

GROUP 44 INC.

VICTORY LANE · ROUTE 1, BOX 440 · WINCHESTER, VA. 22601 · (703) 667-0440

JAGUAR XJR-5 COUPE

Last year, when Jaguar shifted its competition and performance marketing emphasis to the ultra-sophisticated arena of international endurance racing, it was only natural that Bob Tullius' Group 44 Inc. would get the nod to build and campaign the new Jaguar V-12 powered XJR-5 coupe.

After all, Tullius' long association with Jaguar had resulted in 13 SCCA National Championships, two Trans-Am Drivers Championships and a Trans-Am Manufacturers Championship.

The XJR-5 is a ground effects prototype coupe designed by Lee Dykstra expressly for endurance racing. The semi-monocoque chassis is constructed of honeycomb aluminum with steel bulkheads. The body sections are molded Kevlar with honeycomb Nomex for strength. The XJR-5 is powered by a 5.3 liter Jaguar V-12 engine based on the engines Group 44 developed and raced so successfully in the Trans-Am sprint race series.

The 1982 season was truly a developmental year. As Tullius said at the time, "This is the most ambitious venture ever attempted by Group 44. Building, testing and racing the XJR-5, a high-technological, state-of-the-art machine by any standards, certainly is a giant step up from anything we've done before. Our new long-term program with Jaguar affords us the opportunity to put the Jaguar name at the forefront of international endurance racing."

But first the car had to be built. For the first half of 1982, Group 44's activities centered around converting Lee Dykstra's blueprints into a real car. All the chassis and suspension fabrication, engine preparation and final assembly were carried out at the team's Winchester, VA, facility. Comprehensive on-track testing and full-scale wind tunnel testing followed.

Then, at Road America on August 22, 1982, it was time to see the proof of the pudding. The XJR-5, with Tullius and Bill Adam at the helm, showed its mettle in the 500-mile event with a well-earned third overall finish . . . an impressive debut for a one-of-a-kind car after a year and a half of design, building and testing.

Quaker State Jaguar Cars Inc.

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JAGUAR XJR-5 COUPE

Jaguar Rover Triumph Inc. has shifted their competition and performance marketing emphasis to the ultra-sophisticated arena of endurance racing. Bob Tullius' Group 44 Inc. will enter the new Jaguar V-12 powered XJR-5 coupe in selected IMSA long-distance races during 1982. It will be a development year for the ground effects prototype coupe designed by Lee Dykstra expressly for endurance racing.

JRT officials were delighted when IMSA announced an endurance race schedule within the framework of their GT Series. "The IMSA long-distance races will provide us with a quality showcase to prove Jaguar reliability," said Michael Dale, JRT Vice President. "When you are successful in that kind of racing, you create an image that cannot be earned in any other way." For Tullius, the Jaguar XJR-5 project is the culmination of a long and successful association with JRT. "We're embarking upon the most ambitious venture ever attempted by Group 44," he said recently, "and we're very excited about the prospects. Building, testing and racing the XJR-5, a high-technology, state-of-the-art machine by any standards, certainly is a giant step up from anything we've ever done before. Our new, long term program with JRT affords us the opportunity to put the Jaguar name at the forefront of endurance racing."

The XJR-5 chassis and suspension fabrication, engine preparation and final assembly have been accomplished in Group 44's new facility in Winchester, Virginia. The semi-monocoque chassis is constructed of honeycomb aluminum with steel bulkheads. The body sections are molded fiberglass with honeycomb Nomex for strength. The Jaguar V-12 essentially is the same 5.3 liter, 525 horsepower engine used successfully in the XJ-S during the 1981 Trans-Am Series. Based upon wind tunnel data Tullius expects the prototype coupe to reach speeds approaching 240 MPH.

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QUAKER STATE JAGUAR XJR-5

ENGINE 60 degree V-12 water-cooled aluminum block and heads
Displacement : 5343 cc (326 cubic inches)
Horsepower : 525 hp
Carburetion : Six Weber 44 IDA
Valve gear : Chain-driven single overhead cam

CLUTCH : Automotive Products triple-disc

GEARBOX Hewland VG 5-200

BRAKES Four wheel disc with four piston calipers
Lockheed components

SPECIFICATIONS . Wheelbase : 108 inches
Length : 184 inches
Height : 41 inches
Width : 78 inches
Track : 66 inches front, 62 inches rear
Dry Weight : 1989 pounds

CHASSIS Mid-engine, semi-monocoque; riveted and bonded tub
of aluminum honeycomb with steel bulkheads. Front
and rear suspension incorporates unequal A-frames
with coil-over Koni shocks. Steering is Schroeder
rack and pinion.

