



JAGUAR

RACING

GROUP 44 INC.



Jaguar
Rover
Triumph
Inc.



Jaguar Rover Triumph Inc.

600 Willow Tree Road, Leonia, New Jersey 07605

 **JAGUAR News**

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FOR IMMEDIATE RELEASE

JAGUAR IMSA GTP COUPE ANNOUNCED

A new ground effects Jaguar V12-powered IMSA GTP coupe, designed by Lee Dykstra, will be campaigned by Group 44 in 1982 with Bob Tullius driving, it has been announced by Jaguar Rover Triumph Inc., principal sponsor of Group 44.

Providing wind tunnel and track testing are successful, the car will compete in a selected group of events and is intended to make its debut at the Sebring 12-Hour March 19-20.

A tentative schedule will be announced after Sebring.

The prototype car will be developed during 1982 as part of a long-term program which will emphasize endurance races, according to Michael H. Dale, JRT vice president for sales and service.

"The goal of the program is to demonstrate the quality of Jaguar engineering and provide the company with a powerful marketing tool," Dale stated.

The venture is an American one. Its sponsors are JRT and Quaker State Oil. Dykstra designed the car in his Special Chassis Inc. shop in Grand Rapids, Mich. The body work is being done by Diversified Fiberglass in Detroit. The chassis and suspension are being fabricated at the new Group 44 facility in Winchester, Va., and engine preparation and final assembly will also be done there.

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Dykstra and Tullius met in the late 60's when Dykstra was project engineer of the Ford Motor Company's Trans-Am racing team and Tullius was driving a Dodge Dart in the series.

They went their separate ways in the racing world. Dykstra moved on to IMSA GT cars and then ground effects Can Am cars. After a stint as an SCCA National racer, Tullius returned to the Trans-Am and won back-to-back championships driving a Jaguar V12 XJ-S.

The Jaguar GTP project began early in 1981. Dykstra said: "JRT was interested in a car that would put the Jaguar name in the forefront of long-distance racing as it was in the 1950s with the Le Mans winning C-types and D-types. They were also convinced that GTP was the way to go in terms of excitement."

JRT officials, Dykstra and Tullius all said they are delighted by IMSA's recent announcement of an endurance race schedule within the framework of the Camel GT series. "The IMSA long-distance races will provide us with a spectacular showcase to prove Jaguar reliability," said JRT's Dale. "When you are successful in that kind of racing you create a quality image that can not be earned in any other way."

For Tullius, the Jaguar GTP car is a dream come true. "It looks like we've got a chance to win in the most prestigious class of all," he said.

Canadian Bill Adam will co-drive with Tullius at Sebring. They last paired in the 1980 IMSA season, driving a Triumph TR8 in GTO. They won the Sebring endurance race in GTO that year finishing sixth overall. Adam has 10 years driving experience.

Tullius said the Group 44 team is definitely ready for GTP competition. "We've come a long way since the TR3 days." He views Sebring as a severe test for the new car. "It is a car killer. If the Jaguar does well there, we'll know that we've got a strong and very fast car capable of winning anywhere." Tullius anticipates a top speed of 230-240 mph.

The new car will be powered by essentially the same 525 horsepower V12 engine that Group 44 used in their 1981 Trans-Am Jaguar XJ-S. Its displacement is 5.3 liters (326 c.i.) and it is fueled by six Weber carburetors. The body will be semi-mono-coque fiberglass. The chassis will have an aluminum honeycomb floor with steel bulkheads. Dykstra wind-tunnel tested the design using a quarter-scale model.

Comparing the new Jaguar to the 1981 IMSA GTP championship-winning Lola, Dykstra and Tullius say that it will be more straightforward and simpler, and better, they add.

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Specifications

Type: Two-seat, mid-engined ground effects racing car designed for IMSA GTP.

Engine: 60 degree V-12 water-cooled aluminum block and heads
Displacement 5343 cc (326 cubic inches)
Horsepower 525 horsepower
Carburetion 6 Weber 44 IDA
Valve Gear Chain-driven single overhead cam

Clutch: 3-plate Borg & Beck.

Steering: Schroeder rack and pinion.

Body: Semi monocoque. Fiberglass panels.

Chassis: Aluminum honeycomb floor, steel bulkheads.

Wheels, tires, brakes: Jongbloed wheels.

rear: 14X16 in.
front: 12X16 in.

Goodyear tires

rear: 27X14X16 in.
front: 23.5X11.5X16 in.

Lockheed discs, outboard mounted, air cooled.

rear: 1-1/4X13 in.
front: 1-3/8X13 in.

Dimensions : Wheelbase - 108.5 in.
Overall length 187 in.
Width 78 in.
Height 41 in.
Ground Clearance 3 in.
Front track 66 in.
Rear track 62 in.



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WINNING: PART OF THE JAGUAR TRADITION

Winning races has been a part of the Jaguar tradition since 1936 when a Jaguar scored the make's first victory -- first in the 2,000-3,000cc class in the Marne Sports Car Grand Prix in France.

The most recent wins have been Bob Tullius' three 1981 Trans-Am victories in a Jaguar XJ-S. Twelve wins in 1977 - 1978 gave Tullius the Trans-Am championship in both years with Jaguar taking the manufacturer's title in 1978.

