

Bonding with a new breed of Jaguar

BY SUE MEAD

Jaguar expects its all-new tall sports car, with wide proportions and the largest “trunk” of any Jaguar vehicle, will triple its sales in the US market and quickly become the automaker’s best-selling model. The 2017 Jaguar F-PACE is the most affordable Jaguar ever offered, and the British automaker sees it as a game changer that will help move the marque from what many perceive as an older person’s or heritage brand, to a young person’s brand. Think of it as a James Bond car that will appeal to millennials, says Jaguar.

F-PACE is engineered with a top speed of 155 mph and 0-to-60-mph acceleration of 5.4 seconds, when outfitted with its standard 340-hp all-aluminum 3.0-liter supercharged V6 with torque-on-demand all-wheel drive. Additional powertrain options include a high-performance 380-hp version of the supercharged V6 (with a 0-60 time of just a tick over 5 seconds), or a 180-hp 2.0-liter four-cylinder turbo diesel due later in the year; all are mated to an eight-speed automatic with manual shift control and steering-wheel-mounted paddles.

In addition to its all-aluminum engines, aluminum is used throughout the chassis—from its hood and body, to its Lightweight Aluminum Architecture suspension and underpinnings—in an effort to keep it as svelte as possible. It tips in at just over 4,000 pounds (or just under for the diesel).

The exterior has a highly-nuanced and sensual silhouette with a sleek roofline. The front is punctuated by an assertive grille and Jaguar’s iconic power bulge on the hood. There are short front and rear overhangs, with front wheels teased forward and muscular rear haunches, a steeply raked rear window, and elegant LED taillights. Its simple architectural styling is finessed with surfaces that are beset with speed lines and accen-

tuated by large wheel wells that accommodate 22-inch wheels.

The interior persona of the five-seater speaks to luxury, comfort and convenience with a “Sports Command” driver’s cockpit as its focal point. The cabin is bright and airy, with ambient lighting and adorned with premium materials like authentic metal and hand-crafted wood veneers. The instrument panel features two bold analog dials and a central TFT display, or an optional 12.3-inch virtual cluster featuring a choice of four visual themes and full-screen navigation. The 40:20:40 split rear seats allow through-loading, where there is 33.5 cu. ft. of stowage behind and up to 63.5 cu. ft. when the second row is folded flat. Jaguar says its rear leg room is class-leading.

Onboard are a suite of state-of-the-art safety and convenience technologies and an impressive array of driving aids, such as a color laser heads-up display, autonomous emergency braking with pedestrian detection, lane departure warning and lane keeping, blind spot monitor and reverse traffic detection, a driver fatigue sensor, semi-automatic park assist for parallel and perpendicular parking maneuvers, and adaptive cruise control with queue assist that maintains a safe distance from the vehicle in front and will bring the F-PACE to a complete stop, if needed.

We drove the new model more than 200 miles

in the small Balkan nation of Montenegro, along a varied collection of roads that included narrow and twisty mountain passes, with both good and poor surfaces, traveled through small villages and urban areas, and along a rock-littered off-road track. The sports-minded crossover was unshakable in its drive and was comfortable and quiet in all settings, with fast-moving and highly responsive performance when indulged. We especially liked the heavily-weighted, linear steering and impressively agile suspension tuning. Its aluminum architecture and rear-drive-biased platform give it a light-on-its-toes feel that has been patterned after the F-TYPE. Invigorating the throttle is rewarded with a seductive and addictive exhaust note, and we were grateful that the two-ton ute stops in a confident demeanor, with tall brakes. Of note: although engineered with a rear-drive bias, the electronically-controlled driveline controller uses algorithms for driver input and also reads the road surface under the tires; the center coupling can send up to 90 percent of the torque to the front axle, if needed, and can also transfer torque from side to side.

Engineered for light to moderate backcountry travel, the F-PACE also has prowess in the lands where the pavement ends; it has a competent Adaptive Surface Response system borrowed from its Land Rover brethren that gives slow and mannered crawl control, and off-road dynamics that keep it from getting hung up on rocky bits or getting mired in mud troughs. It’s also aided by its good angles of approach and departure and an impressive ground clearance of 8.4 inches.