TIRES Goodyear Eagle
Front : 23.5 x 11.5 - 16
Rear : 27 x 14 - 16

WHEELS Jongbloed Modular
Front : 16" x 11"
Rear : 16" x 14"

SPARK PLUGS Champion

PERFORMANCE 0 - Anything : Quickly
Estimated top speed (depending
upon gearing) : 223 - 240 MPH

LUBRICANTS Engine : Quaker State Motor Oil
Transmission/
Differential : 85W-140 EP Quaker State High
Performance Gear Lubricant
Wheel bearings : Quaker State Multi-Purpose Grease
and Wheel Bearing Lubricant

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BOB TULLIUS

"I'd rather lose a race by two seconds than win one by thirty." That's how Bob Tullius, President of Group 44 Inc., sums up his attitude towards competition. "You've got to put it all on the line and test yourself against the best there is."

Competition and sports have been a significant element in Bob's life since he was a star football player in upper New York State. Baltimore Colts scouts spotted his talents and approached him for an NFL tryout. However, fate was unkind. A severe knee injury while quarterbacking a Chanut Air Force Base football team abruptly halted any future in the sport. Briefly, Bob found an outlet for his competitive zeal racing motorcycles, but the damaged knee proved too much of a handicap.

Working for Eastman Kodak, Bob transferred to the Washington, D.C. area where he was introduced to sports car racing at the old Marlboro Raceway in Maryland. He completed a drivers school at Marlboro in 1961 and immediately became hooked on the sport. His first SCCA National Championship just one year later is indicative of Bob's competitiveness.

In 1965, with Brian Fuerstenau, he formed Group 44 Inc., the organization which would become a powerful motorsports marketing organization. Group 44's long-term association with its primary clients, Jaguar Cars Inc., Quaker State Oil Refining Corporation and Goodyear Tire and Rubber Company, certainly has been a mutually beneficial relationship. Except for irregular incursions into NASCAR and the Howmet Turbine attempt at LeMans (1968), Bob has fielded cars almost exclusively from the production lines of MG, Triumph and Jaguar. The affiliation between Group 44 and Quaker State, now in its 18th year, is the longest such company/racing team relationship in the motorsports industry.

By the end of 1975, Bob and Group 44 Inc. drivers had won 13 SCCA National Championships (five belong to Bob) plus uncounted numbers of individual races along the way. "The Great White Wave" (title of a movie about Group 44) virtually dominated some of SCCA's Production Classes.

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Jaguar, seeking to display the performance qualities of their XJ-S model before as large an audience as possible, elected to tackle the Trans-Am Championship Series in 1977 with Group 44 participation. Bob proceeded to demonstrate he thrives on the all-out, show-no-quarter Trans-Am sprint races by winning the Drivers Championship for Jaguar on their first attempt. He came back the next year and won not only the Drivers Championship, but the Manufacturers Championship as well.

Jaguar shifted their promotional emphasis in 1979 to the new Triumph TR-8s which, of course, were prepared by Group 44 Inc. Bob entered events sanctioned by both IMSA and SCCA, including three Trans-Ams. In the latter he set fastest qualifying times and won in each appearance.

Joined by Canadian Bill Adam, Bob concentrated on the IMSA GTO wars in 1980 and, predictably, chalked up victories at Sebring, Daytona, Mosport and Road America.

In 1981 a brand new tube frame Jaguar XJ-S emerged from the Group 44 shop and, for a third time, Bob went after the Trans-Am crown. Three times he took the Jaguar to Victory Circle, becoming the winningest driver on the Trans-Am trail. He has accumulated a grand total of 21 Trans-Am wins, more than any other active driver (number exceeded only by the late Mark Donohue).

Bob's latest...and perhaps greatest...challenge involves the prototype XJR-5 Jaguar designed for international endurance racing. At this level of competition, success does not come automatically.

1982 was a developmental year, devoted primarily to building and testing the XJR-5, although the car's third place finish in its first start was a welcome hint of a great future for this state-of-the-art car.

The ambitious 1983 schedule offers Bob the competitive challenge he thrives on. And with the now-traditional Group 44 touch, the XJR-5 should be seen regularly in Victory Circle.

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BILL ADAM

Canadian Bill Adam shares driving and marketing duties in the XJR-5 prototype with Group 44 Inc. President Bob Tullius again this year.

