

Jaguar CX-75 and J Type

By Neville Barlow

I know I have used Jeremy Clarkson's famous words before, but I feel they are worth recording here again. He said, "I have had more hot dinners than the number of Prototype motor cars Jaguar has made and then disbanded the whole idea." These two cars certainly follow that fate.

CX-75

C for concept, X for experimental and 75 to celebrate the name Jaguar first being used. The CX-75 was always intended as a Prototype. It was simply to showcase Jaguars innovation and expertise in technology and to say, "this is the car of tomorrow". It was first shown at the 2010 Paris Auto Show and such was its impact and the open Cheque books waved at Jaguar, that after much thought and after the Christmas break, it was decided that a limited number of CX-75's would be produced. The car was also shown in a London shop window and attracted crowds, sometimes three deep.



This vehicle was a two-seater, plug in hybrid. It was to produce around 900BHP driving four electric motors, one at each wheel. The most innovative technology was that the batteries driving these motors were to be recharged using two diesel fed micro gas turbines. With this in mind, Tata Motors, invested in a company called Bladon Jets which was near Jaguars headquarters in Coventry.

It was to go on sale at around NZ\$2million and it was proposed to make 250 cars, 50 with the Bladon Jets for racing purposes. It was decided that as the Bladon Jets which generated considerable heat by the 80,000 revs produced by the blades, that it could be a safety factor for the public cars. However, the public cars were to be powered by a 4-Cylinder 1.6-cylinder turbo and supercharged petrol engine straight out of a formula one car. This engine could rev. to 10,000rpm and produce 700BHP, with the electric motors, some 900BHP all up.

Performance was said to be 0-100KPH in 3 seconds and 160KPH in 6 seconds and on up to a top speed of 340KPH. It would produce CO2 emissions of less than 89g/kms and would drive for 64 Ks on battery power alone.

At the end of 2012 this project was indefinitely suspended. Only five prototypes were made all with the Formula One 1.6 Litre 4- cylinder engine. While this vehicle was not produced Adrian Hallmark, Jaguars Global brand Director said “It is arguably the world’s fastest test bed for the most advanced technologies on the planet”

Remember this vehicle was constructed 12 years ago. Did Jaguar miss a huge chance to produce the most advanced car on the Planet.

Jaguar J Type

In 2018 I began reading headlines saying, “Will the Jaguar J Type replace the F Type? or “Will the Jaguar J Type be a mid- engine car?” News and rumours abounded with much emphasis on the possibility of a new mid- engine Jaguar sports car arriving in 2022 or 2023. It was to be Jaguar’s answer to the McLaren 570S and Mercedes-AMG GT. It was reported by many Motoring magazines that Jaguar engineers were working on a secret inspirational project.



Jaguar J-Type

Jaguar F-Type



Even Ian Callum increased the hype by discussing the possibility of a new sports car that could be all electric and be able to have a hybridized V6 engine on the same chassis.

Now in 2022 thoughts of anything other than an electric sports car have vanished. That means no mid-engine Jaguar ever. Reports from England reinforce the fact that the new CEO for Jaguar, Thierry Bollore, the man that recently worked for Renault, has insisted that his plan called

“Reimagine” will be in full force by 2025. That is, that every current Jaguar model will no longer exist, even the I-Pace. From 2025 all Jaguars will be electric, and no car will retail for less than NZ \$200,000. The great heritage of Jaguar sports cars is even in doubt as MR Bollore wishes to compete with the likes of Bentley and Porsche.

Jaguar has taken a step into the DARK. The future will tell if it is a stroke of genius or mayhem.

Neville