

Character.

BY
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SAGE

XF basics with new smaller engines

For 2018, Jaguar XF adds a new 247-hp 2.0-liter engine option (the 25t, as we are driving here) and an uptuned 296-hp 2.0-liter (the 30t), along with a 180-hp 20d diesel (with 318 lb-ft of torque), and an S model (replacing the former 35t), with a 380-hp supercharged 3.0L V6. All come in the same basic five-seat midsize sedan package bearing the style, grace and character of its British heritage.

R-Sport is top among four trim levels of the 25t (it sounds like a performance model, but is a trim level). Options are fairly pricey, running the price up almost another 20 percent, but mostly needed for the content you'd expect in a top-trim Jaguar.

This bottom-rung 247-hp four-cylinder was previously (and still is) available in the smaller Jaguar XE, but the XF weighs 254 pounds more. The 25t XE did not offer all-wheel drive last year, but for 2018 both the XE and XF do. (The 380-hp V6 is also available on the smaller, lighter XE, a potent mix.)

Add the weight of an XF to a four-cylinder XE. Or subtract 35 percent of the V6's horsepower from an XF. And you have a car that's smooth and adequately powered in motion, but slow on the uptake when the light turns green, especially when coupled with a right turn into traffic—we wished for

the V6 all week. But there are purchase price and fuel mileage advantages for the four-cylinder, no?

The price difference from our 247-hp Jaguar XF 25t in top R-Sport trim to a 380-hp supercharged V6 XF S is \$5,740, just over \$3 a day over five years' ownership. Combined fuel mileage for the small engine is 27 mpg, versus 23 mpg for the V6. Driving 75,000 miles at 15k per year for five years, that's a difference of 483 gallons—at three bucks a gallon, \$1450 or so, less than a dollar a day to feed it, or \$4 a day total over those same five years.

At the end of a week with the 2.0L XF, we averaged just 16.5 mpg against that 27 mpg combined rating. (If the V6 is like that, too, its 23 mpg rating might only be 14. But if the six delivers closer to its EPA spec, it could even be 40 percent more efficient than the four. Real world results are likely somewhere between those two scenarios; but 16.5 mpg didn't do much to sell us on the four-cylinder.)

We suspect the buyer of a Jaguar sedan—already choosing a \$51,000-71,000 sedan over, say, a \$24,000 Kia Optima—would not be pained by the extra hundred bucks or so per month the supercharged V6 would cost, all the moreso in our highly badge- and performance-conscious market. They would likely be aware of the lower power of the little two-liter much more often. (If they seek frugality, they might like the XE 25t at \$12,800 less.)

Also of note for 2018 is the hot new Jaguar XF

SPECIFICATIONS

ENGINE	2.0L turbo inline-4
HP/TORQUE	247 hp / 296 lb-ft
TRANS	ZF 8-spd automatic
DRIVETRAIN	AWD (FWD available)
0-TO-60 / TOP SPEED	(AWD) 6.2 sec / 121 mph
SUSPENSION	F: dbl wishbone; R: integral link w coils
STEERING	electronic power assist rack & pinion
BRAKES	F: 12.8 / R: 12.8 in
WHEELS/TIRES	19-in standard
LENGTH / WHEELBASE	195.0 / 116.5 in
TURNING CIRCLE	38.1 ft
LEGROOM/HEADROOM (F/R)	41.5 / 37.2 in
HEADROOM (F/R)	39.0 / 38.2 in
CARGO CAPACITY	19.1 cu.ft (31.3 w rear seats down)
WEIGHT	(AWD) 3715 lb
FUEL CAPACITY	19.5 gal
FUEL ECONOMY	23/33/27 (city/hwy/comb)

BASE PRICE	\$61,125
LOIRE BLUE METALLIC PAINT	565
ASH BURL VENEER INTERIOR	310
HEATED WINDSHIELD	385
ADAPTIVE DYNAMICS	1020
TECHNOLOGY PACKAGE: 10" Touch Pro system w Nav Pro, Pro Services, wifi hotspot, interactive driver display, CD/DVD player, Meridian™ 825w Surround Sound	3265
COMFORT & CONVENIENCE PACKAGE: Heated/cooled front seats, heated rear seats, power gesture trunk lid (open/close), soft door close	2235
20-INCH WHEELS W/ CONTRAST DT FINISH	2550
DESTINATION CHARGE	995

TOTAL **\$72,450**

Sportbrake, a streamlined low-profile wagon (bearing British nomenclature)—not only a highly capable and sporty alternative to taller crossovers, but available among the XF lineup as a 380-hp V6 S model only. That tells us something right there. ■