A Jaguar was in the winner's circle at the 1980 Sports Car Club of America championship run-offs. It was Fred Baker's six-cylinder E-type, the national championship car in class C Production.

That was Jaguar's ninth SCCA national class championship. In 1973, Bob Tullius won the B Production title with a V12-powered E-type ending years of Corvette domination of the class. Walt Hansgen won C Modified titles in 1955, 1957, 1958 and 1959. XK120s won C Production championships in 1955 and 1954 and an XK140 won in 1965. Sherwood Johnston was the overall national racing champion in 1952 in a Jaguar special.

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Jaguar's greatest years in racing came in the 1950's with C-types winning at Le Mans in 1951 and 1953. D-types were victorious in 1955, 1956 and 1957. A D-type was the winner of Sebring in 1955. The Rheims 12-hour went to a C-type in 1953 and to a D-type the year following.

Drivers who have made their mark driving Jaguars include Phil Hill, the first American to win the World Driving Championship, Jack Brabham, Jim Clark, Mike Hawthorn, Graham Hill, David Hobbs, Denis Hulme, Bruce McLaren, Stirling Moss, Mike Parkes, Roy Salvadori and Jackie Stewart. Phil Hill gave Jaguar its first North American victory at Pebble Beach in 1950.

Other American Jaguar drivers in addition to Phil Hill and Walt Hansgen were Merle Brennan, George Constantine, Briggs Cunningham, John Fitch, Masten Gregory, Lee Mueller, Augie Pabst, Phil Walters and M.R.J. "Doc" Wyllie.

Up until this year, Stirling Moss had the largest number of major race wins with a Jaguar - 15. Tullius' Trans-Am win at Brainerd International in August moved him into a tie with the British ace. His Mosport win in September put him in the lead.

In 1964-66, Jaguar came close to returning to Le Mans with XJ13, a one-off experimental car with a four-overhead-camshaft, 48-valve, fuel-injected, 5.3-liter V12 that produced over 500 horsepower. The engine was mounted amidships and the car was said to have had 200-mph-plus potential. The project was called off for a number of reasons, among them a Le Mans rule change setting a three liter limit.

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BOB TULLIUS

Tullius' first race was in 1961 and since then he's won the Trans-Am driver's championship twice (1977, 1978) and has five Sports Car Club of America National Championships to his credit. He has raced at Le Mans and in NASCAR and USAC stock car events and in IMSA. Born in Rochester, N.Y., Tullius founded the Group 44 team in 1965 with Brian Fuerstenau as his partner.

Tullius lives in Winchester, Va. where he has a Quaker State Oil distributorship. His race cars have included the Jaguar XJ-S, Jaguar V12 E-type, Triumph TR8, TR7, TR6, TR4 and TR3. He's also run an AMC Javelin, a Pontiac Tempest and a Dodge Dart. At Le Mans, he drove the Howmet turbine-powered car. In his 20 years of racing, Tullius has competed in over 250 events and has won approximately 100. Now 46, he is a member of the Road Racing Drivers Club, is a frequent race driving instructor and has appeared on TV countless times promoting racing in general and his sponsors, JRT and Quaker State.

GROUP 44 INC.

Since it was founded in 1965, the Group 44 team has won

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13 club racing championships, two Trans-Am driver's championships, and one Trans-Am manufacturer's title. All the championships were won with Jaguar Rover Triumph Inc. cars. Originally located in Falls Church, Va., the team moved to Herndon, Va., near Dulles International Airport in 1974 and is in the process now of moving to Winchester, Va. It will occupy 9,000 square feet in a new building and has all the tools, machine shop and electrical equipment necessary for building and maintaining race cars. Track testing is done at nearby Summit Point Raceway. On one occasion, the team rented the Lockheed wind tunnel in Georgia for aerodynamic testing.

Co-founder Brian Fuerstenau retired from active racing at the end of the 1979 season and left the company. He is currently engineering consultant to the team.

Lawton "Lanky" Foushee, originally from Durham, N.C., is crew chief and designer/fabricator. He has been with the team for 10 years. In 1976, he was named the SK Wayne "Mechanic of the Year".

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LEE DYKSTRA

Lee Dykstra has been designing and building racing cars for 20 of his 42 years. A Michigan native, he graduated from the General Motors Institute in 1962. He was employed by Cadillac and it sponsored him at the Institute. Following his graduation he became a ride and handling engineer. During this entire period, he was designing and building C-modified cars for SCCA competition. These were the forerunners of today's Can Am machines. In 1967, he joined Kar Kraft, the Ford racing development subsidiary which engineered Le Mans GT40s.

In 1968-70 Dykstra was the project engineer in Ford's Trans-Am program. He then switched to IMSA, designing and building the Monzas with which Al Holbert won Camel GT championships in 1976 and 1977. In 1979, Dykstra went over to the Can Am and designed Al Holbert's cars in 1979-81. The 1980 car, sponsored by CRC Chemicals, was the first American-built car to win the present day format Can Am race.

Dykstra resides in Grand Rapids, Mich. His race car business is known as Special Chassis Inc.

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