



1. EARLY STAGES

PRODUCTION INTERIOR IS SURPRISINGLY FAITHFUL TO DESIGN TEAM'S EARLY SKETCHES

2. DESIGNED TO THRILL

CHIEF DESIGNER
WHELAN TALKS
EDITOR FOWLER
THROUGH THE
F-TYPE'S CABIN

3. THE FINISHED PRODUCT

FINAL RESULT COMBINES ATTENTION TO
DETAIL, HIGH QUALITY AND A SENSE OF FUN

F-Type's unique features. Whelan talks about "theatre" in an interior, and he should know – he was part of the team responsible for the revolving vents in the XF, while the famous rising gear selector, now used in other Jaguar and Land Rover models, was also his creation.

For the F-Type, the theatre comes from central air vents that rise out of the top of the dash when needed, keeping the dash low and sleek when they're hidden out of sight.

"We studied how air is used in our cars," Whelan explains. "And air only comes out of the middle vents for some of the time. So we thought, how would you feel if the vents only deployed when needed? Wow!"

The different algorithms used to adjust the climate control are more advanced than in the five-seater XF, constantly monitoring

differences in cabin temperature. Tests were done in an XF to see if the central vent would constantly pop up and down – it doesn't.

Jaguar's design director, Ian Callum (far left), who says one of his jobs was "bringing discipline to the design team", explains his thoughts on the cabin design.

"I wanted to keep it simple, with a strong graphic, but with a sense of speed in the centre – just as a Porsche 928 has," he tells us. "Modern requirements make that difficult, but the grab handle does it without splitting the horizontal graphic."

That grab handle is evidence of the attention to detail in the F-Type. The design team not only worked with suppliers to perfect the stitching, but also the angle of the handle, so it matches that on the doors and gearlever.

Whelan showed us an early mock-up of the F-Type

