these cars were designed for chauffeur drivers, standard equipment included folding tables, massaging seats, electric window blinds and screens integrated in the back of the front seats.

In 2017 an all new Sportbrake was announced.

For the present New Zealand market there is only one model XF available. It features a 30T Ingenium, 2 litre, 4 cylinder, Turbocharged, petrol engine with an Automatic Transmission and rear wheel drive. 0- 100kp/h in 6.0 seconds, a top speed of 250kp/h and fuel consumption of 7.2 litres per 100ks.

I find it really disappointing that a vehicle that was the back bone of the Jaguar line up has been almost pushed out of sight. Only one engine is available, and a 2litre 4 cylinder at that.

I suppose this is the world we live in with never ending regulations controlling carbon emissions holding sway. Just recently a group of us were discussing what the ideal car for New Zealand conditions would be and it had a V8 engine.

Neville