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**HOW ALIVE ARE YOU?**



## Feature - Jaguar XJ (X351) (2010–2019)

*Editor- I was looking at running this review over three editions of Classic Marque, but it became too repetitive, and so unfortunately this review is much longer than I hoped. For those that have the time to read - Enjoy.*

The Jaguar XJ (X351) was the fourth generation of the XJ saloon. Announced in 2009, and going on sale from 2010, the X351 combines revised styling with underpinnings of the X350.

Like several of its predecessors, the X351 was available in both standard and long-wheelbase form, as well as many Special Editions.

### Concept and Design

While clearly linked to the XF, Ian Callum used its length and elongated teardrop shape of the three-side-window design to give the biggest Jaguar a new quality of sleekness.

The front had clear links with the XF, although with slimmer, sleeker lights and a larger, squarer grille which added a more aggressive appearance.

The rear was a contentious and unusual design element for Jaguar. The upright, swooping tail-lights, nicknamed “cat’s claws”, and the black roof panels at each side of the rear screen were designed to hide the XJ’s width.

There was also a standard full-length sunroof, that extended all the way back with just a single body-coloured roof panel that the designer referred to as ‘bridges on yachts’.



*Jay Leno and Elle Macpherson unveiling the XJ X351 during the launch at the Saatchi Gallery in London on 9 July 2009. The XJ 351 was the same height as the XJ X350 but 32 mm longer and 34 mm wider, with the front of the car clearly linked to the XF.*

The XJ X351 featured an innovative, all-LCD dashboard and console display. The dashboard could be configured to display various virtual dials in addition to the obligatory speedometer.

The console display was also able to present different views to the driver and passenger, including control of a sophisticated video and audio system.

### Size and Weight

The X350 is very similar in all major dimensions to the previous XJ and used the same bonded/riveted aluminium monocoque structure pioneered in the

X350. This all-aluminium construction, (with 50% recycled material content), meant that it undercut the weight of the smaller (steel-bodied) XF by around 50kg and beat steel-chassis rivals like the Mercedes S-class and BMW 7-series by as much as 250kg.

### Suspension

The biggest change was reversion to steel coil springs for the front suspension, retaining air suspension for the rear only.

The X351 XJ also had electronically-controlled, continuously variable damping (Adaptive Dynamics) with driver selectable modes.

### Safety Equipment

Standard safety features for the X351 included dual front airbags, front side airbags, full-length curtain airbags for front and rear occupants.

Also, standard were anti-lock brakes, electronic brake force distribution, brake assist, electronic stability control, cornering brake control, traction control, active front seat head restraints and front seatbelts with pre-tensioners and load limiters. Furthermore, the XJ’s bonnet could also rise in the event of a pedestrian collision to cushion their (pedestrian’s) impact.

In December 2012, standard safety equipment was extended to include a blind spot monitoring system.



*In the US, the XJ was unveiled at the 2009 Pebble Beach Concours d'Elegance. Like the X350, the X351 had a monocoque structure made from aluminium alloy components riveting and bonded together with aerospace-based processes. The car was 50kg lighter than the smaller XF.*



## Feature - Jaguar XJ (X351) (2010–2019)



*The design of the X351 was a complete departure from any earlier XJ model. The most talked-about exterior styling feature was the design of the back of the car. It featured a wide and full rear deck and wrap-over tail-lights with the suggestion of a 'cat's claw' in the lenses.*

### Engines (2010-12)

The engines used in the X351 were enlarged/upgraded versions of the previously used V8 and V6 engines. Initially, three engines were available; a supercharged 5.0-litre all-alloy petrol V8; a normally aspirated version of the same engine; and a 3.0-litre twin-turbo diesel. In 2012, a 3.0-litre supercharged V6 engine was introduced.

The V8 was a new design with different bore centres from the outgoing 4.2-litre unit. The supercharged engine was available with two power outputs, 503bhp and 464bhp. The normally aspirated 5.0-litre V8 was good for 380bhp.

#### ◆ AJD-V6 GenIII

The 3.0-litre AJD-V6 turbo-diesel engine has a compacted graphite iron (CGI) block, common-rail direct injection, piezo injectors, two variable geometry turbochargers, an air-to-air intercooler, double overhead camshafts, four valves per cylinder and 16.4:1 compression ratio. The turbochargers had parallel

sequential operation such that the primary turbocharger at low rpm and the smaller, secondary turbocharger supplied the primary with compressed air from 2800 rpm.

