

Jaguar F-Pace 2021 - Review by "CarsGuide"

Editor- the following Review is by CarsGuide Richard Berry. I normally trim these reviews. However, Richard is a 20 year best-selling author, and although this article is lengthy, it is succinct and a must for anyone thinking of buying an F-pace, either new or second-hand.

Refreshed luxury F-PACE now a better alternative than a Mercedes GLC.

The Jaguar F-Pace might not be the last car you own, but it could be the last Jaguar with an engine you drive.

The very first F-Pace arrived in Australia in 2016 and even after all these years and the arrival of more rivals I still think it's the most beautiful SUV in its class.

Is there anything interesting about its design? 9/10

The new one seems to look a lot like the old one, but this new F-Pace has been given a pretty major styling overhaul inside and out.

Gone is the old F-Pace's plastic beak. That sounds weird but the previous F-Pace's bonnet stopped short of the grille and a nose cone had been fitted to cover the rest of the distance. Now the new bonnet meets a larger, wider grille and its flow from the windscreen down isn't disturbed by a large join line.

Also, more pleasing to the eyes is the badge on the grille. The snarling jaguar head is now larger and no longer mounted on a terrible looking large plastic plate. The plate was for the adaptive cruise control radar sensor, but by making the Jaguar badge bigger, the plate was able to be housed in the badge itself.

The headlights are slimmer, and the tail-lights have a new design which looks futuristic, but I miss the styling of the previous ones and the way they dipped into the tailgate.

Inside, the cabin has been made over with a giant landscape screen, new chunky climate control dials, a new steering wheel and the rotary shifter has been replaced by a regular upright one which is still small and compact, with cricket ball stitching.

While all F-Paces have a similar look, the SVR is the high-performance member of the family and stands out with its giant 22-inch wheels, a tough body kit, quad tailpipes, a fixed SVR rear wing, and bonnet and fender vents.

For this update the SVR has been given a new front bumper and larger cooling vents flanking the grille. But it's more



The F-Pace has been gifted new looks, new engines and better practicality. The snarling Jaguar head badge is now a larger and contains the adaptive cruise control radar sensor.

than just tough looks, the aerodynamics have been revised to decrease lift by 35 per cent, too.

What hasn't changed are the dimensions. The F-Pace is a mid-sized SUV measuring 4747mm end to end, standing 1664mm tall and with the mirrors out is 2175mm wide. That's not huge, but make sure it'll fit in your garage.

How practical is the space inside? 8/10

The F-Pace was always practical with a big 509-litre boot and great rear leg and head room, but the cabin re-design has added better storage and usability.

The door pockets are larger, there's a covered area under the floating centre console and in a victory for common sense and practicality the window switches have been relocated from the window sills to the armrests.

This is along with a deep centre console storage area, and two cup-holders in the front and another two in the rear fold-down armrest.

Does it represent good value? What features does it come with? 8/10

There's a Jaguar F-Pace for every budget as long as your budget is somewhere in between \$80K and \$150K. That's quite a large range in price.

There are four grades: The S, SE, HSE and top-of-the-range SVR. They all come standard with the R-Dynamic pack. There are four engines: the P250, D300, P400 and P550. ('D' for diesel). The higher the number the more grunt it has.

So, the entry grade is officially called the R-Dynamic S P250 and it lists for \$76,244 (all prices listed are MSRP - before on-road costs). Above this is the R-Dynamic SE P250 and it lists for \$80,854, then there's the R-Dynamic SE D300 for \$96,194 and the R-Dynamic SE P400 for \$98,654.

The R-Dynamic HSE P400 lists for \$110,404 and at the top is the SVR with the P550 listing for \$142,294.

Coming standard from the base grade up is the new 11.4-inch touchscreen, sat nav, Apple CarPlay and Android Auto, there's keyless entry, push-button start, dual-zone climate, power adjustable front seats, leather upholstery, LED headlights and tail-lights, and an auto tailgate.

The entry-level S and the SE above it come with a six-speaker stereo, but as you step into the HSE and SVR more standard features appear such as a 13-speaker Meridian sound system, plus heated and ventilated front seats. A fully digital instrument cluster is standard on all grades apart from the entry S.

The options list is extensive and includes a head-up display (\$1960), wireless charging (\$455), and an Activity Key (\$403) which looks like an iWatch that locks and unlocks the F-Pace.

Paint prices?

Narvik Black and Fuji White are standard at no extra cost for the S, SE and HSE. The SVR has its own standard palette and includes Santorini Black, Yulonh White, Firenze Red, Bluefire Blue and Hakuba Silver. If you don't have the SVR but want these colours it'll be \$1890.