EliteCare includes a five-year/60,000-mile warranty, plus roadside assistance and complimentary maintenance. ■

2017 JAGUAR F-PACE

ENGINE (20d)	2.0L turbo diesel 16v 4-cyl
HP/TORQUE	180 hp / 318 lb-ft
WEIGHT	from 3913 lb
0-TO-60 / TOP SPEED	8.2 sec / 129 mph
ENGINE (35t)	3.0L supercharged 24v V6
HP/TORQUE	340 hp / 332 lb-ft
WEIGHT	from 4015 lb
0-TO-60 / TOP SPEED	5.4 sec / 155 mph
ENGINE (S, FE)	3.0L supercharged 24v V6
HP/TORQUE	380 hp / 332 lb-ft
WEIGHT	from 4015 lb
0-TO-60 / TOP SPEED	5.1 sec / 155 mph

TRANSMISSION	8-spd auto
DRIVETRAIN	AWD
MPG	TBD

GROUND CLEARANCE	8.4 in
APPROACH ANGLE	25.5 degrees
DEPARTURE ANGLE	25.7 degrees
BREAKOVER ANGLE	20 degrees
WADING/FORDING DEPTH	20.7 in
CARGO VOLUME	33.5 cu.ft.

BASE PRICE	20d AWD: \$40,990
.....	35t AWD: \$42,390
.....	S AWD: \$56,700
.....	FIRST EDITION: \$69,700
F-PACE First Edition w/exclusive trim and features is limited to 275 units in the US.	
DESTINATION CHARGE	\$995

MONTENEGRO

AMAN SVETI STEFAN, MONTENEGRO: Our drive location was a charming Adriatic coastal villa resort with 15th-century architecture, on an expansively forested island estate. Adjacent to Croatia, Bosnia-Herzegovina, Serbia and Albania, it was once considered the top resort in the world. Jaguar wanted to make an international statement about its first crossover that will be sold around the globe, to catch the eye of its brand loyalists, as well as appeal to upscale new buyers who would likely find the vehicle and the exotic venue a perfect match. ■

COOL TECHNOLOGIES

TRAFFIC SIGN RECOGNITION uses stereo cameras to read traffic signs and to keep the driver informed of speed limits, including temporary speeds that might apply in construction zones, via the instrument cluster (or heads-up display, if equipped). An intelligent speed limiter can automatically monitor vehicle speed to match the posted speed limits.

ADAPTIVE DYNAMICS monitors the vehicle’s body movement 100 times per second to adapt suspension damping according to road conditions. When paired with Configurable Dynamics, the system allows the driver to select dynamic or normal modes for throttle mapping, transmission shift strategy, steering feel and adaptive damper setting, all using the central touchscreen.

INCONTROL TOUCH: The standard system has an 8-inch screen with smartphone/tablet controls, such as swipe and drag features. Optional InControl Touch Pro gets a 10.2-inch screen that can be customized with apps and widgets like a tablet and allows drivers to access useful apps via both Android and Apple smartphones. Onboard WiFi has access to location-based navigation and can determine whether there’s sufficient fuel to complete a journey. If not, filling stations along the way are displayed on the map; tapping on one of them will add it as a waypoint. Another “smart” feature is the ability to share destination and ETA with others via email or a text message; if your ETA changes, the system can automatically send updates. A handy Commute Mode learns your daily drive and uses historical and real-time traffic information to offer alternative routes to help avoid congestion.

ACTIVITY KEY: Jaguar’s new water- and shock-proof wristband allows the key fob to be locked safely within the vehicle, so you can participate in wet or active sports, such as surfing or kayaking. When locked using the Activity Key, the system will disable key fobs as left inside. This works on the same RF frequencies as the other keys and can lock and unlock the vehicle by holding it in close proximity to the ‘J’ of the Jaguar badge on the tailgate. Another novel feature? It has no battery. ■



Turns out the tough trails of Montenegro have a lot in common with our own.

