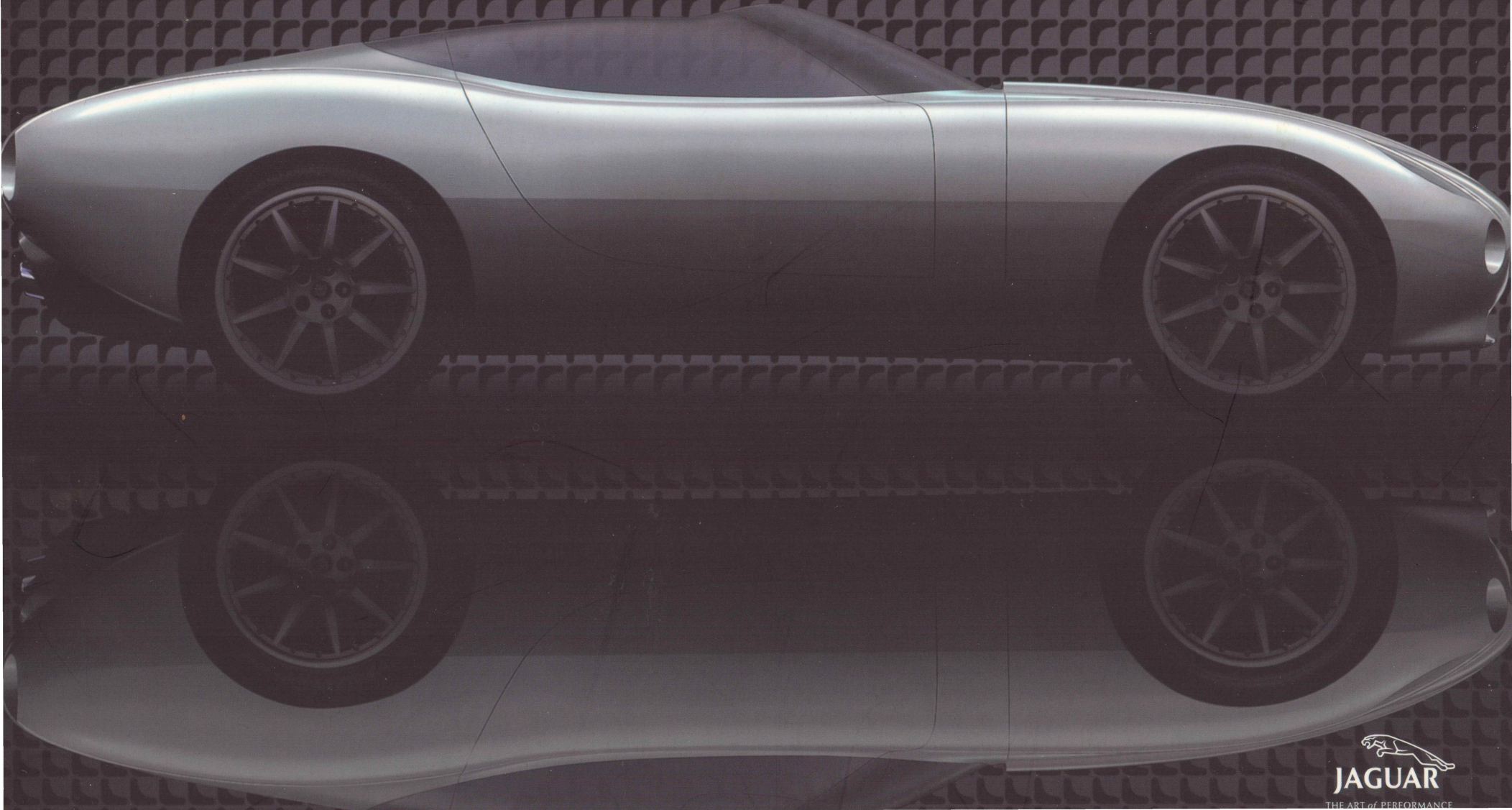


JAGUAR F-TYPE CONCEPT

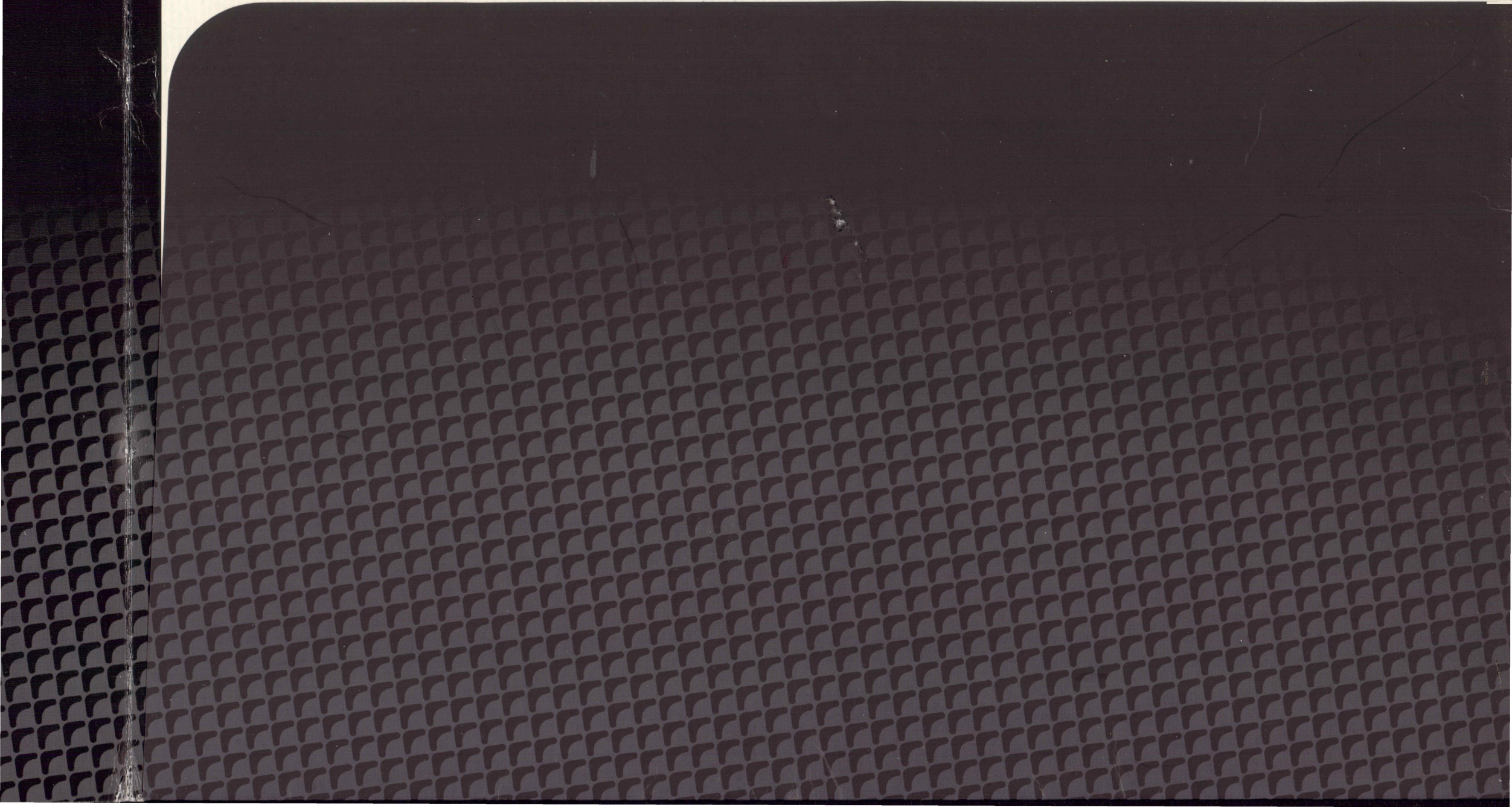


JAGUAR F - T Y P E C O N C E P T

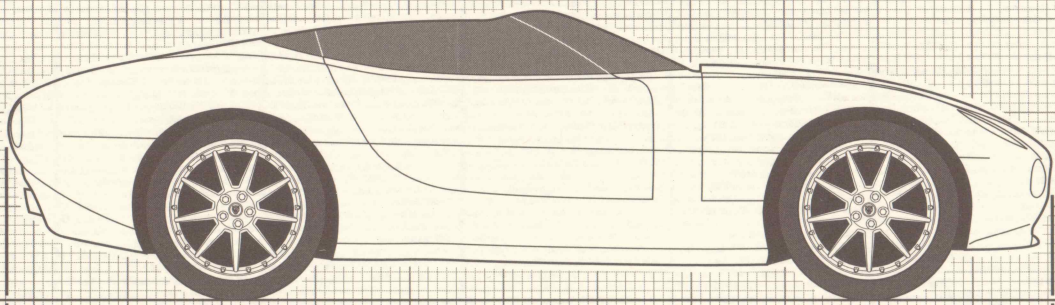
JAGUAR

JAGUAR

JAGUAR **F - T Y P E** C O N C E P T

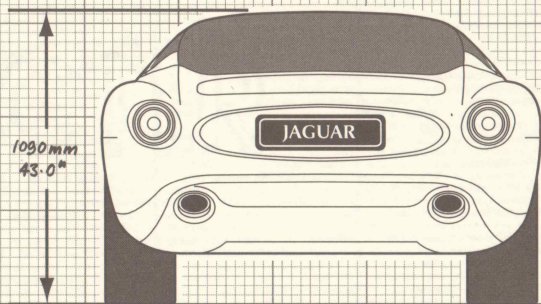


JAGUAR F - TYPE CONCEPT

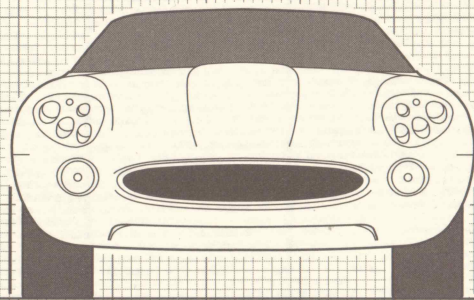


2400 mm
94.5"

4115 mm
162"



1090 mm
43.0"



1732 mm
68.25"




JAGUAR
THE ART of PERFORMANCE

JAGUAR **F - T Y P E** CONCEPT




JAGUAR
THE ART of PERFORMANCE

J A G U A R **F - T Y P E** C O N C E P T



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Niels Due Abrahamsen
Engbakken 66
2830 Virum
DENMARK

14 January 2000

Our Ref : - OLW
Your Ref : -

Re : F-type

Hej Niels

Her er billederne fra Autocar som sikkerhed, hvis jeg ikke når at få pressebillederne fra Jaguar Cars.

Jeg har ikke lavet billedtekster, da jeg ikke ved hvor mange billeder du har plads til, for der er nok at tage af.

Der er dog et billede du under alle omstændigheder er nødt til at bringe:
Billedet på side 44 af Keith Helfet i bilen, billedtekst:

