



up the Formula One engine development programme. Trevor Crisp will take over from Dick Scammell, who has made a major contribution to the development of the Ford Cosworth racing engines over many years. Dick has announced his intention to retire after a lifetime in the motor racing industry.

Jonathan Browning, Jaguar's Managing Director said: "Our previous involvement in motor sport firmly convinced us that a successful racing programme brings major marketing benefits. Formula One is a massive global sport watched by many millions of motoring enthusiasts at the race circuits and on television. It can be a valuable showcase for Jaguar technology as we expand our product range."

The team will continue to race in its current livery until the end of the season, when the name of the team will be formally changed to Jaguar Racing.

Jackie Stewart, founder of the Stewart-Ford team will continue as Chairman and Chief Executive Officer.

"Jackie is a legend in motor racing," said Dr. Reitzle. "And I am delighted that he will remain with the team. His invaluable experience will be of enormous benefit to Jaguar Racing."

Jackie Stewart said: "When Ford bought the Stewart-Ford Team, I had always hoped that Jaguar would become involved in the Formula One programme. My family were Jaguar dealers in Scotland, my brother Jimmy raced for Jaguar and some of my earliest racing successes were with the lightweight Jaguar E-Type and several other models. I have a great fondness for the company and I look forward to helping Jaguar Racing achieve its very clear ambitions in Formula One."

Paul Stewart, currently Chief Operating Officer of Stewart-Ford, will continue in that role at Jaguar Racing.

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PRESS INFORMATION

FOR RELEASE: Embargoed until 12.00hrs, 14 September 1999

JAGUAR'S MOTOR SPORT HERITAGE

Jaguar has been involved in motor sport since the company was founded by Sir William Lyons in 1922. The Coventry-based luxury car manufacturer has seven times won the world's toughest endurance race at Le Mans. Jaguar has twice been World Sports Car Champions and in 1956 the company won both Le Mans and the Monte Carlo Rally in the same year.

Jaguar's global motor sport successes have also included two victories in America's toughest sports car race at Daytona, countless rally wins and a debut win in the first production sports car race ever held at Silverstone.

William Lyons founded the company that was to become Jaguar, in Blackpool, in the north west of England, in 1922. His first products were sidecars for motor cycles. He quickly realised that having his products seen on the race tracks would give his company a marketing edge and his sidecars were soon notching up successes in the celebrated TT races and other motor-cycling events.

By the mid nineteen thirties William Lyons had moved his company to Coventry and was building cars. Again he turned to motor sport and his new SS Jaguar 100 became a regular and successful competitor in circuit racing and rallying. A victory in the 1936 Alpine Rally, followed by a win in Britain's 1937 RAC Rally established the performance credentials of the SS100.

Britain's first production sports car race was held at the newly opened Silverstone circuit in 1949. Three recently-announced Jaguar XK120 sports cars were on the starting grid and, cheered on by coach loads of Jaguar employees, went on to score an impressive one-two victory. The XK120 also quickly made its mark in international rallying winning the classic Alpine Rally at its first attempt in 1950.

It was however, the gruelling 24 hour endurance race at Le Mans that Lyons believed would be the ideal showcase for his car's performance and reliability. During the winter of 1950/51 the Jaguar boss authorised his racing chief Lofty England to build an aerodynamic version of the XK120 specially for the race. Inside Jaguar, the car was known as the XK120 C. Motor sport enthusiasts the world over know it as the Jaguar C-Type.

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The three car team, with a young Stirling Moss among the drivers, lined up for the traditional Le Mans start. Twenty-four hours later Jaguar was celebrating an historic victory. Jaguar C-Types won at Le Mans again in 1953. By 1955, the D-Type had taken over from the C-Type and this purpose-built sports racing car scored victories at Le Mans in 1955, 1956, and again in 1957, when Jaguar dominated the race finishing first, second, third, fourth and sixth.

The Jaguar E-Type was introduced in 1961 and although it was never to win Le Mans outright, the car had a very successful career in motor sport in Europe and in North America. Jackie Stewart tested, raced and scored victories in a lightweight E-Type in 1964.

Jaguar officially returned to top flight sports car racing in the nineteen eighties. The XJ-S climaxed a successful three season assault on the European Touring Car Championship by winning the European crown in 1984. Jaguar also returned to Le Mans that same year, backing Bob Tullius's American Group 44 Team in a renewed assault on the classic French race.

It would though be another four years before Jaguar would score its sixth win at Le Mans. That victory came in 1988 - exactly 31 years since the last famous win in 1957, when a V-12 powered Jaguar XJR-9 driven by Jan Lammers, Johnny Dumfries and Andy Wallace took the chequered flag. That same year Jaguar also won America's top endurance race, the 24 hours of Daytona and clinched the World Sports Car Championship for the second time.

