

*Gorgeous was BORN  
THAT WAY.*

PRAYER, JAGUAR XK

JAGUAR

THE NEW JAGUAR XK.  
Available Spring 2006.

The advertisement is a two-page spread. The top half features a close-up of a woman's face, looking slightly to the side with a soft expression. Her dark hair is blowing in the wind. The background is a bright, hazy sky. The text 'Gorgeous was BORN THAT WAY.' is written in a serif font, with 'BORN' in all caps. Below this, the text 'PRAYER, JAGUAR XK' is written in a smaller, sans-serif font. The bottom half of the spread shows a silver Jaguar XK driving on a road. The car is shown from a front-three-quarter view, moving towards the right. The background is a blurred landscape under a bright sky. The Jaguar logo is visible in the top right corner of the bottom page. In the bottom right corner of the bottom page, the text 'THE NEW JAGUAR XK. Available Spring 2006.' is written.



## Feature - Jaguar XK/XKR (2006-2014)

**When the XK first appeared to the world back in 1996 it created a whole new era for the history of Jaguar's sports cars.**

With 91,406 XK's finally rolling off the Browns Lane assembly line it went without saying that it had been a phenomenal success.

In 2006 a whole new generation of XK's were unveiled under the leadership of Jaguar Design Director Ian Callum. At the unveiling speech at the Frankfurt Motor Show back in September 2005, Bibiana Boerio, Managing Director Jaguar Cars said "this is a sports car with the heart and soul of every great Jaguar." Ian Callum followed by saying "It's just like a Jaguar should be – powerful and exciting".

### Verdict

Well, what was new on the XK (project X150)? Did it indeed live up to all the hype? How did it compare to the current version?

### Interior & Design

Well, inside the new XK the interior had been totally redesigned. Fine luxurious stitched leather continued (as you would

expect) but some more high-tech trim surfaces had also been introduced. There were initially three veneer options; Aluminium; Burr Walnut; and the more modern wood. The aluminium option offered a high-tech appearance.

Other luxuries included a high and optional premium-quality audio system and built in Bluetooth.

The XK's stance was now longer, wider and taller across its two-door Coupe and Convertible forms.

The main design change had been the introduction of the all-aluminium monocoque body which was previously introduced on the XJ.

### 4.2-Litre V8 of its Predecessor

The 4.2 litre V8 still thrust out a top speed limited to 155mph but with a 0-60mph time of 5.9 seconds. Jaguar stated that the quarter-mile time could be reached in 14.4 seconds, less than half a second off the pace of the previous supercharged 4.2 XKR.

The familiar 'J' gate had been replaced with a new Sequential Shift system allowing the driver to use steering wheel-mounted paddles to change gear

(F1 style). The car sat on 18-inch alloy wheels as standard, with the option of 19 or 20-inch wheels available.

### Pedestrian Impact Bonnet

Jaguar had also introduced a new feature called the "Pedestrian deployable bonnet". An imaginative design that aimed to lessen the severity of injuries to pedestrians in the event of a collision with a car.

The idea being that in the unfortunate event of a pedestrian impact, the deployable bonnet automatically 'popped' up a few inches, to increase space between the engine and the bonnet. This helped to isolate the pedestrian from hard points in the engine compartment.

### Update 2009 - 5.0-Litre V8

The XK received a facelift in 2009, with minor alterations to front and rear lights and bumper designs, together with the introduction of a new 5.0-litre V8 for both the naturally aspirated XK and the supercharged XKR. The interior also received some changes, in particular the introduction of the XF style rotary gear selector mated to the new ZF automatic transmission.

*(Continued page 10)*



*The first production XK (X150) roles off the line at Castle Bromwich. The two-door coupé debuted at the 2005 Frankfurt Motor Show and the two-door convertible debuted in 2006 at the North American International Auto Show. This time they completely changed the shape of the model (now in aluminium form) and brought together a new looking performance car that would compete against its sports car counterparts. The XK won the Top Gear magazine "GT of the Year" and "Car of the Year" awards in 2006.*



# Feature - Jaguar XK/XKR (2006-2014)

## Update 2010

In 2010, Jaguar added the 'Speed Pack' option to the XKR, with aerodynamic body-kit and speed limiter increased to 280 km/h (174 mph), and the 'Black Pack', with black wheels and trim.