The diesel engine XJ X351 cars are recorded as having a fuel economy of 7.1 litres/100 km (40 mpg).

#### ◆ AJ133 Gen III V8

The 5.0 litre AJ133 V8 engine has a die-cast aluminium block with cast-in iron liners and cross-bolted main bearing caps, spray-guided direct injection, graphite cast-iron crankshafts, double overhead camshafts (per cylinder bank), dual independent variable cam timing (DIVCT) and four valves per cylinder.

The naturally-aspirated engines also had camshaft profile switching (CPS) on the inlet camshaft, a variable inlet manifold and a compression ratio of 11.5:1. The supercharged engines had a Roots-type twin vortex supercharger, twin water-cooled intercoolers and a compression ratio of 9.5:1.

### Transmission

All 2010 models of the XJ included standard six-speed auto transmission with Jaguar Sequential Shift carried over from the X350. The main change being steering wheel shift paddles rather than the "J" gate gear selector. An eight-speed automatic transmission was introduced from 2013 onwards.

### Brakes

The standard braking package consisted of 355 mm ventilated front disc brakes and 326 mm rear ventilated discs. The 5.0S V8 variants were fitted with 380 mm front and 376 mm rear discs.

### X351 Series I (2009-2012)

All XJ 351's were impressively trimmed, well equipped and available in four specifications: Luxury; Premium Luxury; Portfolio and Supersport.

Inside, the X351 featured a 12.3-inch high-definition screen which provided a 'Virtual Instrument' display rather than conventional instrument dials.



## Feature - Jaguar XJ (X351) (2010–2019)

Furthermore, the Portfolio and Supersport variants had an 8-inch 'Dual-View' touch-screen in the centre console which enabled the driver and front passenger to view different content on the same screen.

Long wheelbase models were also fitted with four-zone climate control air conditioning, power-operated blinds for the rear and rear side windows.

Standard features for the X351 Premium Luxury editions included 19-inch 'Aleutian' alloy wheels.

The XJ Portfolio editions were equipped with 20-inch 'Kasuga' alloy wheels, 20 speaker sound system, four-zone climate control air conditioning, ventilated front seats with adjustable bolsters and massage function, an eight-inch 'Dual-View' touchscreen, TV tuner (digital and analogue), reversing camera, directional headlights, a combination wood and leather steering wheel, front seat memory settings, gloss burr walnut veneers, suede headlining and tyre pressure monitoring.

The XJ Portfolio and Supersport editions were also fitted with 'Active Differential Control' (ADC), a computer-controlled differential with a multi-plate clutch in the final drive which could vary the degree of differential locking and the



*XJ production finished on 5 July 2019. This XJ is the last RHD production XJ saloon. It is the final UK specification X351 and fitted with the 3.0 litre V6 diesel engine. It was handed to the Jaguar Daimler Heritage Trust for preservation. Between 2010 and 2019, more than 120,000 X351's were built*

proportion of torque to each driven rear wheel according to surface conditions and the power applied.

The XJ Supersport was similarly equipped to the Portfolio, but distinguished by its 20-inch 'Mataiva' alloy wheels, parchment semi-aniline leather seats, gloss figured ebony with ribbon laser inlay veneer, leather headlining and rear seat entertainment system including a DVD player and wireless headphones.

### 2011 Model Year Changes

New options included:

- New Rear Seat Comfort package which incorporated electric recline, lumbar adjustment and massage functions to reinforce the ultimate executive limousine experience.
- Executive Pack option was added to the XJL Portfolio model. This included the provision of fold-down laptop trays and an electric rear sunblind,



*Jaguar Ice Driving Experience. In 2013, the X351 became the only XJ equipped with all-wheel drive. With the increased capability, the AWD's were made available for owners who lived in regions where snow and ice made winter driving hazardous, notably the US Northeast and Midwest, and Canada. The all-wheel drive cars were only available with the supercharged 3.0 litre V6 petrol engine.*



## Feature - Jaguar XJ (X351) (2010–2019)

upgraded carpeting, combination wood and leather steering wheel, gloss wood veneer choices and chrome mirror housings.

