

Jaguar Saloon Cars

A monthly series - Part 13 (Final)

By Tony Johnson

XF Saloon (2007 - 2015)

The XF released in 2007 is the first new Jaguar design of the 21st century and takes no styling cues from saloons of the past. The design team at Jaguar led by Ian Callum saw the need for Jaguar cars to break free from the evolution of earlier designs which by the turn of the century were considered conservative and lacking in the flare of style needed to appeal to a younger generation of buyers. Underpinned by the existing V6, V8 and Supercharged V8 drive trains, the XF cuts a dashing new style but mechanically is not exactly new. It is expected that the diesel powered V6 will be the top seller for its generous economy and entering the motoring world at a time of the worst economic times since the great depression of the 1930s could be a blessing in disguise for Jaguar Cars.

The XF was designated internally as the X250 and in 2015 was succeeded by the X260.

(2015 – present)

The second-generation XF sedan/saloon debuted at the 2015 New York International Auto Show, and is noted for its aluminium bodywork. The X260 XF uses 83 percent all-new parts compared with the previous model. The XF's bodyside panel is a single aluminium pressing. The chassis featured a fully independent suspension, including multiple "modes" in the S model providing either maximum comfort, maximum performance, or a setting in between. The standard model in the USA featured a P250 247 HP Ingenium engine. Optional power included the P300 296 HP turbo 4 and the P380 380 HP supercharged V6 for the performance-oriented S model. The Sportbrake (estate) bodystyle was unveiled in 2012, it was positioned as a competitor for other high performance "station wagons." The XF S in Sportbrake trim was able to accelerate from 0-60 in 5.0 seconds.



XFR Saloon (2009 - 2015)

The XFR was announced at Detroit's North American International Auto Show in January 2009 as a new performance derivative of the XF range, and featured the new 5.0-litre supercharged AJ-V8 Gen III engine rated at 503 horsepower (375 kW), a revised front bumper and spoiler and 20-inch (510 mm) alloy wheels. This very fast sports saloon whilst governed to 250kph as a top speed is capable of 0-100kph in 4.9 seconds.

The XFR body features include bonnet vents as used on the XKR range, larger front air intakes, rear spoiler and side skirts. When comparing the XF with the visual dynamics of the XFR, the latter shows much more aggression in its design and offers Jaguar customers a truly high-powered mid-sized sports saloon option missing from the range since the 3.8 litre Mark 2 saloon ceased production in the 1960s.

On 7 November 2008, a modified XFR driven by Paul Gentilozzi of Rocketsports, who prepared the car, achieved a new Jaguar record of 225.675 mph (363.189 km/h) on the Bonneville Salt Flats. The new record beat the previous Jaguar record of 217.1 mph (349.4 km/h) in an XJ220 in 1992. Changes to the stock vehicle included low-mounted rear spoiler, a remapped ECU, a modified air intake and exhaust system and revised supercharger settings.



Jaguar XE (2015 - Present)

The Jaguar XE is compact executive saloon, the first since the X-type ceased production in 2010. The XE is a rear or all-wheel drive, front-engine, four-door that was designed by Ian Callum and launched at the October 2014 Paris Motor Show. XE production began in April 2015 under the internal designation X760. The XE is noted for its aluminium suspension componentry as well as its bonded and riveted aluminium unitary structure — the first in its segment.

The XE was the first Jaguar to be built at the factory in Solihull, which was to be dedicated to the manufacture of aluminium vehicles under both the Jaguar and Land Rover brands. Due to high demand production capacity was increased by adding a line at Castle Bromwich Assembly. Production transferred completely to Castle Bromwich in 2017 as part of a £100m refit.

An extended-wheelbase version—exclusively for the Chinese market—called XEL commenced production at the Chery Jaguar Land Rover plant in Changshu in 2015. The XE was the first application of JLR's new 2.0 L turbocharged Ingenium four-cylinder engine. The Ingenium technology uses a hydraulically-actuated variable valve timing (VVT) technology enabling "cylinder by cylinder, stroke by stroke" control of intake air directly via a gasoline engine's inlet valves. The four-cylinder is available in both petrol and diesel variants, in a range of different power outputs from 120-441kW.

Jaguar continues to produce fantastic vehicles which we trust will continue. Hope you have enjoyed the series on Jaguar Saloon Cars.

Crazy Cat