## Update 2011

The XK received a second facelift in 2011 with a new front bumper and light design. The car was launched at the New York Auto Show.

A tyre repair Instant Mobility System (IMS) became standard on all XK and XKR models. This freed up the 30-litre wheel well, which was now carpeted and held a specially designed and tailored XK accessory suitcase, substantially increasing the versatility of the car.

To underline the XKR's sporting credentials at 11MY, red brake callipers become standard on all XKR Coupe and Convertible models.

## XKR-S 5.0 (2012)

The range was extended in 2012, with the introduction of the new and powerful XKR-S at the 2011 Geneva Motor Show, featuring an upgraded XKR engine generating a maximum power output of 550PS and 680Nm of torque.

The XKR-S was the most extreme expression yet of Jaguar's passion for building beautiful, fast cars. For the first time with a series production car, Jaguar gained entry to the exclusive '300km/h club' thanks to the effortless performance of the supercharged 5.0-litre AJ-V8 engine. A revised fuelling map meant the direct-injection powerplant produced 405 kW (542 hp).

Styling: -

- Unique, new front-end design with twin nacelles, side intakes and carbon-fibre splitter.
- Extended side sills emphasising the 10mm lower ride height.
- New rear apron incorporating a Venturi carbon-fibre diffuser.
- Unique to the XKR-S was a rear wing with carbon-fibre centre section rear bumper.

Also exclusive to the XKR-S models were carbon-leather trimmed heated seats which featured integrated head rests, racing harness cut-outs and increased



*2008 "XKR Portfolio" was a special edition 4.2 litre XK developed by Jaguar's Special Vehicles team and brake manufacturer Alcon. A handful of coupes (10) were exported to Australia carrying a price tag of \$246,000.*



*The 2008 "XK60" 4.2 litre coupes & convertibles were built for the UK market to commemorate the 60th anniversary of the XK120. Notable changes included distinctive body enhancements along with bright upper and lower front grille meshes and special tailpipe finishes.*



## Feature - Jaguar XK/XKR (2006-2014)

side and squab support to hold driver and passenger securely during high-speed cornering.

Interior changes included a multifunction three-spoke leather steering wheel and Jaguar-embossed stainless-steel pedals, soft-feel paint for the switches and gloss black centre console. An exclusive dark aluminium finish was available as standard with an optional Piano Black finish.

### Special Editions

Various special and limited editions were produced by the Jaguar factory over the following years with the last model discontinued in 2014.

#### *XKR Portfolio (2008)*

The 2008 'XKR Portfolio' (4.2 litre) was a special edition of the XKR developed by Jaguar's Special Vehicles team and British competition brake specialist Alcon.

It is often incorrectly referred to as a 2007 model due to being built and first sold in 2007. It includes 400 mm diameter front and 350 mm rear brake discs, six-piston

front Alcon calipers and four-piston rear callipers, 20-inch five-spoke Cremona wheels, power vents, a Celestial Black or Liquid Silver body colour, Engine-Spun aluminium veneer or optional Satin American Walnut veneer. They also had an alloy and leather gearshift selector, soft-grab door handles, contrast stitching throughout the cabin and leather-edged mats with Jaguar logos.

Each car was fitted with Portfolio tread-plates on the doorsills and a 525 W Premium Audio system with Dolby Pro Logic II surround sound system by Bowers & Wilkins.

It was reported at the time that ten (10) examples of the 2008 XKR Portfolio were to be made available in Australia - all of in Coupe style, carrying a price tag of \$246,000.

#### *XK60 (2008)*

The 'XK60' was a special version of the XK released for the UK market to commemorate the 60th anniversary of the XK120.

Notable changes included 20-inch Senta alloy wheels, a sporty alloy gear knob and selector-gate surround, plus a new front spoiler and rear valance panel, chrome-finished side vents along with bright upper and lower front grille meshes, special tailpipe finishes and appliques on both sides of the car.

#### *XK-RS 4.2 litre (2009)*

The 'XK-RS' was a limited production (200 units) version of the XKR coupé for the European market. 50 units were built in RHD and 150 in LHD. It was not sold outside of the UK or EU.

