

# JAGUAR F-TYPE COUPÉ

By Jim Mc Cauley

Although Jaguar's F-TYPE coupé builds on the design of the convertible, the additional bodywork adds to the substance of the car and it immediately asserts its presence in looks alone. But the design is deeper than the stunning aesthetics; it is also about the underlying construction and Jaguar's lengthy experience in aluminium technology. The uninterrupted curves are achieved by using one-



piece side pressings backed by alloy beams which contribute to the fact that the F-TYPE Coupé is the most torsionally rigid production car ever built by the company.

Underneath is a choice of V6 or V8 engines, the test vehicle sitting mid-range in terms of power output with the 380 PS supercharged V6 unit. All engines drive the rear wheels through Jaguar's 8-speed close ratio 'Quickshift' transmission which provides full automatic operation or full manual sequential selection from the central gear select lever or steering wheel mounted paddles.

The mid range model carries the 'S' badge and the turbocharged 3.0 litre V6 provides a massive 450 Nm of torque to propel the car from rest to 60 mph in 4.8 seconds while 50 to 75 mph takes a mere 3.1 seconds. Potential top speed is electronically limited to 171 mph.

The driving experience commences when blipping the key to open the car and the flush fitting door-pulls flick out to greet you. A well sized two-seater cabin provides generous room, and for a sporting model you welcome a traditional gear select lever as opposed to the pop-up disc favoured for the saloons. Seats and steering column have power assistance and you immediately know that you are not only in a sporting model, but in a sports car of quality as you take on board the fine detailing that surrounds you. Push the starter button and the rectangular air vents rise from the dash top, reminiscent of Concorde's engine air intakes and perhaps a nod as to the car's performance.

On road, and the power delivery is super smooth, the engine accepting gentle throttle application without over-reacting. It is a very controllable car across the rev band, making it an enjoyable car for everyday use, yet potent when required as the exhaust announces the



increased enthusiasm. Solid on the suspension as expected, the car is most at ease in the dry, but can readily twitch its rear end in wet conditions if throttle application is too hasty. But given the size of the car, it is surprisingly easy to place and the driving experience never fails to satisfy no matter how long the journey.



While the more powerful V8 model may provide a preference for long continental journeys, the higher output V6 is very much the model of choice for the more complex road networks at home, responding with equal satisfaction on fast open roads, as well as more challenging 'B' roads, thanks to the sports suspension and the company's performance braking system. The car is also equipped with Dynamic Mode and Dynamic Launch packages for individual set-up preferences, as well as Adaptive Dynamics technology which continuously monitors driver input and the attitude of the car on the road, adjusting damper rates accordingly up to 500 times a second to optimise stability.

The car is extremely well equipped and features power adjusted sports seats, satellite navigation with an 8-inch central touch-screen display, xenon headlights, rear parking aid and Bluetooth connectivity to name but a few. The 3-model range opens at £51,235, but the more powerful 'S' model with a higher specification has a list price of £60,235 and is covered by Jaguar's 3-year / unlimited mileage warranty.