

Exhibit D

Jaguar Land Rover Ltd.
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First drive

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Body

Land Rover's innovative Terrain Response system has made getting off the beaten track, and back again, as simple as it has ever been.

Twist a knob, flick a lever and away you go.

A simplistic explanation, to be certain, but fairly close to the mark for a system which has taken the guesswork out of the best way to handle a wide range of difficult terrain.

MATP

"Terrain Response is a good example of Land Rover's commitment to offering 'smart' technology that aids the driver," Land Rover managing director Matthew Taylor explains. "It is easy to use. It simplifies rather than complicates driving."

With Terrain Response, a driver can select between five settings -- on-road, slippery surface (grass/gravel/snow), mud, sand and rock crawl -- with the simple twist of a knob. With a choice of high or low range there are effectively 10 settings available.

The system adjusts ride height, engine torque response, hill descent control, traction control, transmission and differential settings to best suit the nominated terrain.

"In developing the system we footprinted 50 differing surface conditions around the world," Discovery 3 chief program engineer Steve Haywood says.

"Of course it wasn't physically possible or practical to fit 50 settings on the car so we distilled those down to five most likely to be encountered by owners.

"It's like having an expert alongside you, to help you get the best out of the vehicle whatever the conditions."

The latest electronic wizardry is patented to Land Rover and according to Haywood will trickle down through the range as each new model comes on line over a couple of years.

On the test drive of the new Discovery in northern Scotland the system handled peat bogs, sand mountains, rocky traverses and deep water crossing with aplomb.

It is not magic ... there are some conditions which will still make a snatch strap and a shovel required equipment but the operating envelope is certainly much larger.

Given the Australian experience of most all-wheel drive vehicles rarely seeing the type of conditions which make

First drive

No longer does the "reverse Tardis" -- huge exterior, cramped interior -- label apply.

The exterior is still huge, larger than the Range Rover and heavier at a maximum 2.7 tonnes than just about any other commercially available off-roader, but it is the improvement in interior space that is immediately noticeable. There is elbow and shoulder room for driver and front passenger. Unlike the previous model the door pockets are accessible beside the seat with the door closed.

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