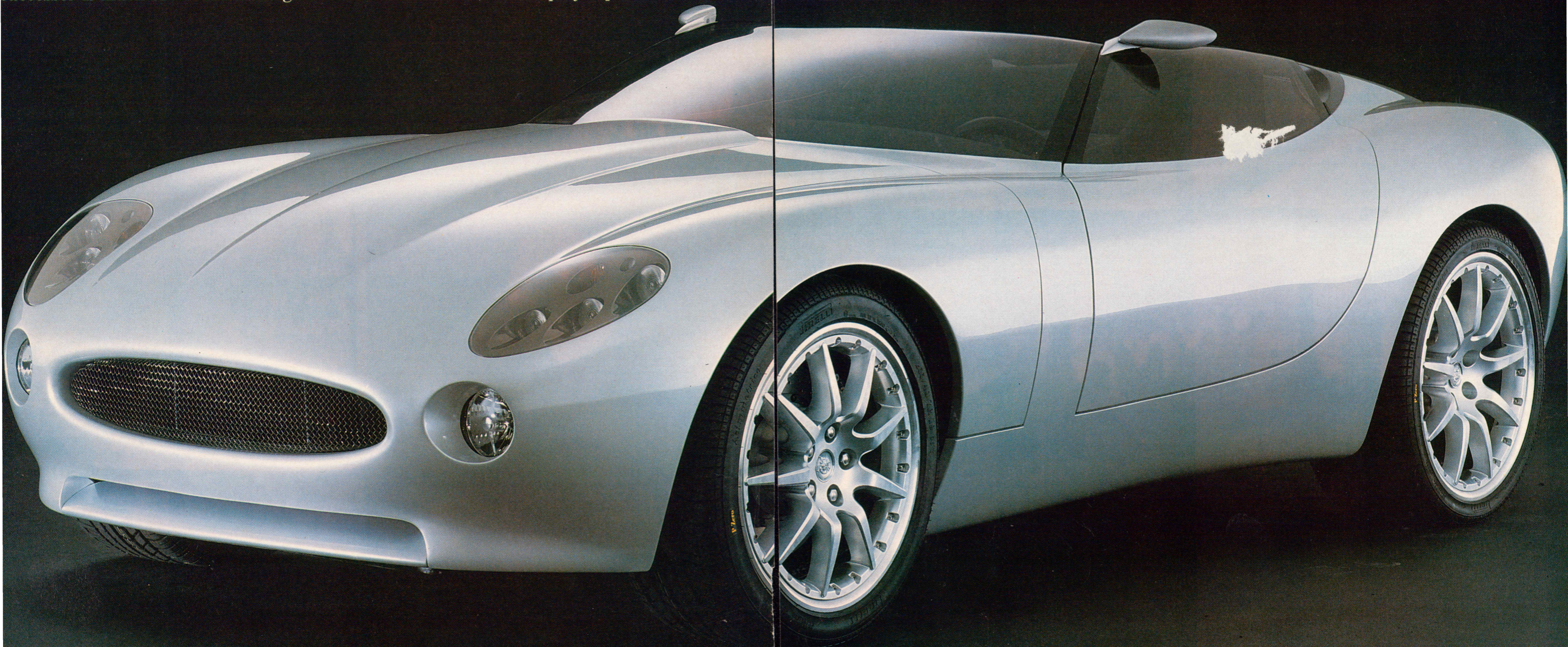
Ville du købe en bil designet af denne mand? Keith Helfet ligner i mistænkelig grad Rasmus Trads.

Yours sincerely,

Ole Wichmann
Product Manager
Pressure & Temperature Controls
Motor Control Gear

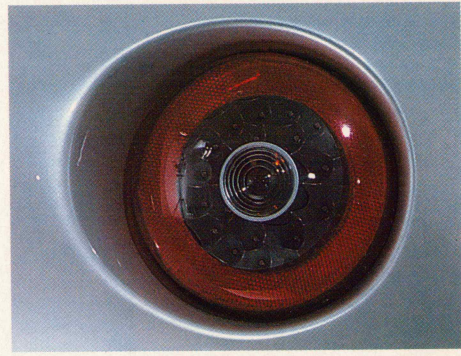
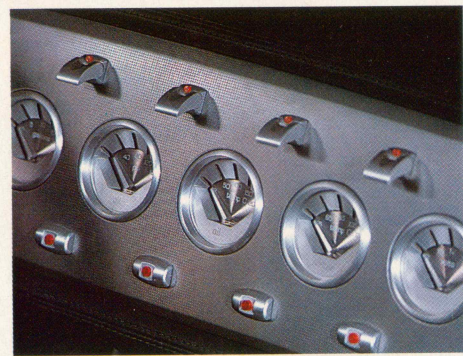
F and blinding

INSIDE STORY JAGUAR F-TYPE It's just a concept, claims Jaguar. But the E-type's successor is much too breathtaking to remain a one-off. Steve Cropley reports





Despite the F-type's baby dimensions, the cabin is spacious, while the semi-reclining driver sits so low in the Recaros the door sills double as armrests



Designer Helflet's desire to create an interior mix of modern and traditional is seen in dials, jet intake vents and rear lights that echo the same motif

Holding your breath for 25 years is a tough assignment, but it's what the world's Jaguar enthusiasts have been doing since the E-type died in 1975.