What are the key stats for the engine and transmission? 9/10

The P250 is a 2.0-litre four-cylinder turbo petrol engine making 184kW (246 bhp); the D300 is a 3.0-litre six-cylinder turbo diesel producing 221kW (296 bhp); while the P400 is a 3.0-litre six-cylinder turbo petrol with outputs of 294kW (394 bhp).

The P550 is a supercharged 5.0-litre V8 producing a colossal 405kW (543bhp).

The D300 and P400 are new engines, both are straight sixes and replace the V6 engines in the old F-Pace. Superb engines, they are also found in the Defender and Range Rover.

Jaguar calls the D300 and P400 mild hybrids, but don't be misled by the terminology. These engines are not hybrids in the sense that an electric motor is working to drive the wheels along with a combustion engine. Instead, a mild hybrid uses a 48-volt electrical system to help take the load off the engine by helping it start and running the electronics such as climate control. And yes, it does help save fuel, but not stacks.

There's plenty of grunt from all these engines no matter which you choose, they all have eight-speed automatics and all-wheel drive.

How much fuel does it consume? 7/10

It doesn't make sense that Jaguar has announced that it will be going all electric by 2025 yet doesn't offer a plug-in hybrid in its Australian line-up, especially when there is one available overseas.

Yes, the D300 and P400 use clever mild-hybrid tech, but it doesn't go far enough to reducing fuel use.

The official fuel consumption for the petrol P250 is 7.8L/100km, the diesel D300 will use 7.0L/100km, the P400 is stated to sip 8.7L/100km and the P550 V8 petrol will drink 11.7L/100km. Those figures are "combined cycle" numbers, after a combination of open and urban driving.

What's it like to drive? 8/10

My two test cars at the Australian launch of the new F-Pace were the R-Dynamic SE P400 and the R-Dynamic S P250. Both were fitted with the road noise cancellation system which comes with the optional \$1560 Meridian stereo and reduces the level of road noise coming into the cabin. Which would I rather? Look, I'd be fibbing if I didn't say the SE



2021-Jaguar-F-PACE-R-Dynamic-SE-P400. Power adjustable front seats are standard from the base grade up.

P400 with its smooth inline six that has seemingly endless shove, but it's \$20K more than the S P250 and neither engine is low on grunt and both handle and ride almost identically.

That ride has been improved in this new F-Pace with the rear suspension being retuned so that it's not so firm.

Steering is still on the sharp side, but body control feels better and more composed in this updated F-Pace.

On the twisty and quick country roads I tested the S P250 and SE 400, both performed superbly, with responsive engines, great handling, and serene cabins (thanks to the help of the noise cancelling tech).

The second part of the test was driving both in city traffic for the best part of an hour each which isn't pleasant in any car. The now wider F-Pace seats were comfortable and supportive, however, the transmission seamlessly swapped gears and even rolling on 22-inch wheels in the SE and 20-inch alloys in the S the ride was excellent.

What safety equipment is fitted? What safety rating? 8/10

The F-Pace scored the maximum five-star ANCAP rating when it was tested in 2017. Coming standard is advanced safety tech such as forward auto emergency braking (AEB), blind-spot assist, lane keeping assistance and rear cross-traffic alert.

This tech is great, but in the five years since the F-Pace first arrived safety

equipment has moved on even further. So, while the AEB can detect pedestrians, it's not designed to work for cyclists, there's no reverse AEB, nor evasive manoeuvre systems, nor a centre airbag. All are items which weren't common in 2017 but are now on most 2021 five-star rated cars.

What does it cost to own? What warranty is offered? 8/10

At the launch of the new F-Pace Jaguar announced that all of its vehicles would be covered by a five-year unlimited/kilometre warranty, a step up from the three-year coverage it used to offer.

The F-Pace will tell you when it needs maintenance. But you should sign up for a five-year service plan which costs \$1950 for the P250 engine, \$2650 for the D300, \$2250 for the P400 and \$3750 for the P550.

Verdict

The F-Pace has been gifted new styling, new engines and more practicality making it an even better SUV than it already was. You could seriously pick any of the grades and be happy with your purchase. Then there's the question of the engine...

How will you ring out the end of an era – with a four-cylinder petrol, a six-cylinder turbo diesel, an inline turbo six petrol or a cracking V8?

The sweet-spot in the range is the R-Dynamic SE 400, with just enough luxury and more than enough grunt. ■