Bill began his competition driving career on Canadian road circuits in 1971 and compiled quite an impressive record, mostly in Corvettes. In 1978 he finished sixth overall in the Trans-Am standings, setting qualifying and lap records at Mosport, St. Jovite and Pocono. In fact, Bill gave Tullius some of his toughest competition that year.

Bill's driving brilliance had not gone unnoted by the Group 44 organization. When Brian Fuerstenau withdrew from active competition driving at the end of the 1979 season, Tullius quickly invited the young Canadian ace to be part of Group 44's racing efforts. The Canadian press quoted Bill as saying, "Group 44 presented me with a most unique opportunity, one which may never come again. Hundreds of drivers across North America would sell their souls to get what I've been offered."

Bill's driving debut under Group 44 colors was nothing short of spectacular as he and Tullius wheeled a Triumph TR-8 to the GTO victory in Sebring's 1980 12-hour event. They capped the season at IMSA's Daytona finale finishing 1-2 with a brace of TR-8s, Bill taking the checkered flag ahead of the Boss!

1981 was a lean year for Bill in terms of Group 44 driving opportunities, as the corporate emphasis was on the Trans-Am sprint races with the Jaguar XJ-S. Bill teamed with Tullius only once, during the Sebring 12-hour event. They co-drove a Triumph TR-8 to a very creditable 10th overall finish on Goodyear Eagle street radial tires.

Last year, with the debut of the XJR-5 prototype car, Bill shared the driving with Tullius for all the outings, including the third place finish at Road America.

A native of Scotland, Bill now resides in Hamilton, Ontario, Canada.

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LAWTON FOUSHEE

Lawton "Lanky" Foushee is the most talented and best known crew chief on the SCCA and IMSA sports car racing scene. No idle statement, that.

A glance at Lanky's background in the sport and a summary of his more outstanding accomplishments will highlight his road to the top. A full half dozen of his early years were spent both driving and crewing on drag strips of the Carolinas and Virginia, not too far from his Durham, North Carolina, home. This was back when an 8.24 ET would win anything and 150 mph through the speed trap had yet to be achieved. Lanky shifted his interest in the mid-60s to short track racing, both dirt and asphalt, and gained a good reputation as a mechanic and car builder. Bob Tullius spotted his talents in 1970 and invited him to join the Group 44 organization. Two years later he was assigned crew chief duties and has been exercising those responsibilities ever since. Under the Group 44 banner he's prepared cars which have won four SCCA National Championships, two Trans-Am Drivers Championships and one Trans-Am Manufacturers Championship. Individual racing wins have gone uncounted. In 1976 Lanky was awarded the prestigious S-K Tools "Mechanic of the Year" Trophy for his contributions to the sport.

Lanky served with the Air Force four and one-half years and attained the rank of Staff Sergeant. His specialty was multi-engine aircraft maintenance. Perhaps the high point in his military career was his assignment to Washington National Airport in the late '50s where he served as a crew member with the 1254th Special Mission Unit (Presidential Aircraft Maintenance).

A true workaholic, Lanky is one of those rare individuals who thrives on 12 and 14-hour workdays getting the job done. You might think, with all his accomplishments, he'd be ready to pack it in, sit atop his laurels and otherwise look back upon a highly successful, rewarding career. Nonsense! According to Lanky, there's always another hill to conquer. "Winning isn't just great," says Lanky, "it's everything."

That philosophy will go a long way toward putting Group 44 and the Jaguar XJR-5 into Victory Circles in the not-too-distant future.

Lanky makes his home in Stephenson, Virginia, not far from Group 44's headquarters in Winchester.

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JEFFREY EISCHEN

Jeffrey Eischen might look a bit young to be Assistant Crew Chief for a major international racing team, but his experience belies that youthful appearance. Jeff had logged a full ten years with SCCA, NASCAR and IMSA race teams before joining Group 44 Inc. in 1981. And that practical experience is built on a sturdy foundation of formal technical training in a variety of welding, drafting and machine shop techniques.

After joining Group 44, Jeff's first task was building the highly successful Jaguar XJ-S for the 1981 Trans-Am Series.

Last year, during the challenging task of transforming blueprints for the new car into a real, functioning racing machine, Jeff's talent and experience saved the day on numerous occasions.

During the 1982 season, Jeff was promoted to Assistant Crew Chief, under the veteran Lanky Foushee. Now Jeff supervises the fabrication and set up of the chassis, body shell and running components. And during the long races, when the pit crew is split into two teams, Jeff heads the second team.