In all those years, we've never given up hope that the late, lamented E would spawn a successor – mainly because it was always obvious that a modern, compact, simple and sensibly priced Jaguar roadster in the E-type mould, whenever it came, would stop the car world in its tracks and probably

produce a showroom success to rival the brilliant original.

Now, out of the blue, the Jaguar F-type has arrived. The sleek silver-grey two-seater concept car, smaller than a Porsche Boxster and a Browns Lane original in its every curve, is unveiled this week at the Detroit Motor Show.

Low and sleek, the car has a low-screen "speedster" outline and uses the 240bhp, 3.0-litre quad-cam V8 from the S-type saloon, mounted north-south in the nose and driving the rear wheels. Jaguar's launch blurb readily acknowledges that the

F-type concept could be fitted easily enough with a supercharger to produce more than 300bhp.

With a kerb weight around 1400kg and a standard six-speed gearbox (possibly with sequential gearchange) you're looking at a car with BMW M3 performance, lots of built-in agility and an on-road price under £40,000 – a tantalising proposition.

Jaguar bosses insist that the F-type is merely a design exercise built to investigate demand ("the world will be our focus group") but there are

powerful reasons for believing it will see production.

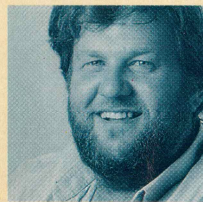
For one thing, we're in an era of high demand for Porsche Boxsters, Mercedes SLKs and BMW Z3s. It's unthinkable that Jaguar would produce such a concept and miss the moment.

For another, Jaguar is now led by Ford Premier Automotive Group boss Wolfgang Reitzle, acknowledged by many as Europe's greatest expert at defining brands. He believes new models from prestige makers must refer strongly to the company's core values. The F-type definitely does that.

MOTORING WEEK



STEVE CROPLEY



"He bought a cheap old Triumph Spitfire, a lot of plaster of Paris, and shaped his own body over it. Friends called it the concrete car"

steve.cropley@haynet.com



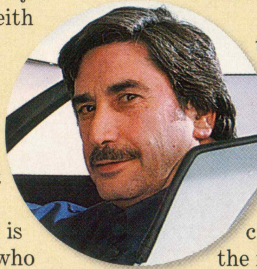
Keith Helflet styled '88 XJ220, fastest Jag of all

HARDLY A DAY GOES BY

without a platoon of young enthusiasts contacting us for advice about getting a job with cars. Such as Keith Helflet's job. He designed this week's Jag F-type (see p38), as well as the XJ220, XK180 and XK8.

Helflet has been at Jaguar for 22 years, and how he got there is an inspiration to all who would follow. Born in South Africa, he studied engineering at university, but soon found he didn't want to be "an applied mathematician", choosing car design instead. He couldn't draw too well, so he bought an old

Triumph Spitfire, a lot of plaster of Paris and shaped a body for it, which friends dubbed "the concrete car".



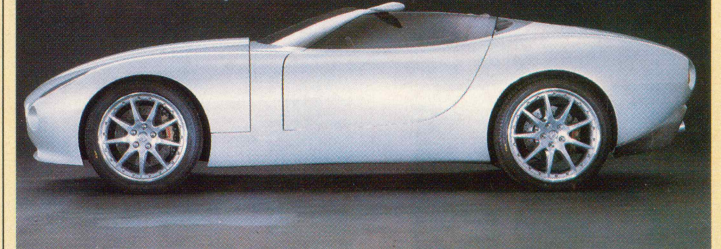
Then he heard about the Royal College of Art's vehicle design course, and applied, with nothing but his razor keenness and some photos of the Spit to back his claim. The RCA took the risk (they're good at that, he says). He soon became a fully fledged designer, joined Jaguar in '78 and is today one of the chief guardians of the Browns Lane culture. Lesson: keenness gets you where you want to go.