- A Sport and Speed Pack option included a new front splitter and rear spoiler, suede headliner, sport seats with contrasting stitching, bright metal pedals, either piano black or carbon-fibre interior trim, gloss black exterior trim, red brake calipers, and Venom 20-inch wheel design.
- Illumination Package (standard on Supersport model) was available as option of other XJ models.

### XJ 5.0 V8 Portfolio Prestige

The XJ V8 Portfolio Prestige was a special model developed for the Hong Kong market.

Based on XJ L Portfolio with a 5.0-litre V8 engine, it included XJ rear seat comfort pack and gloss oak interior veneer as standard equipment.

### XJ Ultimate

The XJ Ultimate was a special model introduced in 2012. Available only in the long wheelbase configuration, the car was developed by JLR's specialist

'Engineered To Order' (ETO) division and was unveiled at the 2012 Beijing Auto Show.

The Ultimate, as the name suggests, was at the time the most expensive version yet of Jaguar's flagship model with a price tag in 2012 of A\$500,000.

### X351 Series II (2012-2015)

Changes included:

- Naturally aspirated 5.0 litre engine replaced with 3.0L supercharged V6
- Eight-speed automatic transmission for all models.
- Jaguar's Intelligent Stop/Start system extended to all petrol/diesel engines.
- Suspension enhancements further optimised passenger comfort.
- The supercharged V8 engine claimed fuel economy gains of up to 11% with emissions reductions of more than 8%.
- Infotainment system updates enhanced the audio and navigation interfaces and usability.
- Suspension enhancements further optimised passenger comfort.
- From August 2013, the LWB models had increased rear headroom and the

rear suspension revised for greater ride comfort. Also available were adjustable 'airline style' reclining rear seats with memory settings, 3 massage programs, and fold-out tables.

### XJ All-Wheel Drive

The all-wheel drive XJ's had a new front sub frame, revised steering rack, new front and rear differentials, new cross members, new undertray, acoustic heat shields (to hide the noise from the transfer case), unique tuning for the suspension and steering set-up and a recalibrated V6 petrol engine.

### XJR (2013–2017)

Released in August 2013, the XJR was a high-performance variant of the XJ and available in short and long wheelbase.

The range-topping XJR was powered by a supercharged 5.0-litre V8 engine that was mated to an eight-speed 'Quickshift' automatic transmission.

Developed for the X152 F-Type, the Quickshift transmission enabled the driver to perform sequential shifts via steering wheel-mounted paddles and, when downshifting, the engine management system automatically



Jaguar marked 50 years of its flagship XJ luxury saloon with the production of the "XJ 50 Special Edition". The car was launched at the Beijing Motor Show in 2018 to celebrate half a century of trademark performance, technology and luxury.



## Feature - Jaguar XJ (X351) (2010–2019)

blipped the throttle. Furthermore, a 'Corner Recognition' function recognised when the vehicle was cornering and would hold the current gear until exit.

The XJR had an electronically limited top speed of 280 km/h. Visually, the XJR could be identified by its unique front splitter, 'R' bonnet louvers, 'R' spec side sills and rear lip spoiler.

The Electronic Active Differential (EAD) and Dynamic Stability Control (DSC) systems were also calibrated to enhance handling characteristics.

The cars were fitted with 20-inch lightweight 'Farallon' forged alloy wheels with bespoke Pirelli low-profile tyres.

### X351 Series III (2015-2019)

The XJ received a facelift in 2015. At the same time two additional models, a XJ R-Sport and a Autobiography edition were added to complement the continuing Premium Luxury, Portfolio and XJR models. Changes included:

#### 3.0L Diesel Upgrade:

The X351.III included a more powerful 3.0-litre turbo-diesel engine which had new eight-hole piezo injectors (operating at up to 2000 bar). The primary turbocharger featured ceramic ball bearing technology for faster torque build-up and the introduction of a



*XJ Autobiography. Here we're looking at the co-flagship of the range, which at the time, was the second-most expensive Jaguar you could buy in Australia. In 2017 the XJ Autobiography Long Wheelbase was priced at A\$299,995 (before on-road costs).*

cooled low-pressure EGR (Exhaust Gas Recirculation) circuit (in addition to the high-pressure circuit). Furthermore, the X351.III XJ had electric power-assisted steering to reduce fuel consumption.