Jeff is a 1971 graduate of North Shore High School in West Palm Beach, Florida. He and his wife, Robin, make their home in Winchester, Virginia.

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BRIAN FUERSTENAU

Brian Fuerstenau's association with Bob Tullius goes back almost 20 years to 1963 when he worked as a mechanic on the early Triumph TR-4s. Two consecutive SCCA National Championships later, Brian and Tullius decided they had a good thing going and founded Group 44 Inc. That year, 1965, Tullius won his fourth SCCA National Championship, Brian won his first, and they've never looked back. In terms of National Championships, Trans-Am Championships and numbers of both SCCA and IMSA race wins, Group 44 is the most prolific sports car racing organization on the American motorsports scene.

Brian's expertise as a mechanic has contributed immeasurably toward putting Tullius' race cars on the front row of starting grids and into Victory Circles across North America. He received wide acclaim for developing the Jaguar V-12 engines which dominated the Trans-Am Series in 1977 and '78. He almost outdid himself when he developed and prepared the Triumph TR-8 350 horsepower engines for IMSA GTO competition. As "Road and Track" magazine found out, those cars would do four-second "0-60 mph" \ times and under 12-second quarter miles.

Brian's skills and accomplishments are not confined to the realm of mechanic and engine builder. A brilliant driver in his own right, he captured three SCCA National Championships, in 1965, '68 and '73. He joined Tullius as co-driver in long-distance events and logged victories at Watkins Glen and Mosport. Brian drove the second Group 44 Jaguar XJ-S to high finishing positions during the 1978 Trans-Am Series.

Brian sidelined himself from the mainstream of Group 44 activities during 1981 and served only as technical consultant for the Jaguar engine development program. He returned to the team on a part-time basis in 1982 to put the V-12s into endurance trim for the XJR-5 prototype coupe.

"Brian's Jaguar engine preparation made the difference between winning and losing during the early Trans-Am efforts," said Bob Tullius recently. "His V-12s were absolutely bullet-proof. I'm certainly glad he decided to remain close to the organization and keep our engine development program moving."

Brian and his wife, Candy, have just finished building a two-story country home in nearby Clear Brook, Virginia.

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SAM E. HEADLEY

A lot of people aspire to careers in the high performance/auto racing industry. This situation enables Group 44 to screen prospective employees rather carefully with positions going to those individuals best qualified and otherwise best able to assimilate Group 44 methods. Perhaps one of the most enthusiastic, hard-working and sharpest young men to come along is Sam Headley. Here's a fellow with a broad range of automotive-related talent who welcomes the opportunities and challenges of Group 44 activities. Sure, the hours can get long and things a bit hectic just before a race weekend, but Sam is happy to be part of it. Needless to add, he looks forward to a long association with Group 44 Inc.

Sam's background includes a variety of auto racing involvements, not the least of which was his driver/mechanic stint with the Unltd. Auto Works D Production Corvair. At Group 44 he has been assigned duties as one of the prototype coupe mechanics and, needless to say, is delighted.

Sam is a graduate of Clarke County (Virginia) High School, Class of 1967. He also completed two years of higher education at Virginia Polytechnic Institute, pursuing architectural studies. He and his wife, Vicki, and their two children, Abe and Cambria, reside in Frederick County, just beyond the Winchester suburbs.

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ROBERT WHITACRE

Robert Whitacre is Group 44's resident machinist, and in the relatively short time he's been on the crew roster, he's demonstrated he's the best ever to work for the organization. Bob spends long hours, often checking and rechecking tolerances and clearances, minding the heavy machinery that produces the exotic components so all-important to a thoroughbred race car. Scaled down, the fruits of his labors wouldn't be less precise than the parts of a fine, Swiss watch.

Bob is a 1967 graduate of James Wood High School in Frederick County, Virginia. He served two years in the U.S. Army and was promoted to the grade of E-5 before discharge.

Bob and his wife, Barbara, and their two children, Robert and Carrie, make their home in Gore, Virginia, where he serves as Fire Chief for the Gore Volunteer Fire Company.

STEPHEN HUFFMAN

Stephen Huffman is in his third year with the Group 44 organization. He brings the extra special skills of an aircraft fabricator to impact upon construction techniques in Group 44's race shop, and repeatedly demonstrates he's one of the very best in the field. Steve was rewarded for his outstanding contributions in building the 1981 XJ-S Trans-Am car when Bob Tullius handed him a stack of Lee Dykstra's XJR-5 blueprints and said, "Let's see what you can do with these!" Steve was put in charge of fabrication at Group 44 and last year almost single-handedly constructed the first tub of the prototype coupe.

