



The JaguarSport XJR – 15



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JAGUARSport LIMITED

JaguarSport Limited is a joint venture company between Jaguar Cars and TWR and was formed in May 1988. It is a logical development of the highly successful TWR/Jaguar racing association and is dedicated to the production of high performance 'sports' versions of Jaguar cars.

In addition to its primary role as a vehicle manufacturer, JaguarSport is also playing a key role in the development and application of 'leading edge' technology on behalf of Jaguar Cars.

Currently JaguarSport produce two 'XJR' models based upon Jaguar's best selling XJ saloon range and XJS coupe. The 4.0 litre XJR saloon and 6.0 litre XJR-S coupe feature sophisticated engine, suspension and handling improvements, coupled with distinctive interior styling and performance enhancing aerodynamic modifications.

Since its formation, JaguarSport have sold in excess of 1200 cars, mainly into the UK market.

In May of 1990, the JaguarSport range was introduced into Europe, and in 1991, the Company will enter the lucrative US market, initially with the stunning 6.0 litre XJR-S.

FOR FURTHER INFORMATION: Communications & Public Affairs
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IMMEDIATE RELEASE

15 NOVEMBER 1990

THE JAGUARSport
MILLION DOLLAR INTERCONTINENTAL CHALLENGE

A unique motorsport challenge with a one million dollar prize fund is announced today by JaguarSport. The challenge - the world's most exclusive one make racing series - will only be open to owners of an all new Jaguar racing car, the £500,000 JaguarSport XJR-15.

The three race series will support three of Europe's most important motor races. The series will debut at the Monaco Grand Prix in May. The second round will be at the British Grand Prix on Silverstone's newly re-developed Grand Prix circuit and the climax of the series will be at the Belgian Grand Prix at Spa-Francorchamps.

Competing in the series will be up to a maximum of 30 identical JaguarSport XJR-15 cars. The entire grid will be comprised of privately owned entries, with eight of the drivers being nominated by TWR on behalf of JaguarSport - two from Europe, two from America, two from Australasia and two from Japan - to contest the Intercontinental Trophy. These drivers will be announced shortly. All remaining drivers - holding the relevant international competition licence - will be nominated by the cars' owners.

At each of the first two races, the owner of the outright winning car will receive a £46,000 JaguarSport XJR-S 6.0 litre road car as first prize. At the final race of the Challenge in Belgium, a solid silver Challenge Trophy in the form of the XJR-15 will be awarded to the winning driver's National sporting body. The driver of the car will also receive a silver replica of the Challenge Trophy. The one million U.S. dollars will go to the owner of the winning car.

JaguarSport's Managing Director, Tom Walkinshaw, said at the launch: "With this one-make series we are offering a select number of car connoisseurs an opportunity to own a unique and highly prized racing car, and to race them at three of the world's leading circuits in front of large crowds. For the general public we are offering a stunning spectacle, thrilling entertainment and a chance for motor sport enthusiasts to cheer on their heroes past, present and future."

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THE JAGUARSport XJR-15

The world's most exclusive one make racing challenge stemmed from Project R9R - a concept car developed by JaguarSport as a means of testing the application of carbon composite materials and plastics in high performance vehicle construction.

Based mechanically on the 1988 Le Mans winning V-12 powered XJR-9 racing car, the R9R prototype was developed as a re-styled version of this successful model. First run in late 1989, "R9R" has since undergone many thousands of miles of private testing and evaluation, contributing valuable data towards JaguarSport's research and development programme.

When JaguarSport indicated an intention to run a one-make racing series in order to promote their product range and engineering and design capabilities, the "R9R" was selected as the ideal concept for a high performance racing car on which to base the million dollar challenge. From it was developed the XJR-15 - designated to continue Jaguar's current circuit racing car series.

The XJR-15 will be built in a strictly limited volume. It is a pre-condition of order acceptance that the purchaser will enter the car in the series. In return JaguarSport will give an undertaking with every accepted order that no more than 50 of the vehicles will ever be built. Vern Schuppan - one of the world's most experienced sports car drivers - and Derek Warwick, are among the customers who have already made a firm commitment to race in the Intercontinental Challenge.

The XJR-15 is powered by a 450+ bhp version of JaguarSport's 6.0 litre V12 engine with an advanced electronically managed fuel injection system. The chassis and bodywork are being produced by ASTEC, TWR's Derbyshire-based company, from lightweight composite materials including carbon fibre and Kevlar - materials used extensively by the world's leading racing car constructors. All other components have been designed and produced by JaguarSport.

TECHNICAL DETAILS OF JAGUARSport XJR-15

ENGINE:	6.0 litre JaguarSport 60 degree V12
ENGINE POSITION:	Central-rear mounted, load bearing
COOLING:	Water with front-mounted aluminium radiator
MATERIALS:	Block and Head Aluminium Alloy Pistons - Forged in Aluminium Alloy Connecting Rods - Forged steel Crankshaft - Forged Steel
VALVE TRAIN:	Single cam-shaft per cylinder bank driven by chains: two valves per cylinder
FUEL SYSTEM:	Zytec sequential fuel injection with digital electronic management
INLET:	Single plenum per bank through centre of "V" with individual injectors
IGNITION SYSTEM:	Electronic - single plug per cylinder by Lucas/Zytec
EXHAUST:	Individual exhaust pipes joining in groups of three into twin tailpipes
LUBRICATION:	Dry sump
CAPACITY:	5993cc
COMPRESSION RATION:	11:1
MAXIMUM POWER:	450+ horsepower at 6250 rpm
MAXIMUM TORQUE:	420 lbs/ft at 4500 rpm
ENGINE WEIGHT:	240 Kg including clutch and accessories but without exhaust
CHASSIS CONSTRUCTION:	Monocoque in composite carbon fibre and Kevlar (engine bears rear suspension load - steel tube support) Built by ASTEC, Derbyshire

BODY: 2 door configuration with low drag formation nose and rear engine cover

BODY CONSTRUCTION: Lightweight composite material and fibreglass reinforced with carbon fibre. Under surface incorporates ground effect venturi channels to the rear. Built by ASTEC, Derbyshire.

SUSPENSION: 4 wheel independent suspension with alloy hub carriers. Shock absorbers - Bilstein non-adjustable telescopic front and rear

FRONT: widebase fabricated wishbones actuating pushrods to spring/damper units mounted horizontally in centre of car

REAR: Alloy uprights, coil springs. Dampers and ventilated disc brakes house entirely within wheels, allowing maximum possible width of rear venturi tunnels.

WHEELS: Size - 9.5/17 front
 13/17 rear

TYRES: Various Goodyear racing specifications

BRAKES: Steel discs front and rear fitted with AP Racing 4 Pot Calipers

GEARBOX: TWR 6 speed and reverse, straight - cut gears

CLUTCH: Hydraulically operated AP Carbon Racing 3 plate

MAXIMUM SPEED: 185 mph (dependant on gearing)

LENGTH: 4.80 metres

WIDTH: 1.90 metres

HEIGHT: 1.10 metres

WEIGHT: 1050 Kgs