It was a 2009 model year vehicle but built in 2008. The model was developed by Jaguar's Special Vehicles team in collaboration Alcon and had an electronically limited top speed of 280 km/h (174 mph).

The additional performance was achieved through improved aerodynamics (reduced drag and lift) and a revised suspension set-up. Other changes included an Alcon Performance braking



*Peter and Trish Clarke, 2014 Dark Grey V8 5.0 litre XKR Coupe*



## Feature - Jaguar XK/XKR (2006-2014)

system with 400 mm diameter front and 350 mm rear brake discs, six-piston front calipers and four-piston rear calipers and recalibrated suspension.

The XK-RS was fitted with ultra-fast manual shift controlled by steering wheel-mounted paddle shifts – with shift times measured in milliseconds making it (at the time) one of the fastest shifting transmissions in the world.

The XK-RS badge was first used on this special edition XK and then again on the production 5.0 litre XKR-S (2012).

### *XKR 'Goodwood Special' (2009)*

Based on the standard XKR, the XKR 'Goodwood Special' was a prototype designed to explore the sportier side of the XKR's character and allow Jaguar's engineering team to extend performance boundaries.

Unveiled at the 2009 Goodwood Festival of Speed, the engine was uprated to generate a maximum power output of 390 kW (523 hp).

The car featured a louder exhaust, 21-inch alloy wheels and a lowered ride-height as well as a Lime Green body colour and satin graphite detailing on the front grilles, headlights, door mirrors, side window surrounds, rear signature blade and bonnet louvres.

### *XK-R75 Goodwood LE (2010)*

The name 'Jaguar' first appeared in September 1935 as a model name on an SS 2½-litre sports saloon.

Unveiled at the 2010 Goodwood Festival of Speed, the 'XK-R75 Goodwood LE' was a limited production (75 units, 20 RHD and 55 LHD) version of the XKR commemorating the company's 75th anniversary.

The car featured an upgraded engine together with an upgraded torque converter to handle the additional torque produced by the engine. The cars also had upgraded suspension and an aerodynamic body pack. The cars had a top speed of 300 km/h.

To ensure that the XK-R75 remained stable at that speed a revised aerodynamic body pack with a front splitter, side sills extensions, a rear diffuser and larger rear spoiler were fitted to increase balance and reduce lift.



*At the time, the Special Edition 2009 "XK-RS" 4.2 litre Jaguar was the fastest production XK built, reaching an electronically limited top speed of 174mph (280kph) – 19mph (30kph) faster than the 2009 XKR. The RS badge first appeared on this special edition XK.*



*The XKR 'Goodwood Special' was a prototype designed to allow Jaguar's engineering team to extend performance boundaries. Fitted with 21-inch wheels and a lowered ride-height. The XKR had a one-off lime green paint scheme with satin graphite detailing.*



*The 2010 "XK-R75 Goodwood LE" version was built to commemorate Jaguar's 75th anniversary. The cars were tuned and calibrated in partnership with the RSR ("Rocketsports Racing") engineering team that developed the all conquering American Trans-Am XK. The 75 cars were finished in Stratus Grey exterior paint with an optional graphics pack.*



## Feature - Jaguar XK/XKR (2006-2014)



*2010 marked the 75th anniversary of the Jaguar name. For the US market, a limited edition "XKR175" was built to celebrate the anniversary. With a top speed of 175mph, the cars were limited to just 175 cars for the US but a further 15 were built for Canada.*



*The 2011 "XK E-Type Anniversary Edition" (XK E50) or 'XKR Heritage Edition' was a limited production variant of the XK built to commemorate the 50th anniversary of the E-Type.*



*2011 Salsa Red XKR Poltrona Frau Limited Edition Coupe. One of only 16 exported to the US.*

The XK-R75's was also fitted with a computerised Active Differential Control (ADC) to reduce steering sensitivity at very high speeds, further improving stability and driver control. The XK-R75 was tuned and calibrated in partnership with the RSR (Rocketsports Racing) engineering team that developed the all-conquering Trans-Am Jaguar XK.

