

From our Patron Neville Barlow

Many new members of our club will not be aware that I have been writing articles for our Jaguar Drivers Club BOP magazine since 2011. Having just recently passed more than 300 Jaguar related articles I find I am running out of inspiration, let alone what appears to me is Jaguar England's total concentration on electric cars.

It has been suggested to me by our Clubs committee that I should bring back to life some of my earlier articles. Some of which I made predictions that have come true and some that have not!

I have been a passionate Jaguar person from the age of 7 when my Father placed me behind the wheel of a XK120. I have served this club as a committee member, a Vice President, a President and now as Patron.

I hope some of what I will present to you all in the Magazine will be of interest to most of you.

Regards

Neville Barlow.

JAGUAR F -TYPE (Part I - October 2012)

By Neville Barlow

There is no doubt the new F Type is a gorgeous example of what can be achieved with the right combination of industry leading expertise in the use of aluminium and of design genius.

Adrian Hallmark says "The F Type isn't designed to be like anyone else's car. It's a Jaguar sports car - ultra precise, powerful, sensual and most of all it feels alive. It's a race car that can be driven on the road".

It is indeed not for the faint hearted as one has only to look into the cockpit and see the 'grab handle', to understand that any passenger will be in for a spirited drive.



A blizzard of leaks and a reveal at the Paris Auto Show this month officially showed the F Type to the world and what a stunner it is! It is the most important Jaguar for 50 years and a credible challenger to Porche, Mercedes and BMW.

Three models will be available. F Type, F Type S and the F Type V8S. They are powered respectively by Jaguars new 3.0 litre V6 supercharged, petrol engine in 340 bhp and 380 bhp outputs and by its 5.0 litre V8 supercharged petrol engine producing 495 bhp. Mounted in the V of the engine is the latest generation Roots-type twin vortex supercharger.

The F Type S produces the greatest specific output of any Jaguar engine to date - 127 bhp per litre. This is the first of a new generation of engines I alluded to back in June in our magazine, entitled "Baby Jaguar".

The F Type will reach 100 ks / hr in 5.3 seconds, the F Type S in 4.9 and the range topping F Type V8S in 4.3.

Combined fuel economy is 9.0 litres per 100 KS, 9.1 and 11.1 respectively.

From my research Jaguar economy figures are more reliable than most!

All three engines are coupled to 8 speed automatic transmissions which also feature steering wheel flappy paddles and a central sport shift selector for manual override.

Moving the selector to the left accesses manual mode in which pushing the lever forward selects a lower gear and pulling back an upshift. Some critical journalists have bemoaned no manual gearbox – what is this?

The F Type is constructed around the fourth generation of Jaguars acclaimed lightweight aluminium architecture, using technology first used in 2002 in the XJ8. In conjunction with the Australian firm Henrob and their self piercing rivet system, it gives great torsional and lateral stiffness and has maximised handling agility.

It also features all aluminium double wishbone front and rear suspension. Perfectly formed and balanced with 50/50 weight distribution, a very stiff body and the quickest steering fitted to a Jaguar. It promises to be a great driving car.

The S and V8S get an "active exhaust system" which opens special valves at over 3000rpm to increase the aural cacophony appreciated by those of us who enjoy fun driving.

Outside there is a hidden rear spoiler which raises at 100 kph and lowers flush with the body when the speed drops to 60 kph. Also there are deployable door handles.

Until activated by the key fob or pressing a touch sensitive area, they also remain flush with the door panel.



Other features include Dynamic Launch mode for optimised acceleration from rest, Corner Recognition Senses for when the car is negotiating a bend, limited slip differentials and all the usual ABS Electronic Brake force distribution and Emergency Brake assist.

The F Type also offers, as standard, Jaguars intelligent stop/start system, which automatically shuts down the engine when the car

comes to a halt and the drivers foot is on the brake pedal. When the brake is released the engine restarts quicker than the driver can move his foot to the accelerator.



Jaguar regards this as their 1 + 1 car. Their description of the interior as a cockpit reveals thoughts of aviation and flying and Ian Callum, Director of Design, said “We wanted the experience of sitting in the F Type to be exciting”. This is a car to be driven.

Erin Nurkka, Marketing and Communications Manager for Motorcorp N.Z. said New Zealand will get models specially designated for us. Here’s hoping all three models will come here. I note with great interest that the coupe version could be on

display at the Los Angles Auto Show in November. Now there is a car!

I read that Jaguar is preparing an F Type GT3 racing car powered by a 1.6 4 cylinder engine in conjunction with Williams Formula 1 company. Power is said to be running at 700 bhp with the red line at 10,000 rpm. Hopefully this will get Jaguar back into motor racing.

Jaguar Land Rover are quoting all power of engines in PS. PS or Pferdestärke (German for horse strength) is the equivalent to 0.987 at 1 bhp. The two are virtually interchangeable and PS is sometimes referred to as metric horsepower.

To convert bhp or PS to kilowatts – multiply either by .7457.

Neville