

F TYPE JAGUAR

By Neville Barlow

In January 2014 I read in an English Jaguar magazine a letter to the Editor entitled 'Not His TYPE' Having recently purchased one of the few F Types in New Zealand at that time, I was rather cross !. Here is that letter:

NOT HIS TYPE

Following the feature in the December's issue, here are my thoughts on the F Type V8s:

1. It's too heavy. The German Autobild weighed it at 1807kg. A 1969 Jaguar 420G shows 1778kg. How can an aluminium bodied car with an alu-engine and a soft top beat a steel bodied saloon with a cast iron engine?
2. It is too wide. At 204cm (including Mirrors) it is a pain on narrow country lanes. Through German motorway road work zones, I had to use a truck lane, sandwiched between Russian and Polish Diesel lorries. That was fun.
3. It has two pedals only. A proper sports car would at least offer the option of a manual version in combination with a lightweight specification (I mean 1300kg)
4. Minimal luggage space. If a space saver wheel is on board, forget the luggage, if you have a burst tyre, forget the whole wheel.
5. Comfort cockpit storage possibilities for oddments are a joke You'd better leave your dentals at home in case you hit a pothole.
6. Active sound exhaust system is too loud. If not for this driver then for the rest of the whole world.
7. Tall drivers that have to sit as far back possible can't even store a computer tablet behind the seat and nor can they reach their seat belts.
8. For the exorbitant price the F TYPE is too slow. Around the Nurburgring the Porsche GT3 is eight seconds faster. By the way, a Corvette C7 including bespoke luggage is as quick and 30k less expensive.
9. Driven hard a tank capacity of 72 Litres is good enough for 600km Not good enough.
10. The centre console is too fat. If You want to kiss your girlfriend, you'll have to see the doctor immediately.

W>M Schoe, Germany.

My reply:

F FOR FAN

I am surprised that you published W.M. Schoe's letter from Germany entitle 'Not his Type' in your January 2014 edition.

We purchased our F TYPE in October last year and consider it to be a very exciting motor vehicle. I have been associated with Jaguars since 1960 and have owned and driven over 20 models as well as owning other high performance cars. So I think I have a fair idea of an exceptional motor car. All the specifications I have seen record the F TYPE as weighing 1614kgs. Did Mr. Schoe sit in his when he had it weighed at 1807kgs? He also objected to its great width. Universally people say the best angle to view this car is from behind as it passes you and disappears down the road. We here in New Zealand have no problem with narrow or winding roads.

Many motoring journalists have seized on the supposed small luggage compartment. Without the spare wheel we can fit a week's groceries in the boot no problem. With the custom made Jaguar luggage pack there is ample room for a weekend away for both of us. If one requires loads of luggage space, use one of your other vehicles or buy a Jaguar Sportbrake! Who uses a space-saver wheel these days? If you need to change one of the cars very wide wheels where would you put it anyway? Not in the boot or on the lap of your passenger. So you use the aerosol repair kit or phone your Roadside Assist.



The interior has a normal size glove box, pockets in the doors and a centre- console compartment. In addition there are hooks behind the seats for jackets etc.

Not every F TYPE owner would want to drive their cars on the race track but I have driven both the V6s and the V8s and found they are extremely stable at high speeds. I wonder if the same can be said of those twitchy German rear engine cars that can sometimes do silly things. It amazes me how a minority of people still hanker after manual transmission when the flappy paddles are so very quick.

Our F TYPE can only be described as sensational over our winding and hilly New Zealand roads. And if the F TYPE makes Mr. Schoe feel so romantic he would like to kiss his girlfriend while driving this car, THAT says it all as far as I am concerned.

For my wife and I this is an exceptional car and I find it unfortunate that there are people who unjustly criticise it. Perhaps they fear that Jaguar is becoming a threat to other European makes that have had the sports car market to themselves for so long.

Neville