Exactly 40 years after first competing at Le Mans in 1950, Jaguar scored its seventh victory, in the classic endurance race in 1990 when Martin Brundle, Price Cobb and Denmark's John Nielsen celebrated an emotional win for the Coventry Team. As in 1988, Jaguar's victory at Le Mans followed an impressive one-two success at Daytona.

The roll call of drivers who have raced Jaguars during the past 50 years reads like a *Who's Who* of motor sport. In the fifties Mike Hawthorn, Paul Frere, Duncan Hamilton and Stirling Moss were regulars with the Jaguar team. Jackie Stewart (and his brother Jimmy), Sir Jack Brabham, Briggs Cunningham and Graham Hill all drove Jaguars during successful racing careers. Martin Brundle, Tom Walkinshaw, Derek Warwick, Patrick Tambay, John Watson, Raul Boesel, Johnny Dumfries, Eddie Cheever, Teo Fabi, and Jan Lammers are among the many top international names who have driven for Jaguar in recent years.

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NEWS

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IRVINE SIGNS WITH JAGUAR RACING FOR 2000 SEASON

On the day it announced its arrival in Formula One, Jaguar Racing also confirmed that Eddie Irvine will join the team for the 2000 season.

Irvine has reached agreement on a three-year deal. In confirming his signing, 34-year-old Irvine said: "I'm overjoyed. I've been waiting for this opportunity for the past two years. I'm lucky to be involved in such a fantastic project. Through my experience in the re-building of Ferrari, I believe I can make a significant contribution to Jaguar Racing."

Jaguar Racing also confirmed that Irvine will partner Johnny Herbert for the 2000 season. Herbert, 35, is driving for the Stewart-Ford team in 1999.

Welcoming Irvine to the team, Dr. Wolfgang Reitzle, the Chairman of Jaguar, and the Group Vice-President of Ford Motor Company's Premier Automotive Group, said: "In signing Eddie, we have secured the services of a dynamic driver for Jaguar's exciting new Formula One Programme. Eddie has proven with Ferrari this year that he is a winner and we are delighted to have a driver of his calibre in the team.

"There will be a number of changes next year and the experience of Eddie and Johnny will enable us to implement those changes while at the same time accelerate our rate of competitiveness. Eddie and Johnny will be a formidable combination."

Jackie Stewart, Chairman and Chief Executive Officer of Jaguar Racing, added: "I think Eddie Irvine has come of age. He has matured during the 1999 season and has driven some exceptional races. Eddie is very adept at setting up a car. He will be a valuable asset to the team.

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"Johnny is already part of the 'family' and we are pleased to have him with us for another year. It has been pleasing to see him move closer to Rubens in the latter half of 1999 and we anticipate him running consistently closer to the front of the grid next season."

Irvine joins from Ferrari where he is enjoying his most successful season in Formula One.

Born in Newtonards, Northern Ireland, Irvine began his motor racing career in the Irish and British Formula Ford series in 1983. He graduated to the British Formula Three Championship in 1988 finishing fifth overall.

In 1989 he joined Pacific Racing's International Formula 3000 team. The following year he joined Eddie Jordan Racing and finished third in the International Formula 3000 Championship. He drove in the Japanese Formula 3000 Championship from 1991-1993 finishing second in his final year.

In his first Formula One race, the 1993 Japanese Grand Prix at Suzuka with the Jordan team, he finished sixth, joining Jean Alesi as the only two drivers to score points on their Formula One debuts.

