

## PRESS INFORMATION

**FOR RELEASE:** Embargoed until 16.00hrs GMT, 11 January 2000

### JAGUAR F-TYPE CONCEPT ROADSTER DEBUTS IN DETROIT

Jaguar's new F-TYPE CONCEPT roadster is unveiled today at the North American International Auto Show in Detroit. Inspired by the XK180 concept car revealed at the Paris Salon in 1998, Jaguar designers set out to create the ideal, compact Jaguar roadster, evoking the spirit of the legendary E-type.

The F-TYPE CONCEPT, the most compact Jaguar sports car in more than forty years, presents the company's ideas for a roadster that would take Jaguar into a new segment of the global market. Presentation of the car at international auto shows will help gauge the public's reaction to the concept of a dynamic, technically advanced, Jaguar roadster.

Commenting at the reveal at the Detroit Show, Jonathan Browning, Jaguar's Managing Director, said, "The F-TYPE CONCEPT roadster is an exercise in pure Jaguar sports car design. Its purpose is quite simply to provoke reaction from current and potential customers. With the F-TYPE CONCEPT, the world is our focus group".

The design team with the responsibility for creating the F-TYPE CONCEPT was led by Keith Helfet, whose track record includes the XK180 concept car and XJ220 'super car'. He was therefore ideally qualified to execute the brief to create "an uncompromised Jaguar roadster". Work commenced under the direction of the late Geoff Lawson, Jaguar's Director of Styling, who died suddenly in June 1999.

The project was completed under the aegis of the new Director of Design, Ian Callum, who says the F-TYPE CONCEPT is a tribute to Geoff Lawson. "Sadly," he said, "This car is the last to bear Geoff's inimitable stamp. It is a fine example of the standards we will strive to maintain."

While XK180 was designed around existing mechanical components, which exercised constraints on the car's size and layout, there were no such limitations on the roadster concept. Helfet and his team were able to create a car that is more compact than XK180 and 25 inches (645mm) shorter than the XKR, on which XK180 was based. It is also four inches (100mm) narrower than both cars.

The design team set out to produce a shape that is contemporary, functional and distinctively Jaguar. To fulfil Jaguar's core engineering value of equal weight distribution for excellent dynamic performance, the concept dictated both a long bonnet and a cockpit which sits in the ideal position relative to the wheelbase. The resulting design achieves the balanced proportions of a traditional Jaguar sports car, evocative of the seminal E-type.

Helfet was careful, however, that the new design should have its own personality and not become a pastiche of the '60s car. "Designing-in the Jaguar style is an instinctive process," he said, adding, "Heritage is an inspiration, but not more than that."

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Jaguar design is always up-to-the-minute in terms of technology, and just as the E-type was one of the first mass production cars to be shaped by aerodynamics, the F-TYPE CONCEPT also features aerodynamic aids for optimum dynamic performance. The nose of the car carries a 'splitter', a low-set aerofoil designed to move automatically with increasing speed in order to increase downforce. At the rear, a fixed diffuser tunnel also uses increasing speed to generate additional downforce.

The distinctively styled headlamps employ an adaptation of the latest 'Baroptic' light guide technology in a unique multiple-element cluster. The ultra compact rear lamps, pioneered in the XK180, use LED (Light-emitting diodes) technology to deliver high performance and a unique 'jewel-like' appearance.

The interior of the F-TYPE CONCEPT, similar to that of the XK180, also draws its inspiration from the functional simplicity of the aluminium "Lightweight" E-type, specially built for racing in the early '60s. In keeping with the roadster theme, the minimalist interior conveys simplicity and practicality. True to Jaguar roadster tradition, the switches and controls are designed to have a utilitarian elegance. Working under Helfet were two young designers, Adam Hatton and Pasi Pennanen, who were responsible for much of the interior detail. Drawing on the engineering craft skills within Jaguar, switches and cockpit fittings are fashioned from solid aluminium, to provide a unique, precision-engineered tactile quality.

The F-TYPE CONCEPT does not sacrifice practicality for appearance. Packaging, construction, accommodation, luggage space, legal requirements on a world scale and the ability to turn the design into production reality were all considered during the creation of the car.

Jaguar designers ensured that this concept car could be made production-ready without sacrificing its roadster spirit.

The new Jaguar is designed to accept a range of powertrain options, starting with the 240 horsepower AJ-V6 engine successfully introduced in the S-TYPE saloon, while a supercharged version with around 300 horsepower is also a possibility. Automatic or manual transmissions would drive the rear wheels, while all-wheel drive is a production-feasible option.

Jaguar is synonymous with the excitement of sports cars, sports car style and sports car performance, complemented by an illustrious record in international motor sport. From the XK 120 through the race-bred C and D-types to the original E-type, Jaguar sports cars shared a purity of form, function and performance. The creation of the F-TYPE CONCEPT roadster, together with a return to the race tracks of the world through Formula One, the pinnacle of motor sport, reaffirms Jaguar's strategic emphasis on sportiness and excitement.