#### Styling Changes

The Jaguar X351.III XJ could be identified by its larger and more upright grille, sculpted chrome blades in the outboard air intakes, full LED headlights and twin 'J-blade' daytime running lights.

At the rear, the X351.III XJ had LED tail-lights with a new J-signature tail design, while the rear bumper had a gloss black valance and a slim chrome insert.

#### All-Surface Progress Control

The X351.III XJ was fitted with Jaguar's 'All-Surface Progress Control' (ASPC) which controlled acceleration at speeds up to 30 km/h. Operating at speeds between 3.6 km/h and 30 km/h, the driver could activate ASPC and use the cruise control switches on the steering wheel to set the maximum speed. ASPC would then accelerate the vehicle up to that speed, controlling the throttle and brakes (in opposition) to optimise traction on low-friction surfaces such as wet and slippery roads.

#### Interior

Inside, the X351.III XJ had upgraded interior trim with the Portfolio trim of the X351.II XJ applied to the Premium Luxury. Furthermore, the new XJ Portfolio feature soft-grain leather seats with diamond stitching and embossed headrests, and figured ebony veneers.

### Jaguar XJ Sentinel (2010-19)

Jaguar launched the supercharged 5.0 litre V8 XJ Sentinel's in 2010. The cars are equipped with a purpose-built armouring system constructed from specialised high strength steels with Kevlar backing. The XJ Sentinel allegedly provided its occupants with protection from grenades and even 15kg of TNT.

The cars had substantial under-floor grenade protection and ballistic protection up to B7 levels (which covers handguns, assault rifles and even armour-piercing weaponry).



*In 2010, David Cameron bought a fleet of armoured, custom built Jaguar XJ Sentinel's for use as Prime Ministerial cars. Each state-of-the-art armoured limo's were estimated to have cost £300,000.*



## Feature - Jaguar XJ (X351) (2010–2019)



*In October 2017, the XJR was replaced by the more powerful XJR575. Its unmistakable exterior draws attention, identified by its 20-inch 'Farallon' wheels, red brake calipers, mild body kit, twin bonnet louvres, side sills and rear spoiler. Reviews highlight that the XJR575's relative lightweight helps it corner like a much smaller car, and its powerful engine assists with lunging acceleration.*

The Sentinel were also equipped with an independent, self-contained oxygen supply, to protect the passengers against chemical or biological attack.

The cars were fitted with 19-inch wheels with Dunlop Self Supporting Technology run-flat tyres.

### XJ Autobiography

Here was the co-flagship of the range, and was the second-most expensive Jaguar you could buy in Australia. In 2017 the XJ Autobiography Long Wheelbase was priced at \$299,995, before on-road costs.

Under the bonnet was the familiar 5.0-litre supercharged V8 producing 375kW of power at 6000rpm and 625Nm of torque from only 2500rpm.

The XJ Autobiography featured 'Autobiography Intaglio' quilted semi-aniline leather seats with contrasting stitching, a leather headliner, rich oak inlay veneer, illuminated stainless steel treadplates and air vents.

The Autobiography can be identified by its 20" 'Mataiva' alloy wheels and chrome front bumper air intakes and boot finisher.

### Driver Assistance Systems

Within the X351.111 range, the XJ Autobiography was equipped with the following driver assistance systems as standard:

- Closing Vehicle Sensing (CVS): an extension of blind spot monitoring, CVS used 24 GHz radar sensors to alert the driver to vehicles that were approaching quickly from behind. Once such a vehicle was within 70 metres, an icon would be displayed in the instrument panel;
- Reverse Traffic Detection: used the same 24 GHz radar to detect approaching vehicles that may cross the reversing driver's path;
- A 360-degree surround camera system which used 4 cameras to provide a 360-degree view of the vehicle's surrounds, including a 'plan view';
- Semi-automated bay and parallel-parking ('Park Assist') which used ultrasonic sensors to measure the length of parking spaces and, if long enough, provided automated steering to manoeuvre the vehicle into the park space, while the driver-controlled vehicle speed.