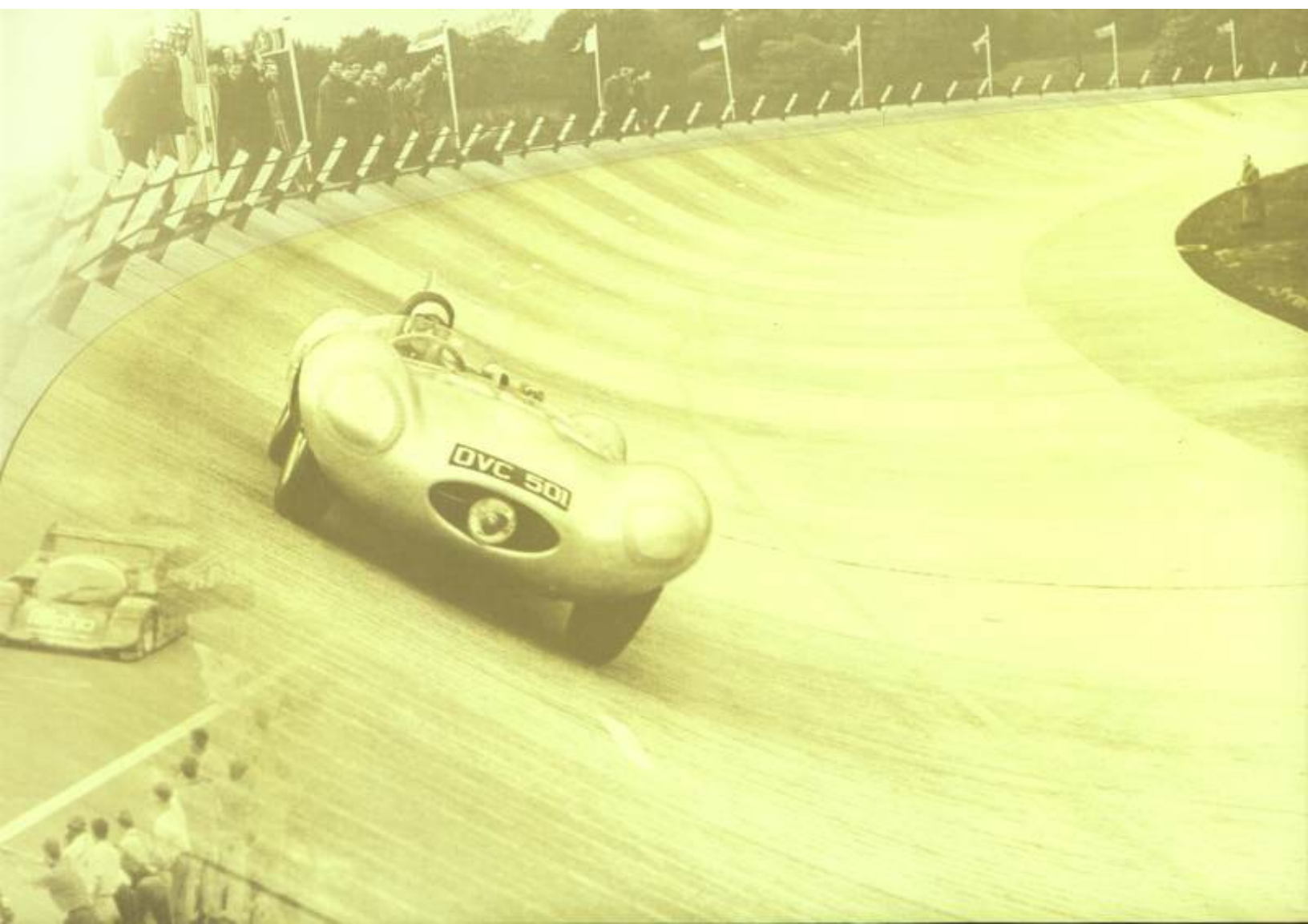
He spent 1994 and 1995 with Jordan before joining Ferrari for the 1996 season. In 1998 he finished fourth in the World Drivers' Championship, his highest place to date.

The 1999 season has been his most successful to date with victories in the Australian, Austrian and German Grands Prix and second places in Monaco and Great Britain. Going into the 1999 Italian Grand Prix at Monza on 12 September, he held second place in the World Drivers' Championship.