### *XKR175 (2010)*

Similar to the XK-R75, this version was built for the North American market and built to commemorate the company's 75th anniversary. The car had a top speed of 175 mph with a planned production run of 175 units. A total of 175 cars were exported to the US, as well as another 15 to Canada.

The cars were fitted with 20-inch Kasuga ten-spoke alloy wheels and were only available in Ultimate Black exterior and the interior finished in all black that included Warm Charcoal soft grain leather, Jet headliner and Piano Black veneer. Each car had a unique door sill tread plates identifying the car as '1 of 175'.

### *XK E50 (2011)*

Also known as the 'XK-R Heritage Edition' and the 'XK E-Type Anniversary Edition', the model was commissioned to commemorate the 50th anniversary of the E-Type.

Unveiled in 2011, the car featured special Black Cherry Colour along with a black bonnet and 19-inch Tamana heritage alloy wheels with red Jaguar badging.

Other exterior features include chrome trim on the front grille, wing mirrors, air intakes and window surrounds. The interior featured unique upholstery in Ivory and Charcoal leather along with a special "Jaguar Heritage" logo on the headrest, and aluminium inserts in "Engine Spin" finish.

The XK E50 cars have an additional "E50" badge on the left side of the boot lid, just below the standard "XK" badge.

### *XK and XKR Poltrona Frau (2011)*

The Poltrona Frau was a special trim level on the XK and the XKR with Poltrona Frau leather upholstery in "scraffito" finish that including the door panels, headliner, seats and dashboard.



## Feature - Jaguar XK8/XKR (cont)



*2013 "XKR-S GT" was a 300km/hour up-rated version of XKR-S coupé with a worldwide production of 45 units. The GT included a host of upgrades including a wider front track, stiffer suspension, carbon ceramic brakes and a reduction in kerbweight.*



*The 2014 "XK Signature Edition" was a more luxury oriented XK model with a luxurious interior fitted with soft-grain leather luxury seats, smooth canvas Suedecloth headliner, figured ebony veneers, Bright Metal sport pedals and a fancier set of wheels.*



*To mark the end of the XK's production, Jaguar unveiled the "XK Final Fifty Edition". Based on the XKR, only 25 coupes and 25 convertibles were built and sold exclusively to the US market. Externally identifiable by the louvered hood borrowed from the XKR-S GT.*

The edition was offered in salsa red, navy blue or truffle brown with aluminium or walnut wood trim along with heated sports seats, a 525-watt Bowers and Wilkins sound system, unique sill plates, stainless-steel pedals, choice of two 20-inch wheels, six special interior colours and four soft top colours (for the convertible).

### [XKR-S GT \(2013\)](#)

The "XKR-S GT" was a limited-edition version of XKR-S coupé with a worldwide production of 45 units (30 units in US/Canada and 10 units in the UK).

The GT included a host of upgrades over the standard XKR-S including a wider front track, stiffer suspension with bespoke dampers, carbon ceramic brakes, 145kg of downforce and a reduction in kerb-weight. J

The Jaguar XKR-S GT was only available in Polaris White with unique graphics and Jaguar R-S GT script on its louvred bonnet. It was unveiled by Jaguar in 2013 at the New York International Auto Show, followed by the 2013 Goodwood Festival of Speed.

### [Special Edition- XK Signature \(2014\)](#)

The "XK Signature" was a more luxurious version of the XK using the V8 engine tuned to 400hp. The non-supercharged cars were still capable of 155mph.

The cars were available with either 20-inch Kalimnos or Takoba alloy wheels and were fitted with diamond quilted leather upholstery, canvas suede cloth headlining, figured ebony veneers, leather seat in Ivory or Charcoal, reversing camera, metal sports pedals and a six-speed ZF automatic gearbox with steering wheel-mounted paddles.

### [XK-R Dynamic R \(MY2015\)](#)

The "XK-R Dynamic R" was a 'run out' version of the XKR with the Black Dynamic Pack.

It included stiffer suspension, a 10 mm ride height drop and body-kit extensions from the Speed Pack. A Performance Active Exhaust and Bright Metal sport pedals were also fitted as standard equipment.



## Feature - Jaguar XK8/XKR (cont)



*(Left to Right): The first production XK (X150); The very last XK (X150) built; and the penultimate XK that was the last customer car built.*

### Final Fifty (MY 2015)

Jaguar announced a special limited edition to mark the end of the XK production. 50 were sold, all in the US.

