

POP-UP VENTS

CENTRAL AIR VENTS SLIDE OUT OF SIGHT WHEN NOT IN USE, MAKING THE DASH AS LOW AND SLEEK AS POSSIBLE



FAST KEYS

FAST-KEY BUTTONS AROUND TOUCHSCREEN SYSTEM HELP MINIMISE NUMBER OF SWITCHES

SWITCHES

DESIGN TEAM WANTED A MECHANICAL FEEL FOR BUTTONS AND TOGGLE SWITCHES

DIALS

F-TYPE GETS UNIQUE LARGER TYPEFACE FOR INSTRUMENT CLUSTER

cabin, which has inserts on the doors that flow through to the dash. That detail was scrapped because it was tricky to do successfully and didn't have the simplicity of line Callum was looking for. Otherwise, the design is true to Whelan's first sketches.

Beneath the pop-up vents, the centre console is divided into three sections: navigation, HVAC (heating, ventilation and air-conditioning) and driving. The touchscreen is surrounded by gloss black plastic – one of many high-quality gloss black 'islands' – with a more visible matt black for buttons.

Whelan's team has worked hard to reduce the number of buttons and switches in the cockpit, with fast keys surrounding the screen.

"We wanted the car to feel mechanical," he says. "We could have had flush buttons, but felt they were too discreet. So we looked at our history of switches – especially ones that go 'clunk' – and made sure the F-Type's felt and sounded right."

Callum enjoys a bit of fun with all his designs and his face lights

up as he talks about some of the details: "You have to be able to smile at some of the things we've done. It's very British – not everything is done for a reason."

Callum's philosophy is also evident in the orange toggle switch used to move between driving modes. "We were inspired by the toggle switch we saw in a Eurofighter, with settings for normal, economy and combat," says Whelan. In the F-Type the options are normal, dynamic and

bad weather. Orange is also used for the starter button and gearshift paddles.

Inscriptions on switches are illuminated in Phosphor Blue, and tested under lights that mimic the sun in the Nevada desert to make sure you can still read them in glaring sunlight.

One big debate was over the gearshifter. Callum admits to being overruled on this one: "I favoured the rotary because of its efficient packaging and because we invented it. But the majority decision was to use a shifter as it gives more engagement."

Getting the new F-Type to production has been a big task, with 35 people working with Callum and Whelan and a much larger family involved in the whole process – around 480 in total.

Ultimately, customers will decide on the success of the project, but our initial view is that the F-Type has a stylish, high-quality cabin with a British twist. As Ian Callum hopes, we expect it'll keep drivers smiling even when the car's standing still.



"Callum's face lights up as he talks about some of the F-Type's cabin details"



ORANGE

METALLIC ORANGE DISTINGUISHES KEY DRIVING-RELATED CONTROL BUTTONS



GEARS

XF'S CIRCULAR SELECTOR DITCHED FOR MORE SPORTY TRADITIONAL LEVER



TOGGLE

DRIVING MODE SWITCH INSPIRED BY JET FIGHTER'S CONTROLS