*Just to make sure that no one didn't know that the new XJR replacement produced 575-hp, it is seemingly everywhere you look: embroidered on the seats, emblazoned on the doorsills, stuck on the boot, and prominently displayed at the top of the dashboard*



## Feature - Jaguar XJ (X351) (2010–2019)

### The XJ R-Sport

This model had 20-inch 'Venom' alloy wheels, a three-piece front splitter, deep side sills, side power vents, a rear spoiler and gloss black finishes for its grille mesh and rear valance.

The XJ R-Sport was fitted with the 3.0 litre, 340hp supercharged V6 and eight-speed automatic. It was available in both short and long wheel-base and all-wheel Drive.

The XJ R-Sport had sports seats, an R-Sport steering wheel and treadplates, Jet headliner and piano black trim. *[In 2016 the XJ R-Sport's sale price was A\$229,875 (plus on-road costs)].*

### X351 Series III Update (2017-2019)

From October 2017 the previously listed *Driver Assistance Systems* for the Autobiography model were included as standard across the entire X351.III range.

In addition, the X351.III XJ was equipped with the following items as standard:

- Adaptive Cruise Control (ACC) with Queue Assist: ACC used a long-range 77 GHz radar to maintain a safe distance from the vehicle ahead with automated braking and could bring the vehicle to rest. The Queue Assist function also enabled the Jaguar XJ to accelerate from rest when the driver touched the accelerator pedal and to track the vehicle ahead;
- Lane Departure Warning: could prevent unintentional lane drift by triggering a visual warning in the instrument panel and a haptic warning (i.e. vibrations) through the steering wheel;
- Jaguar's Driver Condition Monitoring system: assessed the driver's steering inputs and interactions with other vehicle systems to detect fatigue. If detected, visual warnings in the instrument panel would alert the driver and prompt them to take a break;
- Lane Keep Assist (also called Blind Spot Assist): enhanced the existing

Blind Spot Monitor system by using the collision warning system in conjunction with the electric power steering system. If the driver was changing lanes and BSA detected that a vehicle was in the driver's blind spot or approaching the blind spot, gentle steering force would be applied to keep the vehicle in its lane.

### XJR 575 (2018-2019)

In October 2017, the Jaguar XJR was replaced by the more powerful XJR575.

Visually, the Jaguar XJR575 could be identified by its 20-inch 'Farallon' gloss-black wheels, red brake calipers, mild body kit, gloss black surrounds for the front bumper and lower air intakes, twin bonnet louvres, side sills and rear spoiler.

Inside, the XJR575 featured embossed tread plates, a 575 intaglio and diamond-quilted seating.

This 575hp big cat not only provided high-octane performance but high-quality comfort.



Jaguar and actress Alexandra Daddario from "True Detective" and "Why Women Kill" teamed up to capture the beauty and essence of Jaguar's final run of the last generation XJ saloon. Known as the "XJ Collection Special Edition", this exclusive luxury sedan was only available to 300 customers and was based on the XJ X351 LWB 470 horsepower Supercharged V8.



# Feature - Jaguar XJ (X351) (2010–2019)

## 2018 XJ50

Jaguar marked 50 years of its flagship XJ luxury car with the launch of a new special edition model. Revealed at the Beijing Motor Show, the Jaguar XJ50 celebrated half a century of trademark performance, technology and luxury.

The XJ50 was available in both standard and long wheelbase with a 3.0-litre diesel or petrol V6 engine. The exterior updates for the Jaguar XJ50 included Autobiography-style front and rear bumpers, purposeful new 20-inch Venom wheels, a black front grille and unique badging to the rear and side vents, while the striking colour palette includes Fuji White, Santorini Black, Loire Blue and Rosello Red.

Inside, the luxurious cabin features soft-grain diamond-quilted seats with an embossed leaper on the headrests and an XJ50 logo on the centre armrest. Unique intaglio branding and XJ50-badged illuminated treadplates also differentiate the anniversary edition, alongside anodised gearshift paddles and bright metal pedals.

## XJ Collection Special Edition (2019)

Jaguar released one last special-edition variant to celebrate the luxury sedan.