The Final Fifty was based on the XKR with a Dynamic Pack. The exterior is identifiable by an extra-louvered hood inspired by the XKR-S GT, "Vortex" 20-inch wheels, a rear wing, side sill extensions, and a rear diffuser.

The Final Fifty cars were split evenly in 25 coupe and 25 convertible body styles and all cars were fitted with a commemorative plaque signed by the then Jaguar's chief designer Ian Callum. They were fitted with sport a special badge on the centre console and an inscribed doorsill tread-

plate identifying them as limited-edition models.

### **Production Ends (2014)**

On the 24th July 2014, the very last X150 was built and was handed over to its new custodian - Jaguar Heritage (JH).

In a special ceremony at the end of the line, the car was handed over by Castle Bromwich Operations Director, Nicolas Guibert, to Mike Beasley, Vice-Chairman of the Jaguar Daimler Heritage Trust who received the car on behalf of the Trust for long-term safekeeping. It was registered with the special number JH14 XKR.

The final car was finished in Italian Racing Red with Warm Charcoal seats and fascia with red stitching. It is also

fitted with a 174 mph speed limiter, Carbon Fibre Engine Cover and Adaptive Front Lighting.

### **Awards**

The XK (X150) won the Top Gear magazine "GT of the Year" and "Car of the Year" awards in 2006.

The XK was also awarded the Engineering and Technology Award at the Prince Michael International Road Safety Awards in London. ■

### **WATCH VIDEO**

*X150 - Gorgeous Was Born That Way*



*2008 "XKR Portfolio" owned by Jaguar Drivers Club of Australia members John and Robyne Harlow. The Portfolio was a special edition developed by Jaguar's Special Vehicles and brake manufacturer Alcon. Only 10 coupes were exported to Australia. See story page 22.*



# CELEBRITIES AND THEIR XK's



*Britney Spears with her 'new' Jaguar XKR*



*UK tennis star Andy Murray arriving at Wimbledon in his 'new' convertible Jaguar XKR*



*American Singer-Songwriter Lana Del Rey returns with her 2013 Jaguar XK convertible after it was stolen by an obsessed fan.*



## CELEBRITIES AND THEIR XK's



*Pamela Anderson's bespoke Jaguar XK with 20" chrome wheels. I wonder how she manages to keep the white interior remotely clean.*



*Hollywood actress Mila Kunis poses with her Jaguar XKR-S*



# Apex Motorsports -XKR GT3

## Background: British GT3 Championship

This championship is a sports car racing series based in the UK. GT3 cars differ from GT1 and GT2 race cars by using more low-cost engineering and design elements in their development. Rules include extensive performance balancing and handicap weights to make the cars artificially more equal.

Manufacturers provide a ready-to-race car to a customer and the teams are then limited in what they can alter from production specs.

## FIA GT3 European Championship

The GT3 class mirrored that of the British GT Championship. It was launched in 2006 and ceased in 2012 giving way to one-make series such as the Ferrari Challenge and Porsche Supercup.

## Apex Motorsports

Apex Motorsport, was a successful British auto racing team founded in 1996 by former racing driver Richard Lloyd

In 2006 Lloyd, along with racing driver and entrepreneur Harry Handkammer, approached Jaguar Cars to develop a Group GT3 sportscar program built around the new aluminium bodied supercharged 4.2L Jaguar XKR (X150).

Apex and Jaguar agreed to build cars for the team as well as cars to be sold to customers to justify the cost of the program.



*Between 2007 & 2009, Apex Motorsport were a factory approved entrant into the FIA GT3 European Sports Car series with the Jaguar XKR-S. Four cars were built, each one an evolution and improvement of its predecessor. The first car now resides in the Jaguar Heritage Museum.*

## XKR Modifications

The modifications undertaken by Jaguar and Apex above the standard XKR were too many to list here.

Suffice to say the cars underwent extensive wind tunnel testing to redesign front and rear aerodynamics. The 510 bhp engines were dry-sumped with a remote oil tank and fitted with a six-speed sequential gearbox mounted at the rear of the car for improved weight distribution. Front and rear suspensions were purpose built and fitted with 18 x 11-inch wheels, larger discs and brake calipers and inboard airjacks.

