

JAGUAR F-PACE

R-Sport 180 PS AWD

By Jim Mc Cauley



An automotive bake-off can have interesting outcomes as manufacturers extend their model ranges to move into new territory. A decade ago the ingredients of the Jaguar brand, diesel engine and an SUV would have had traditionalists turning their sporting guns on themselves.

But tastes change and needs broaden, so as Bentley and Maserati follow the lead of Porsche in providing an all-wheel drive SUV for the exclusive luxury market, so too do Jaguar. Competition hones the solution and Jaguar have clearly responded by analysing what has gone before them.

The F-Pace is a large and impressive vehicle that carries its heritage with greater visual integration than the lead competitor. The now traditional Jaguar grille dominates the front end between the slim-line headlights while the rear roof spoiler continues the flowing lines of the vehicle without compromising rear headroom.

Surprise, however, is the size of the engine in a vehicle of this magnitude but once behind the wheel, you soon realise that this 2.0 litre turbo unit packs quite a punch. Producing 180bhp and 430Nm of torque, power is delivered to all four wheels via an 8-speed automatic gearbox. As it steps sensibly through its ratios, engine sound remains subdued unless pressed for a sharper response. An impressive 0-60mph time is given as 8.2 seconds and in-gear response once on the move is equally good with the vehicle never



in any way feeling sluggish.



Ride on the optional larger 20-inch wheels of the test vehicle was firm while the Drive Control button allows for the option of varying responses to suit driving preferences or conditions. Power transfer in normal road and driving conditions is to the rear wheels, but as situations demand, power can be seamlessly transferred by up to 50% to the front axle as well. One of the features integrated into the Drive Control System is Adaptive Surface Response (ASR) which identifies the type of surface and modifies the mapping of the powertrain and stability control system to suit.

Other standard safety packages include Lane Departure Warning and Trailer Stability Control technologies.

The vehicle is also the first Jaguar to feature their Autonomous Emergency Braking system with a pedestrian detection function. If the system determines that a collision with a vehicle or pedestrian is imminent, full braking is automatically initiated if the driver fails to respond. If this happens at speeds above 25mph, the driver receives visual and audible warning immediately beforehand.

Despite the size of the vehicle with its new challenge for Jaguar in moving into the SUV market, the F-Pace is very much in the Jaguar mould with the R-Sport bodykit of the test vehicle complementing the marque's sporting heritage.

And this heritage is also reflected in the cabin detailing which features premium materials and evidence of excellent craftsmanship in its construction. But the F-Pace also takes Jaguar into new territory with regards to accommodation, and the claimed roomiest cabin in class with excellent room for both front and rear passengers as well as a cavernous 650 litres of luggage space accessed via the powered tailgate. The vehicle, however, is available only in 5-seater configuration with no 7-seat option.



Another highlight of the new model is Jaguar's 'InControl Touch' infotainment centre which comes as standard and features an 8-inch colour touchscreen. When used for navigation, the turn-by-turn instructions are also duplicated on the head-up display, the main feature of which is projecting the digital speed display as well as speed limit reminders.

With regards to running costs, the 2.0 litre turbo-diesel with the optional 20-inch wheels has an official combined fuel consumption of 53.3mpg, and with a CO2 emissions of 139gms/km is in Band E for annual road tax.



Overall, the new direction from Jaguar has not forsaken the company's classic ingredients and the F-Pace retains all the expected Jaguar elements justifying its decision to move into SUV territory.

The F-Pace tested in 'R-Sport' trim is listed at £40,360 with metallic paint adding £675. An interesting extra is the wristband activity key costing £300 which can be securely worn instead of carrying a key when taking part in

sporting or outdoor activities. Like all Jaguar models, the F-Pace is covered by the company's comprehensive 3-year warranty and is in Group 29E for insurance purposes.

(Driven September 2016)