The cars were limited to 300 examples exclusively for the U.S. market. The exterior of the XJL was available in Yulong White, Santorini Black or British Racing Green (the obvious choice) and wore 20-inch five-spoke wheels with a Satin Gray finish. A “Collection” badge on the rear deck lid signified the limited nature of the car.

All examples had door panelling in a gloss rich oak veneer with exclusive linear laser inlay. Jaguar also used “XJ Collection” branding on the metal tread plates, and an “XJ Collection One of 300” “intaglio” tag on the dashboard.

All 300 units were rear-drive long-wheelbase XJL Supercharged, and all 300 have 470 horsepower and 424 lb-ft of torque.

## Reviews

*Top Gear* carried out a review of the XJ X351 in 2011 and Jeremy Clarkson gave it a rave assessment saying that driving it had a “NASCAR” feel about it.

Similarly, the TV program *5th Gear* reviewed the car in 2017 and sang its praises, noting that the car was “a mixture of supersoft cowhide and glistening aluminium and the X351 had one of the best interiors in the world”.

## Collectability

The most radical XJ in history has also turned out to be one of the best with storming performance, surprising agility with exceptional comfort and quality.

Although more than 120,000 X351's were built, limited numbers came to Australia, especially non-diesel engined cars. It is very hard to find any supercharged XJ's for sale.

The absence of X351 Series II/III post-2012 supercharged cars from Classified adverts should be telling you something.

## Discontinuation

Jaguar discontinued the XJ X351 in July 2019 to make way for a new flagship electric XJ planned to be built at Castle Bromwich. In February 2021, it was announced that the electric XJ successor would not proceed. ■

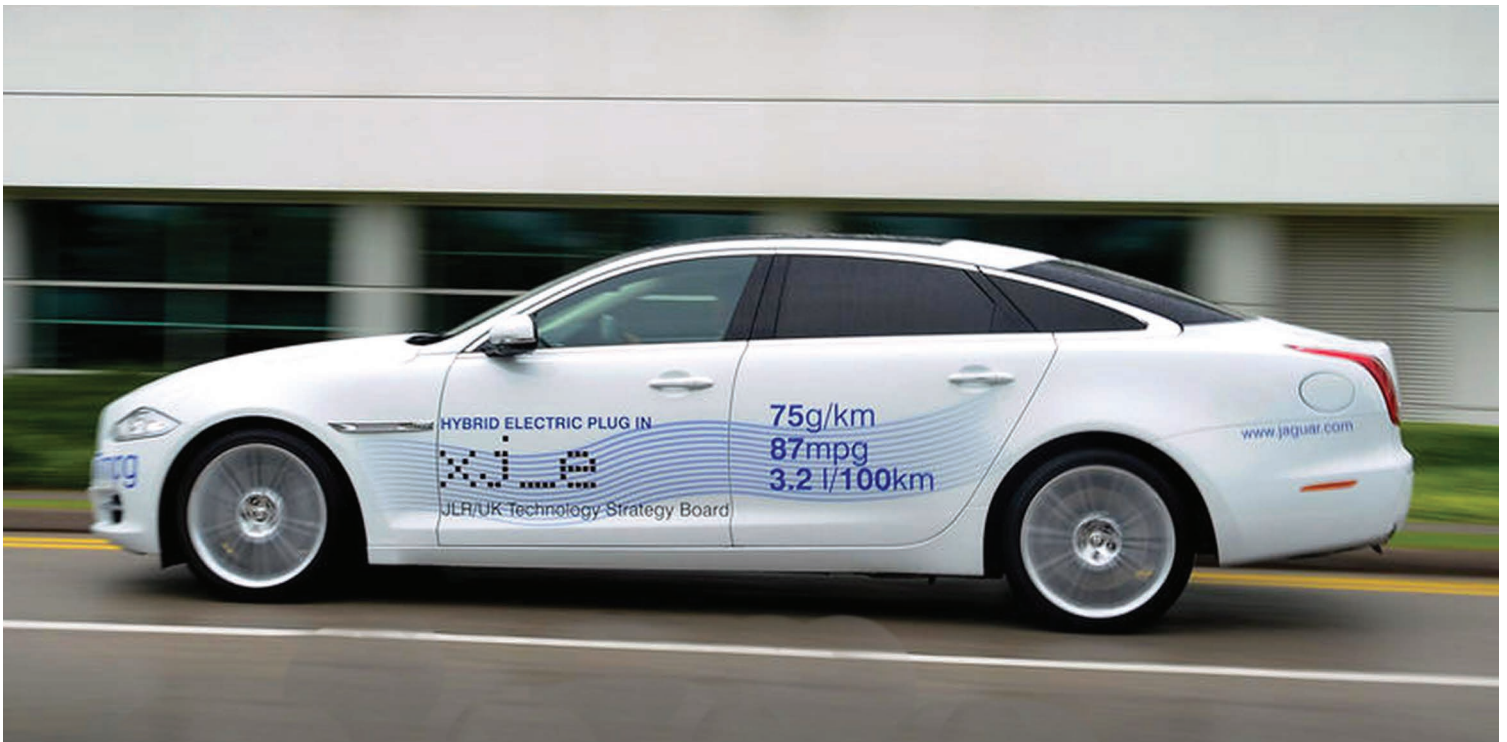
*For more information and reviews regarding the XJ X351, consider the following videos.*