"The F-TYPE CONCEPT is a clear signal of Jaguar's intent to return to the true sports car market in which we were so successful in the 1950s and 60s," commented Jaguar's Managing Director, Jonathan Browning. "Complementing the recently launched S-TYPE compact saloon and, next year, the new X400 small saloon, the F-TYPE CONCEPT would attract a new generation of younger sports car buyers, both male and female, to the Jaguar marque."

## A HISTORY OF JAGUAR CONCEPT CARS

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

### 1938

- At the 1938 London Motor Show, Jaguar showed an elegant two-seater coupe version of the SS Jaguar 100 sports car with rounded wings, enclosed rear wheels and a flowing tail – effectively the company's first 'concept car'. Although announced as a potential addition to the SS 100 range, it never entered production and only the one 3.5-litre prototype was built.
- The show car was subsequently disposed of to a young driver who received it as a seventeenth birthday present.

### 1948

- Another Jaguar that was in essence a concept car was the original XK 120. The 2-seater roadster was launched at the 1948 London Motor Show to re-establish Jaguar's sporting image, to showcase the company's undoubted styling talent and to publicise Jaguar's first in-house designed engine, the XK, destined for the Mark VII saloon.
- As volume production was not foreseen and the show car needed to be produced quickly, XK 120 was initially constructed with body panels in aluminium.
- It was met with such acclaim that it had to be re-engineered for mass production with a steel body. In that form it became a top seller and almost overshadowed the saloons it was designed to promote.

### 1988

- In the mid '80s, Jaguar engineers undertook a project that was initially a spare-time endeavour. It resulted in the XJ220, a vehicle that was to take its place among the pantheon of 'supercars' which distinguished that era.
- When first shown at the Birmingham Motor Show, England in 1988, the XJ220 was purely a one-off concept, featuring a host of advanced technical features under a superbly styled body.
- Once again, the public reaction was overwhelming and customers clamoured to buy the car. After a production feasibility study, Jaguar decided to bow to their wishes and the car entered limited production in 1991. A total of 280 cars were made.

### 1996

- A less well-known concept car is the Daimler Corsica, named in honour of a famous coach building firm of the '30s.
- The Corsica, created to celebrate the centenary of the Daimler marque, was a luxurious four-seater convertible based on a Daimler Double-Six saloon and undertook only a limited number of public appearances.

**1998/1999**

- At the 1998 Paris Salon, Jaguar unveiled another concept, the XK180, created to celebrate the fiftieth anniversary of the launch of the first Jaguar XK sports car, the XK120. A second car was built for display at the North American International Auto Show in Detroit in January, 1999.
- The XK180 also showcased the skills of Jaguar designers, craftsmen and engineers and was the first major project from the company's re-established Special Vehicles Operations department, devoted to developing high-performance accessories and components for production Jaguars.
- XK180 was never intended for production, but components such as brakes, wheels and tyres developed for XK180 are now available for production cars as Jaguar's R Performance Options in European markets.

**Note:**

- The original XJ220 concept car and the right-hand drive XK180 'No. 1', together with the Daimler Corsica, form part of the permanent collection of the Jaguar Daimler Heritage Trust. The left-hand drive XK180 will be part of a similar Jaguar historical collection in the United States that will open during 2000.

## **A HISTORY OF JAGUAR ROADSTERS**

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

### **1930s**

- Launched at the London Motor Show in 1935, the SS Jaguar 100, a two-seater roadster, was among the first series of cars to bear the 'Jaguar' name. It was powered by a 2.5 litre six-cylinder engine, producing 102 bhp.
- By 1936, the SS100 was competing successfully in competition racing
- In 1937, a 3.5 litre version was introduced, with 125 bhp, creating the first Jaguar capable of exceeding 100 mph.

### **1948**

- XK 120 was launched at the London Motor Show in October with Jaguar's first-ever in-house designed engine, the 3.4 litre, 160bhp, twin overhead camshaft XK.
- The first XK120 featured an aluminium body over an ash frame, with a planned initial production run of only 200 cars. To meet demand, Jaguar later adopted a steel body.
- XK 120 was hailed as the most beautiful production sports car in the world and at 126 mph, the fastest.