Steve is a 1966 graduate of James Wood High School in Frederick County, Virginia. He served nine years in the U.S. Army, reaching the grade of Staff Sergeant before discharge. It was during his hitch in the Army that Steve obtained most of his metal fabrication training, having successfully completed almost a dozen various aircraft maintenance schools. His specialty was helicopter maintenance and his duties included a tour as a helicopter crew chief. Jobs with Bell Helicopter International in Iran and Fairchild Republic in Hagerstown, Maryland, broadened the scope of his proficiency.

Like most of the other Group 44 crew members, Steve makes his home in Winchester, Virginia.

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DAVID ARNOLD

David Arnold is one of the newest names on the Group 44 crew roster. He brings to the organization a wealth of talent and experience from former associations in the racing industry. Dave crewed a Lola when the CanAm Series enjoyed its second beginning in 1977. Subsequently, he moved on to crew positions with Skip Barber, Jon Norman and the Jim Russell School in Canada. Immediately prior to signing on with Group 44, Dave was Garage Manager for JRS at St. Jovite, responsible for their fleet of Formula Fords.

While Dave comments that he can disassemble and assemble a Van Dieman in his sleep, his talents have been channelled into the Group 44 engine shop. There he's working under the watchful eye and guidance of Brian Fuerstenau and rapidly gaining knowledge and experience on the big V-12s. No easy task to keep up with Brian, but Dave welcomes the challenge and is intent upon building his own reputation in the esoteric world of race engine preparation.

Dave graduated from Parkway High School, Bossier City, Louisiana, Class of 1973. He completed two years of Electrical Engineering courses at the University of New Hampshire, but chose to strike out into the world of auto racing rather than continue his studies at UNH. Happy with what he's doing, he looks forward to a rich and satisfying future in the sport.

Dave and his wife, Ginette, and son, Christopher, make their home in Winchester, Virginia.

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GLENN BLAND

Glenn Bland does double duty with Group 44 Inc., working in sheet metal fabrication to build the car's inner structure and doubling as the driver of the huge white-and-green tractor-trailer rig that carries the cars and equipment and serves as the team's headquarters at the races.

Glenn brings a wide variety of fleet automotive mechanical experience to the team, including three years with the U.S. Army and 17 years as a mechanic for dirt track racing cars..."Usually front-running ones," he adds.

The biggest difference Glenn notes between his previous racing experience and Group 44's participation in international endurance racing is the style of preparation between races. With the sprint cars racing every weekend, repairs were made as things wore out or problems were found. At Group 44, between each of the gruelling races, the cars must be completely disassembled, carefully checked out and then painstakingly reassembled to eliminate potential problems that could arise during the longer events.

Originally from West Virginia, Glenn now makes his home in Winchester, Virginia, with his wife, Carolyn, and their two daughters.

DAN MUMAW

When Group 44 began searching for another top-notch machinist last year, they didn't expect to find him in their backyard.

Dan Mumaw had been working as a machinist and Night Shift Supervisor at Allied Engineering Products located next door to the new Group 44 Inc. facility in Winchester, Virginia. He brought his tools and his skill to the Jaguar XJR-5 project and has been going great guns ever since.

Dan originally was a drag racing enthusiast and admits, modestly, to having won "a few trophies" in cars he's built. But, he says working on the prototype Jaguar presents new challenges. "Fabricating a car from the ground up is quite a bit different. When you're building everything yourself, everything has to be just right, precise...there's no room for error."

Dan graduated from Jefferson County (West Virginia) High School in 1974 and resides in Charles Town, West Virginia.

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ERIC KENT

Every first-class auto racing organization has the usual complement of managers, drivers, specialists, etc. Additionally, there must be that all-important person whose job it is to accomplish the endless number of small, unattractive tasks which, if left undone, would impede day-to-day activities. The maintenance man. The handyman. In racing parlance, the "gofer".

And so it is with Group 44. However, the organization is especially fortunate to have enlisted the services of Eric Kent whose assignments often include all those gritty jobs so important to daily progress. Eric, now in his third year with the team, discharges his duties in a cheerful and enthusiastic manner which often sets the mood in the shop. Whether it's washing the 18-wheeler, cataloging spare parts or lending a hand with a gearbox change at Daytona, Eric is always ready to give his 100 percent.