KEEP SEEING A PRISTINE

Vauxhall Viva near our office. I've a weird link with the Viva, which had the sweetest gearbox and lightest steering in history, but all the power of a lame gnat. Drove one on a 550-mile overnight trip from Adelaide to Melbourne years ago, accompanied through odd circumstances by a young lady I hardly knew. A stone shattered the windscreen and showered us with glass. I've got this indelible memory of the pair of us, standing beside the road at midnight, stripped to the waist, picking glass out of one another's clothes by torch light. Funny way to get to know somebody.



No figures for F-type, but it's sure to do 150-plus



SINCE IT HASN'T turned a wheel, it's no surprise Jaguar can't quote performance figures for its F-type. While viewing it in the photographic studio, I amused myself by devising a set of figures for the (potential) supercharged model. May take years, but it'll be fun comparing my estimates with reality.

I reckon the blown version will weigh 1450kg, grow five inches, have a Cd of 0.32, produce 320bhp, do 0-60mph in 5.9sec and 0-100mph in 12.5sec, be limited to 155mph at the top end and deliver an average of 25.5mpg. Mostly, I hope they build it. From Jag insiders, the omens seem pretty good.

The Daily
No. 44,960
Britain's biggest
Beatty and Bening on sex, love and the Clintons
News, Page 10

Satellite puts the brake on speeding drivers

By Jan Hibbs, Political Correspondent

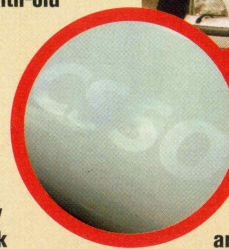
COMPULSORY electronic speed limiters that would prevent drivers from exceeding the legal limits could be fitted in all cars within 10 years if ministers accept the findings of government-funded research to be presented to John Prescott next month.

SILLY SEASON STORY PAR

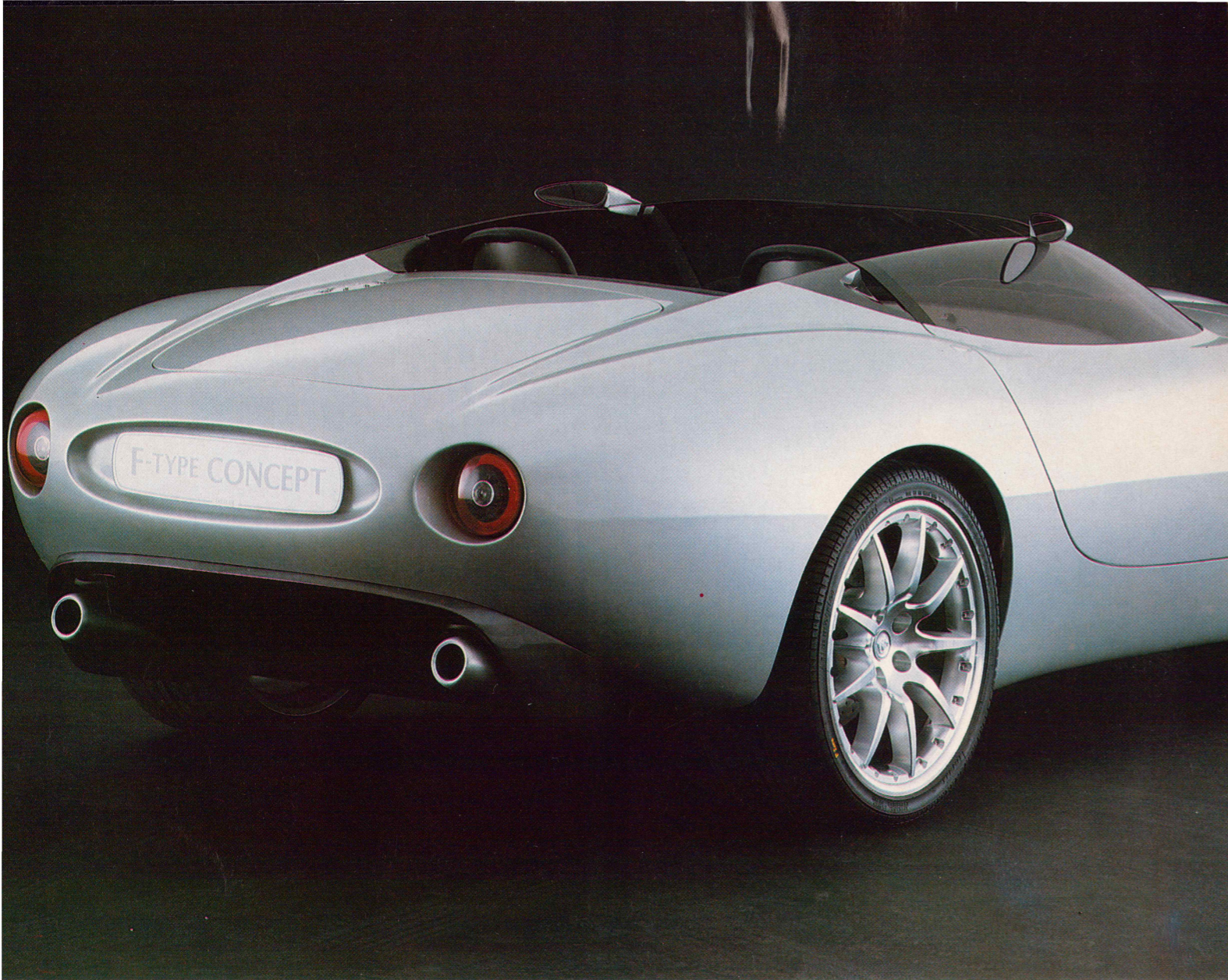
excellence is this scaremongering about cars being fitted with satellite-linked speed limiters "within 10 years". Apparently, John Prescott is to be presented with research which "proves" such Big Brotherist and ludicrously expensive gadgets would reduce accidents and congestion. If Prescott is searching for a one-way route to terminal unpopularity, this is the one. Poor driving kills more people than poor speed control. If we want safer roads, we should teach people the true facts of driving life.

