

JAGUAR F-TYPE COUPÉ

By Jim Mc Cauley



Although the coupé builds on the design of the F-TYPE convertible, the additional bodywork and panel artistry at the rear elevates the car to the iconic heritage of the marque 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 opening the new 14-model range in terms of power output with the 340 PS supercharged V6 unit. While Jaguar offer an 8-speed close ratio 'Quickshift' transmission, the test vehicle had the standard 6-speed manual ZF gearbox. The 3.0 litre V6 provides a massive 450 Nm of torque to propel the car from rest to 60 mph in 5.5 seconds with a potential top speed of 161mph.

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 manual gear lever as opposed to an automatic option. 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.

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 was settled on the dry roads of the test route, but wet conditions could be another story. Given the size of the



car, it surprisingly envelops the driver to fully integrate him in the driving experience and it pleases rather than teases to confirm its everyday acceptability.

While the more powerful V8 model may provide a preference for long continental journeys, the 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.

For Jaguar, The F-TYPE Coupé returns the marque to the upper echelons of sports car design where the performance suggested by its stunning looks is assertively delivered by the 340 PS V6 with the security of its supporting technologies. On the economy and environmental fronts, the 340PS F-Type Coupé has an official combined fuel consumption of 28.8 mpg and with a CO2 emissions of 234 gms/km is in Band L for annual car tax.

Although 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, there are extras which add considerably to the car. These include a bonded panoramic glass roof at £1,250, seat memory pack at £1,150, powered tailgate at £450 and parking pack at £500. The model tested is priced at £51,260 and is covered by Jaguar's 3-year / 60,000 mile warranty.