Eric graduated from Herndon (Virginia) High School, Class of 1978, and lives in Reston, Virginia. He is on a leave of absence from George Mason University where he is enrolled as a Junior. He aspires to a career in the auto racing industry and is counting on his exposure to Group 44 practices to afford him a giant step in that direction.

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BOB TULLIUS

Bob Tullius did not burst upon the auto racing scene. He wasn't suddenly among us, driving fast cars and copping headlines in motorsports news. Bob Tullius set his goals early on, then proceeded to hammer his way up through the rank and file of the SCCA's amateur legions, winning races and using National Championships as stepping stones along the way. Tullius paid his dues the old fashioned way.

Competition and sports have been a significant element in Tullius' life since he was a star player on high school and college football teams in upper New York State. Baltimore Colts scouts spotted his talents and approached him for an NFL tryout. However, fate was unkind. A severe knee injury while quarterbacking a Chanute Air Force Base football team abruptly halted any future in the sport. Briefly, Tullius found an outlet for his competitive zeal racing motorcycles, but the damaged knee proved too much of a handicap.

Working for Eastman Kodak, Tullius transferred to the Washington, D.C. area where he was introduced to sports car racing at the old Marlboro Raceway in Maryland. He completed a drivers school at Marlboro in 1961 and immediately became hooked on the sport. His first SCCA National Championship just one year later is indicative of the Tullius competitiveness.

Consecutive National Championships aside, the next important milestone in the Tullius career was the founding of Group 44 Inc. in Virginia in 1965. Brian Fuerstenau, who had begun working with Tullius two years earlier, helped form the organization which would evolve into the motorsports marketing tool it is today. The long term association Group 44 Inc. has enjoyed with its clients, Jaguar Rover Triumph Inc., Quaker State Oil Refining Corporation and Goodyear Tire and Rubber Company, certainly has been a mutually beneficial relationship. Except for irregular incursions into NASCAR and the Howmet Turbine attempt at LeMans, Tullius almost exclusively has fielded cars from the production lines of British Leyland and, more recently, JRT Inc. It is noteworthy, too, that Group 44 Inc. and Quaker State are beginning their 16th year of affiliation, the longest such company/racing team relationship in the motorsports industry.

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Bob Tullius has provided himself some pretty tough acts to follow over the years, but repeatedly has shown he's every bit up to the task. This year he steps onto the stage of endurance racing with the new Jaguar XJR-5 coupe. Instant success at this ultra high level of competition is almost unthinkable. However, Tullius and the Jaguar are expected to pick up the stride quickly and find the way to Victory Circle before too many races are history.

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BILL ADAM

Canadian Bill Adam will return to the limelight and play an increasingly prominent role in Group 44's racing activities as the 1982 season unfolds. The Jaguar XJR-5 will be entered only in long-distance races where Adam and Bob Tullius will share driving chores.

1981 was a lean year for Bill in terms of Group 44 driving opportunities. The corporate emphasis that year was on the Trans-Am sprint races with the Jaguar XJ-S. The only time Bill teamed with Tullius was during the Sebring 12-hour event where they co-drove a Triumph TR-8 to a very creditable 10th overall on Goodyear Eagle NCT street radial tires.

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A native of Scotland, Bill now resides in Canada near the shores of Lake Ontario. He and his wife, Lenore, and sons, Kris and Damen, make their home in the Toronto suburb of Greensville.

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LAWTON FOUSHEE

Lawton "Lanky" Foushee is the most talented and best known crew chief on the SCCA and IMSA sports car racing scene. No idle statement, that.

A glance at Lanky's background in the sport and a summary of his more outstanding accomplishments will highlight his road to the top. A full half dozen of his early years were spent both driving and crewing on drag strips of the Carolinas and Virginia, not too far from his Durham, North Carolina, home. This was back when an 8.24 ET would win anything and 150 MPH through the speed trap had yet to be achieved. Lanky shifted his interest in the mid-60's to short track racing, both dirt and asphalt, and gained a good reputation as a mechanic and car builder. Bob Tullius spotted his talents in 1970 and invited him to join the Group 44 organization. Two years later he was assigned crew chief duties and has been exercising those responsibilities ever since. Under the Group 44 banner he's prepared cars which have won four National Championships, two Trans-Am Drivers Championships and one Trans-Am Manufacturers Championship. Individual racing wins have gone uncounted. Pity. In 1976 Lanky was awarded the prestigious S-K Tools "Mechanic of the Year" trophy for his contributions to the sport.