OUR SISTER MAGAZINE

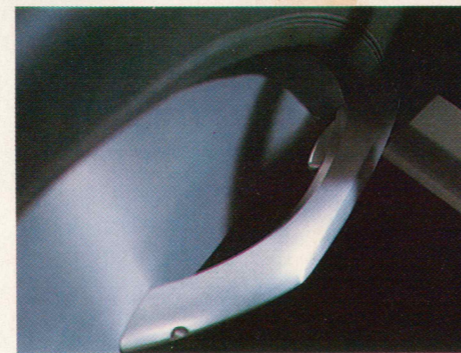
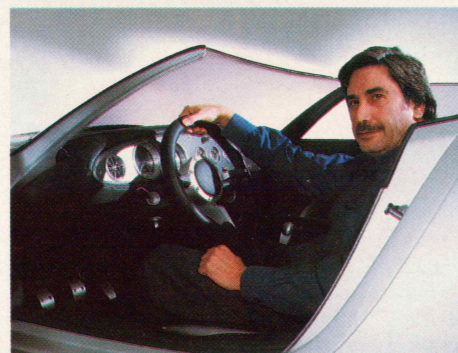
What Car? has a wonderful story this month about Volvo S40 owner Joe Jackson from Glasgow, who bought what he thought was a six-month-old demo model. All went well until "Rydell" became visible on the side, followed by "Ericsson" across the bonnet. Turned out the car had been dressed up in its early life with decals to look



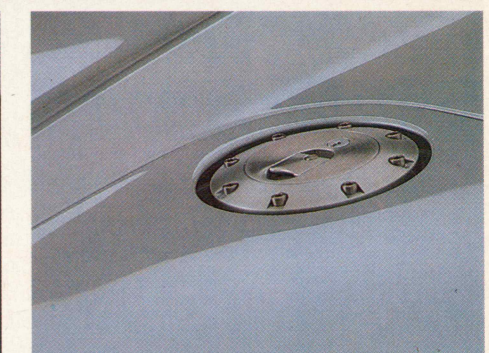
like a BTCC champ's mount. After a lot of argy-bargy, Volvo has agreed to repaint the areas that need it.