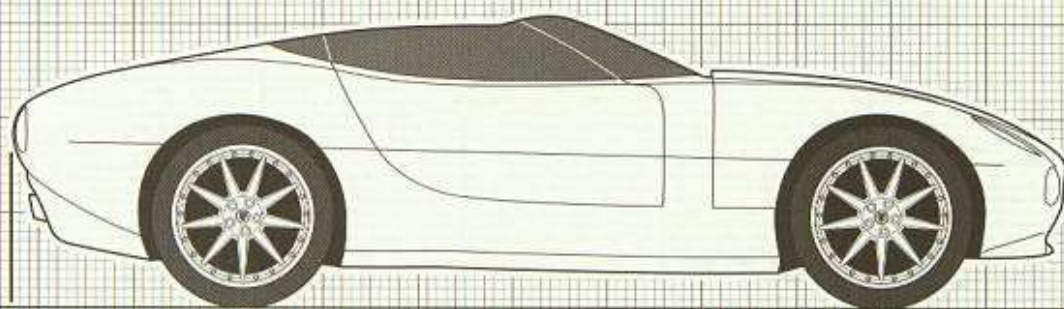
### **1950s**

- XK120 and its purpose-built racing cousins, the C-type and D-type, scored famous victories in races and rallies around the globe.
- Jaguar C-types won the Le Mans 24 Hour Endurance Race in 1951 and 1953; the D-type won in 1955, 1956 and 1957.
- In 1954, XK140 was introduced with up to 210 bhp (C-type head) and larger cockpit, improved refinement, stability and practicality. Rack-and-pinion steering were carried over from the racing C-type; overdrive and automatic options became available for the first time.
- A road-going version of the D-type racer without the tail fin, the XK-SS, was launched in 1956, but production was halted by a factory fire in 1957, after just 16 are made.
- The XK-SS achieved 0-60 mph in 5.2 seconds and 0-100 mph in 13.5 seconds with a top speed of 150+ mph, impressive performance even by today's standards.
- The restyled XK 150 roadster emerged in 1958 with a one-piece, wrap-around, safety glass windscreen. The 3.8 'S' version developed 250 bhp, giving 133 mph. The XK 150 was the first series production car to feature four-wheel disc brakes.
- The first E-type prototype, E1A, bred from D-type victories at Le Mans, was built in winter 1957/58. It featured a compact, aerodynamically efficient, aluminium body with central monocoque and a magnesium front spaceframe for the engine. Powered by a 2.5 litre engine. Designed principally as a test bed for the new independent rear suspension.

## 1960s/1970s

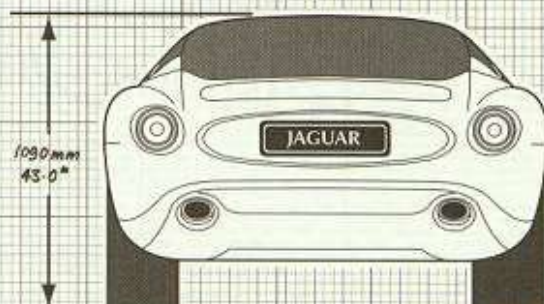
- At the 1960 Le Mans race, the North American Cunningham Team raced an unnamed steel-bodied Jaguar prototype-coded E2A-which bore an uncanny resemblance to the forthcoming E-type. It was fitted with a 3.0 litre D-type engine.
- Nine months later, in 1961, Jaguar created a sensation at the Geneva Motor Show with the E-type, powered by the 3.8-litre 'S' version of the XK engine, with a top speed approaching 150 mph.
- E-type featured monocoque construction with tubular steel spaceframes, carrying the engine, all-round independent suspension and inboard-mounted rear disc brakes, drawing heavily on the company's racing pedigree.
- The stunning, sensuous styling of the 2-seater E-type roadster was the work of Jaguar's aerodynamicist Malcolm Sayer. Even today, the E-type remains one of the world's most desirable cars.
- An E-type roadster won its first race at Oulton Park, England, driven by Graham Hill. In 1963, Jaguar produced 12 "Lightweight" E-types for independent racing teams, including three for Briggs Cunningham in the United States. Based on roadsters, the body panels, monocoque, engine block, wheels and parts of the rear suspension were aluminium alloy.
- For 1965, the E-type (by now known as the XK-E in the US) was fitted with an engine enlarged to 4.2 litres.
- In 1971, the E-type was the first Jaguar to use the 5.3-litre V12 engine. The 2+2 body, nine inches longer than the original, became standard for the roadster as well.
- Production of the E-type ended in September 1974. The last fifty cars built at Browns Lane were all roadsters and all but one were painted black. Each carried a commemorative plaque, identifying them as the last in line.
- The very last E-type to roll off the production line - Registration Number HDU 555N-is now in Jaguar's own Museum at the company's headquarters at Browns Lane, Coventry.
- In 1996, the enduring beauty of the E-type design was affirmed, when The Museum of Modern Art in New York placed an early E-type roadster in its permanent collection, only the third car in the Museum's history to receive this honour.

JAGUAR F-TYPE CONCEPT

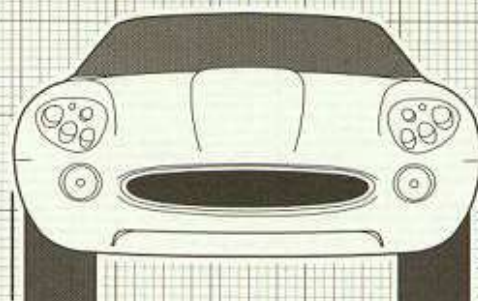


2400 mm  
94.5"

4115 mm  
162"



1090 mm  
43.0"



1732 mm  
68.25"