



will be a quite incredible drive. But it will cost you £60,252 for the privilege.

For all the V8 and V6 power on offer, the pick of the bunch for me is the diesel. It is whisper-quiet but when called upon has a brisk turn of pace. (When you start it up in a morning there's little or no sign of black smoke either.)

As you can imagine, the ride is super-smooth and only a Jaguar can feel like this. It cossets you like no other with its forgiving damping and sorted chassis, with brakes that are powerful yet don't snatch like some others and haul the XJ down from speed quickly, and with no fuss.

Interior

On the inside the Jaguar has had a bit more of a makeover. The major addition are new seats that feel comfortable and supportive. They can be adjusted electrically with military precision and are now heated (and cooled) at the touch of a button.

26 Profile



Under the shallow binnacle, the dials are still small and are a tad difficult to read. The sound system has a good quality to it.

The colour touch screen — which controls the sound, temperature, airflow

and navigation — is as easy to use as ever from the comfort of the driver's seat. And, of course, all Jaguar aficionados will love the smell of the leather and walnut wood inserts that create a sedate and up-market feel.