Lanky served with the Air Force four and one-half years and attained the rank of Staff Sergeant. His specialty was multi-engine aircraft maintenance. Perhaps the high point in his military career was his assignment to Washington National Airport in the early '50's where he served as a crew chief with the 1254th Special Mission unit. His charges included President Dwight Eisenhower's Constellation, Air Force One.

An original workaholic, Lanky is one of those rare individuals who thrives on 12- and 14-hour workdays getting the job done. You might think, with all his accomplishments, he might be ready to pack it in, sit atop his laurels and otherwise look back upon a highly successful, rewarding career. Nonsense. According to Lanky, there's always another hill to conquer. "Winning isn't just great," says Lanky, "it's everything." That philosophy will go a long way toward putting Group 44 and Jaguar into Victory Circles in the not-too-distant future.

Lanky recently bought himself a country home in Stephenson, Virginia, just outside Winchester. Significantly, he's not too far from the Group 44 Jaguars and Triumphs that have graced so many Victory Circles in the United States, Canada and Mexico.

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BRIAN FUERSTENAU

Brian Fuerstenau's association with Bob Tullius goes back almost 20 years to 1963 when he worked as a mechanic on the early Triumph TR-4's. Two consecutive National Championships later Brian and Bob decided they had a good thing going and founded Group 44 Inc. That year, 1965, Bob won his fourth National Championship, Brian won his first, and they've never looked back. In terms of National Championships, Trans-Am Championships and numbers of both SCCA and IMSA race wins, Group 44 is the most prolific sports car racing organization on the American motorsports scene.

Brian's expertise as a mechanic has contributed immeasurably toward putting Tullius' race cars on the front row of starting grids and into Victory Circles across North America. He received wide acclaim for developing the Jaguar V-12 engines which dominated the Trans-Am Series in 1977 and '78. He almost outdid himself when he developed and prepared the Triumph TR-8, 350 horsepower engines for IMSA GTO competition. As Road and Track magazine found out, those cars would do four-second "0-60 MPH" times and under 12-second quarter miles.

Brian's skills and accomplishments are not confined to the realm of mechanic and engine builder. A brilliant driver in his own right, he captured three SCCA National Championships, in 1965, '68 and '73. He has joined Tullius as co-driver in long-distance events and logged victories at Watkins Glen and Mosport. Brian drove the second Group 44 Jaguar XJ-S to high finishing positions during the 1978 Trans-Am Series.

Brian sidelined himself from the mainstream of Group 44 activities during 1981 and served only as technical consultant for the Jaguar engine development program. This year he has returned on a part-time basis to put the V-12's in endurance trim for the new prototype coupe.

"Brian's Jaguar engine preparation made the difference between winning and losing during the early Trans-Am efforts," said Bob Tullius recently. "His V-12's were absolutely bullet-proof. I'm certainly glad he decided to remain close to the organization and keep our engine development program moving."

Brian and his wife, Candy, are building a contemporary, two-story country home in nearby Clearbrook, Virginia.

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JEFFREY EISCHEN

Jeffrey Eischen has a whole lot more auto racing knowledge and experience than his youthful countenance might have you surmise. For openers, the variety of welding, drafting and machine shop training diplomas he's earned attest to a career foundation established well before he was out of his teens. Jeff had logged a full ten years with SCCA, NASCAR and IMSA race teams working in the capacity of crew member, mechanic and crew chief before he joined Group 44 in 1981. Earlier this year Jeff was elevated to the position of assistant crew chief, right under Lanky Foushee in the Group 44 organization.

Much of the 1981 Trans-Am Jaguar XJ-S design and fabrication can be attributed to Jeff's ingenuity and skill. What's the old axiom: 'If you do a good job once, chances are you'll be asked to do it again'? Well, Jeff's fabrication expertise was called to the forefront when the XJR-5 prototype blueprints began to arrive at the Group 44 shop. He is responsible for the sculptured and welded rear hub carriers, front uprights plus various other intricate bits and pieces. Another perfectionist on the Group 44 team, Jeff isn't satisfied until a job has been accomplished precisely as the blueprints dictate.

Jeff is a graduate of North Shore High School, West Palm Beach, Florida, Class of 1971. He moved from Herndon when Group 44 relocated, and currently resides in downtown Winchester. He's dedicated his talents to a career in auto racing and, besides the action on race weekends, thoroughly enjoys the sight-seeing afforded by Group 44 travels.