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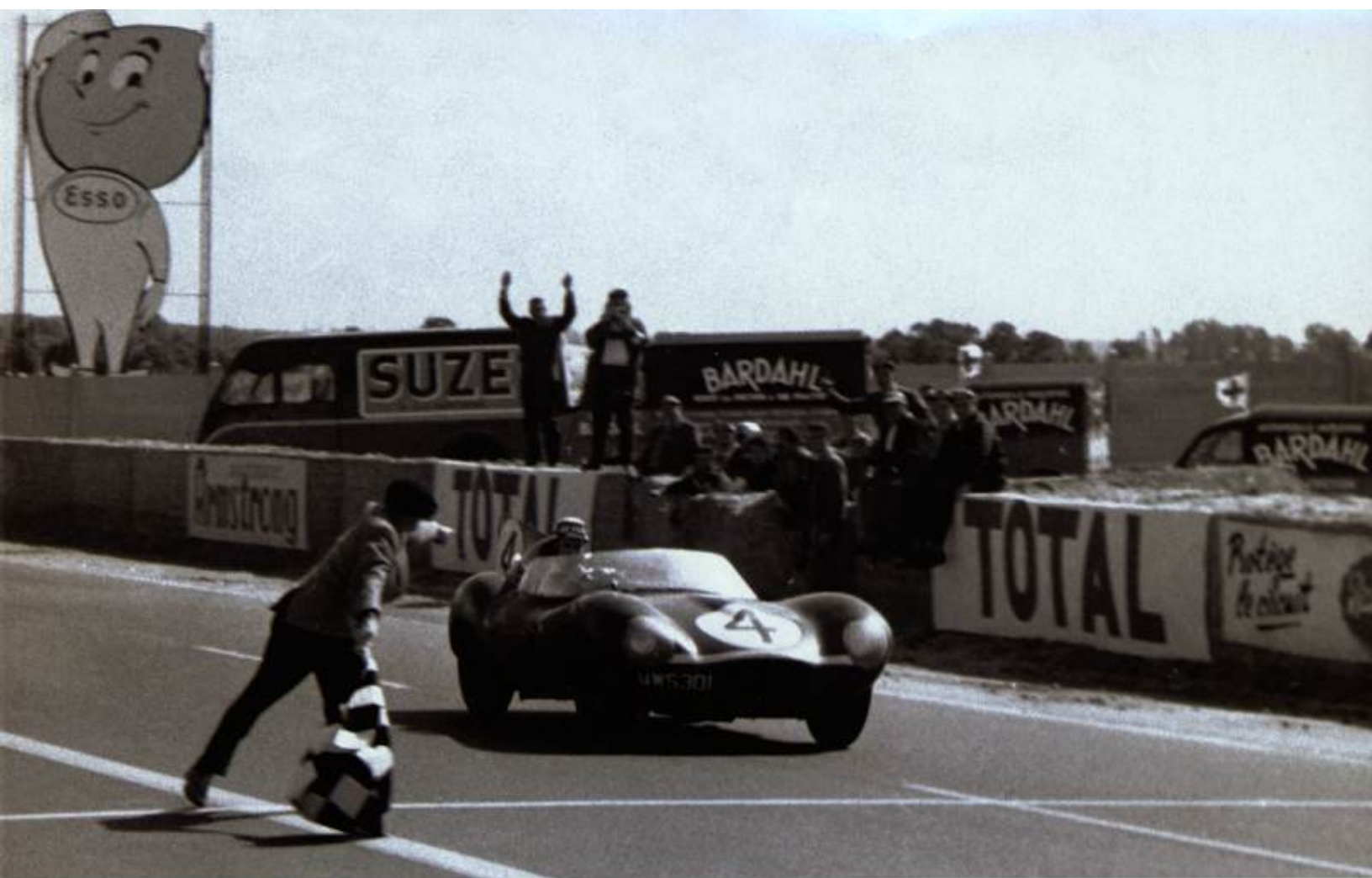
JAGUAR FORMULA ONE CONCEPT



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JAGUAR FORMULA ONE CONCEPT



**THE JAGUAR D-TYPE TAKES THE CHEQUERED FLAG
AT LE MANS IN 1956**

PRESS INFORMATION

FOR RELEASE: Embargoed until 12.00hrs, 14 September 1999

JAGUAR ANNOUNCES FORMULA ONE PLANS

Jaguar is to enter the FIA Formula One World Championship. This was announced today at the Frankfurt Motor Show by Jaguar's Chairman Dr. Wolfgang Reitzle. Jaguar's first race as Formula One entrants will be the first round of the FIA World Championship - the Australian Grand Prix in Melbourne in March next year.

"Jaguar has a long and distinguished record in motor sport," said Dr. Reitzle. "We have won Le Mans seven times and we have twice been world sports car champions. We have also won the Monte Carlo Rally as well as countless other events. The next logical move is Formula One.

"The move into Formula One will undoubtedly benefit Jaguar technologically. It will also clearly promote a wider global recognition of the Jaguar brand as we significantly expand our product range over the next few years."

Jaguar's decision to enter Formula One came after Ford Motor Company purchased the Stewart-Ford Formula One team in June. Prior to purchasing the team Ford had a long-standing technical relationship with the Milton Keynes-based Stewart team. The team will now be renamed Jaguar Racing.

Nigel Kessie, Ford Motor Company Vice-President and Chief Technical Officer, with ultimate responsibility for all the company's motor sport programmes said: "Jaguar's technical input to the Formula One programme will begin immediately. The Coventry-based engineering team can certainly contribute to the racing programme and I am confident that Jaguar's production car engineers can learn a great deal from the racing team. The need to solve problems quickly breeds a nimble and innovative culture which we will be able to transfer into the motor car development programmes. I regard this technology transfer as one of the biggest single benefits of Jaguar's decision to enter Formula One."

Engines for the team will continue to be designed, developed and built by Cosworth Racing, Cosworth Racing which is based in Northampton, UK, is wholly owned by Ford Motor Company. Trevor Cross, Jaguar's Group Chief Engineer for powertrain engineering is now appointed Managing Director of Cosworth Racing and Willendy