Oval grille announces the Jaguar heritage, but the F's visual links to the race-bred XK180 and E-type spiritual forefather are obvious in its curves too



Alloy centre console and neat door handles add style to a car that embodies wish of designer Helflet (above) to "rediscover Jaguar's roots in sports cars"



F-type has an unusually high level of finish for a concept, throwing doubt on Jaguar's claim that it's only a design exercise and raising production hopes

◆ I've been here before...
The solution was a race-bred underbody diffuser, which manages to look discreet and businesslike at the same time. Helflet reckons it's a more honest solution to the high-speed lift problem, and is confident it can do the job. It worked so well on the XJ220, he explains, that in the road cars its effects had to be deliberately reduced. At the front, the car has another aerodynamic aid reminiscent of the XJ220, a nose-mounted splitter. This one retracts at low speed to reduce the risk of parking damage.

It's the obvious care the designers have taken to make the F-type the basis of a production car that makes you doubt any claim that it's "only a design exercise". This car can house real people and real engines. It is engineered to house twin airbags and a modern crash structure. Helflet is convinced the aerodynamics would work with the right kind of development (though there has been no wind tunnel testing) and has given a good deal of thought to other practical factors usually ignored in concept sports cars: lights,

screen, roof, wipers, bumpers, mirrors and door catches. The lights, from Valeo, use multi-bulb units for greater beam precision and could easily be adapted for production. Both screen and side glass would have to grow higher in production, Helflet acknowledges, if the wipers and canopy were to work – "but we've already got some good ideas about that". Bumpers will be no problem, he claims: he knows the car will need them and has ideas sorted out. And the F-type already has both door catches (electric mechanisms worked by hidden

switches) and mirrors (sculpted affairs, chamfered at their leading edges to meet the wind). "There will be some big problems with the details if this car reaches production," Helflet admits, "but nothing we can't cope with." Though the designer claims no relationship between his F-type and any existing Jaguar – everything else the firm makes is much bigger – the reality is that if it reaches production, the new roadster's donor for mechanical components will be the middle-sized S-type – not the smaller X400 saloon,

Third, it's hard to see Jaguar's marketers passing up this showroom draw and probable sales success when their task is to quadruple sales in the next few years. The first thing that strikes you when you see the F-type in the flesh is how small it is. And how good-looking. You want to pick it up, tuck it in your pocket and take it home. Chief designer Keith Helflet, who joined the company 22 years ago and has become the uncrowned king of Jaguar's sports car projects, says the car is six inches shorter than a

Boxster, a remarkable two feet shorter than a Jaguar XK8, and narrower than either. It's so compact that you start looking for compromises on cabin room or engine space, but Helflet reckons there aren't any. There's room for two very big people in the cockpit, and for anything up to a V8 under the bonnet. "There wouldn't have been any point in designing a car that couldn't be built," he insists. The F-type seems to be the result of a plan that came first from Reitzle but contained remarkably few constraints. Keith Helflet says no specific

dimensions were imposed on him, and denies that the F-type has a dimensional relationship with any existing Jaguar. "There's a V6 in the car now," he explains, "but nothing has been engineered. All you can say is that it's the bones of a car. Of course, I'd be lying if I didn't admit that there's huge enthusiasm within Jaguar to do a car like this, and hopefully we have the people to make it work. But we'll have to wait and see. "The brief was to produce a concept roadster for Detroit, and we had eight months to do it, which isn't long. I just

wanted to do an uncompromised, ideal sports car – the kind of car I would buy. I thought we needed a car which is overtly sporty because that's a part of our heritage that we haven't stressed much lately. We've got the luxury car end of things covered pretty well, so it was time to start rediscovering our roots in sports cars. Once we started to discuss the thing properly, it seemed logical we should make the F-type a small car. That's the way the market seems to be going, after all." The F-type project grew out of the XK180, the race-bred, ◆