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ERIC KENT

Every first-class auto racing organization has the usual complement of managers, drivers, specialists, etc. Additionally, there must be that all-important person whose job it is to accomplish the endless number of small, unattractive tasks which, if left undone, would impede day-to-day activities. The maintenance man. The handyman. In racing parlance, the gofer.

And so it is with Group 44. However, the organization is especially fortunate to have enlisted the services of Eric Kent whose assignments often include all those gritty jobs so important to daily progress. Eric, another Sophomore on the team, discharges his duties in a cheerful and enthusiastic manner which often sets the mood in the shop. Whether it's washing the 18-wheeler, cataloging spare parts or lending a hand with a gearbox change at Daytona, Eric is always ready to give his 100 percent.

Eric graduated from Herndon High School, Class of 1978, and currently is on a leave of absence from George Mason University where he is enrolled as a Junior. He aspires to a career in the auto racing industry and is counting on his exposure to Group 44 practices to afford him a giant step in that direction.

Eric now calls Winchester his home, having moved from Herndon when Group 44 relocated to the new facility.

ROBERT WHITACRE

Robert Whitacre is Group 44's resident machinist, and in the relatively short time he's been on the crew roster, he's demonstrated he's the best ever to work for the organization. Bob spends long hours, often checking and rechecking tolerances and clearances, minding the heavy machinery that produces those exotic components so all-important to a thoroughbred race car. Scaled down, the fruits of his labors wouldn't be less precise than the parts of a fine, Swiss watch.

Bob is a graduate of James Wood High School, Class of 1967. He served two years in the Army and was promoted to the grade of E-5 before discharge.

Bob and his wife, Barbara, and their two children, Robert and Carrie, make their home in Gore, Virginia. This establishes him as the most distant commuter to the Group 44 facility. In Gore, Bob serves as Fire Chief for the Gore Volunteer Fire Company.

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DAVID ARNOLD

David Arnold is one of the newest names on the Group 44 crew roster. He brings to the organization a wealth of talent and experience from former associations in the racing industry. Dave crewed a CanAm Lola when the Series enjoyed its second beginning in 1977. Subsequently, he moved on to crew positions with Skip Barber, Jon Norman and the Jim Russell School in Canada. Immediately prior to signing on with Group 44, Dave was Garage Manager for JRS at St. Jovite, responsible for their fleet of Formula Fords.

While Dave comments that he can disassemble and assemble a Van Dieman in his sleep, his talents have been channelled into the Group 44 engine shop. There he's working under the watchful eye and guidance of Brian Fuerstenau and rapidly gaining knowledge and experience on the big V-12's. No easy task to keep up with Brian, but Dave welcomes the challenge and is intent upon building his own reputation in the esoteric world of race engine preparation.

Dave graduated from Parkway High School, Bossier City, Louisiana, Class of 1973. He completed two years of Electrical Engineering courses at the University of New Hampshire, but chose to strike out into the world of auto racing rather than continue his studies at UNH. Happy with what he's doing, he looks forward to a rich and satisfying future in the sport.

Dave and his wife, Ginette, and son, Christopher, make their home in Winchester.

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SAM E. HEADLEY

A lot of people aspire to careers in the high performance/auto racing industry. This situation enables Group 44 to screen prospective employees rather carefully with positions going to those individuals best qualified and otherwise best able to assimilate Group 44 methods. Perhaps one of the most enthusiastic, hard-working and sharpest young men to come along is Sam Headley. Here's a fellow with a broad range of automotive-related talent who welcomes the opportunities and challenges of Group 44 activities. Sure, the hours can get long and things a bit hectic just before a race weekend, but Sam is happy to be part of it. Needless to add, he looks forward to a long association with Group 44 Inc.

Sam's background includes a variety of auto racing involvements, not the least of which was his driver/mechanic stint with the UnLtd. Auto Works D Production Corvair. At Group 44 he has been assigned duties as one of the prototype coupe mechanics and, needless to say, is delighted.

Sam is a graduate of Clarke County High School, Class of 1967. He also completed two years of higher education at Virginia Polytechnic Institute, pursuing architectural studies. He and his wife, Vicki, and their two children, Abe and Cambria, reside in Frederick County, just beyond the Winchester suburbs.

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GROUP 44 INC. 1982 RACE SCHEDULE*

22 Aug	Road America	500 mi
5 Sep	Mid Ohio	500 km
12 Sep	Road Atlanta	500 km
26 Sep	Pocono	500 mi
9 Oct	Lime Rock	500 km
28 Nov	Daytona	250 mi

* Please contact Group 44 Inc.,
Telephone 703-667-0440, for
any late changes.

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