

The Jaguar F-Type. (Part 2 of 4 - July 2013)

Here at last - the F Type

By Neville Barlow

At a recent visit to a Jaguar agent, Judy and I were invited to inspect the latest Jaguar F Type. I was surprised and excited because at last here it was, the real thing in NZ. So much has been written and so many pictures have been shown but here it was for real. Astonishing and much better than any picture. This was however a pre-release car and was definitely a 'Look but do not touch model'. We were not allowed to even sit in it.

As we walked across the showroom floor – there it was, smouldering, svelte, aggressive yet smooth! Walk around it and observe the wrap around rear, the E Type taillights and the very wide stance. This is the view us mortals will see as it passes us up the road. This car is like no other that Jaguar has ever made. Ian Callum, director of design, says that this car “is as near to a breathing living thing he can make”.

The top -of -the -line V8S is said to be a bellowing, snorting, ground stamping beast, the middle of the range V6S more sophisticated with lots of bells and whistles especially the adaptive suspension.

Don't be put off by the base model, an extremely quick car and I imagine no one would detect that it is less than a second slower 0-100kph than the V8.

Entry to the car is through very wide doors. You step over a sill and down into the seat. I am told that tight skirts could cause a problem but showing a little leg is never a bad thing. There is a wide range of seat adjustment and by moving forward and raising the seat.

It is definitely a two- seater only, or as they say 1 + 1. A large glove box is provided and ample pockets in each door. With the seats slid forward in the normal (for most) position there are hooks to hang a jacket behind.

The boot is small, but it is possible to fit a small golf club bag in it. I am sure with careful packing a soft overnight bag would be possible.

I love the Jaguar touch screen where most functions are accessed very easily. This vehicle has a gear lever to select the usual R and D and also a Tip Tronic device to manually select each gear. Flappy paddles are found on the steering wheel. No demonstrator cars were currently available but by next month's magazine I hope to report on our road-test. I will be looking at ride comfort, noise level, visibility with the roof up and of course road handling.

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