[5th Gear - Review of the XJ X351](#)

[Top Gear - XJ Racing the Spin of the Earth](#)

[XJ X351 - Promotional video - Interior](#)

[50 years of Jaguar XJ - Promotional Video](#)



*Although there was no plug-in hybrid version of the X351, a fully functional prototype was developed and unveiled at the 2012 Goodwood Festival of Speed. Powered by a 2.0-litre engine mated to an eight-speed automatic transmission and fitted with a 12.8kWh battery pack, there was a 25-mile electric-only range and the XJ\_e was capable of 0-62mph in 6.5 seconds. It was restricted to 150mph yet was capable of returning CO2 emissions of just 75g/km.*



## *Members Car- Richard & Frances Cotton XJ (X351)*

My father, Dr Cotton had a Series 1 then a Series 3 loved them. However, when he moved to Mt Pleasant in 1975, they were not the ideal car, but this is where I got the bug for Jaguars. The interiors with the walnut and slick lines got me hooked. As I got to about 25 years of age I bought a 1990 XJ40 then another XJ, then an XK8 that went to British racing green and changed to look like an XKR. Then an X-Type, then an S-Type, then an XE, and then to my latest 2011 XJ6 X351 twin- turbo six cylinder diesel - which I love the most.

I have had nine overall, and I love the art Deco style interior and the motor that can get 5.3 litres/100km milage; which is unbelievable. The unique lines and cat claw rear lights in LCD. As Clint Eastwood said, "they are the best looking cars in the world". The leather burr walnut dash will never date and reliability has got better. Thanks for letting me share my experiences with Jaguar cars.





## Celebrity XJ (X351) Owners



*The Royal Family has a history of Jaguar ownership. Catherine Middleton, Duchess of Cambridge seen here in a XJ X351 long-wheelbase.*



*American actress Angelina Jolie has owned a number of Jaguars and is often seen touring around in her XJ X351 long-wheelbase.*



## *Launch of the XJ (X351)*



*American actor David Hasselhoff ("Knight Rider"; "Baywatch"), together with Jay Leno and Elle McPherson, at the 2009 Launch of the Jaguar XJ X351 at the Saatchi Gallery in London on 9 July 2009.*



## Celebrity Jaguar Ambassadors



*Jaguar Ambassador and actress Jessica Szohr ("Gossip Girl") at a 2011 "Jaguar XJ Driving Experience" promotion in Miami, Florida.*



*Jaguar Ambassador, actress (Wonder Woman) and former Miss Israel, Gal Gadot at a Jaguar promotion in California as part of 2013 "Pebble Beach Automotive Weekend". From the side view, the XJ can be differentiated from the XF the by triangular rear side window.*



## *US Launch of the XJ Ultimate*



*American actress, former model and Jaguar Ambassador Christina Hendricks at the 2012 US launch of the XJL Ultimate at Pebble Beach. Christina is a six times "Primetime Emmy Award" nominee and two time "Screen Actors Guild Award" winner for the TV drama series "Madmen". In 2010, Esquire magazine named Christina "the sexiest woman in the world". The Jaguar however, was the star of the show.*