From a distance the race cars looked like a standard XKRS. You could have bought one new for £400,000.

## 2007 season

Apex Motorsport first raced two cars late in the 2007 season for the International FIA GT3 European Championship and British GT Championship. The team was becoming competitive and the cars looked to be potential winners.

It was felt that all that was needed was more development over the winter break.

## 2008 Season - Tragedy

While developing the Jaguars in March 2008, Lloyd and team member Christopher Allarton, along with racing driver David Leslie were en route to France for testing when their aircraft crashed and the three, plus two pilots, were killed.

Despite the loss for the team, they continued their FIA GT3 campaign in 2008, racing three cars with good qualifying and good finishes.

## 2009 Season

The team pushed with further development of the cars however the project came to an early close in 2009 after no cars had been sold to customers and the team was dissolved.

Despite a huge amount of work by the team, without their mentor, Richard Lloyd, the team was reportedly destroyed, both emotionally and physically. Jaguar enthusiast and sponsor, Stuart Scott, bought the first car which now resides in the Jaguar Heritage Museum. The other three cars were bought by privateers and are now seen in historic racing and club events in the UK. ■



*In 2008 the team was involved in an air disaster on the way to a test at Paul Ricard which sadly claimed the lives of all 5 on board, including the team founder Richard Lloyd.*

[WATCH VIDEO](#)

*XKR GT3, D type & XKs test at Silverstone*



# Circuits des 24 Heures du Mans 2010

In 2010, with Jaguar celebrating its 75th anniversary, Jaguar were keen to promote the Marque. There was probably no better way to do this than to return to its spiritual racing home at Le Mans where it had won the race 7 times before.

Following his team's domination of the American Trans-Am series during the 2000's, in 2009 Paul Gentilozzi in partnership with Jaguar Cars Ltd founded "RSR Racing".

The aim was to build and race the Jaguar XKR in the GT2 class at the Le Mans 24 hour race as well as the American Le Mans Series. To comply with the Group 2 regulations, the XKR had to run without a supercharger.

## American Le Mans Series (ALMS)

The American Le Mans Series composed of Le Mans Prototypes (LMP) racing cars and Grand Tourer (GT) race cars such as Lamborghini, Ferrari, Porsche, BMW, Chevrolet, Ford and Jaguar.

The RSR XKRS first raced in September 2009 in what was the last race of the 2009 season. With over 100 cars competing, competition was fierce. The car looked spectacular and it was a promising start.

The first race for 2010 was the classic Sebring 12-hour race. Unfortunately, the car retired early with overheating problems. In its second race at Long Beach, they struck problems with a sticking accelerator and in its third race at the six-hour Laguna Seca race in May, the XKRS was troubled by a faulty alternator belt and subsequent flat battery which cost them several laps.



*The #81 RSR Jaguar XKRS driven by 7 times Trans-Am champion Paul Gentilozzi of the United States during practice for the 78th running of the Le Mans 24 hours race at the Circuits des 24 Heures du Mans on June 9, 2010 in Le Mans, France.*

## Le Mans 2010

In hindsight the lone XKRS should never have raced at Le Mans in 2010. History had shown that to win, even a class at Le Mans, a team needs multiple cars and lots of development time. Jaguar's win in 1957 came with no less than 5 cars.

With Le Mans in June, the team only had a week after the May Laguna Seca race to prepare the almost new racing car and send it to France. There was no time to improve reliability and performance.

In 2010 there were a total of 85 entries but only 55 cars were accepted to start. So, on a positive note, the fact that the Jaguar even qualified to compete in the 24 hour race was not insignificant.

The team struggled all weekend sorting out a series of problems including a blown clutch which significantly limited vital practice time.

Qualifying was much the same. The highest qualifying GT2 car was a Ferrari F430 in 36th place. The XKRS qualified 15th in its class putting it at the rear of the field for the start of the 24 hour race.

A Lola Le Mans Prototype LMP1 retired after one lap followed by the lone Jaguar. The XK was plagued by electronic issues (voltage spikes) that fried the ECU. The Jaguar officially completed 4 laps.

Car Manufacturers like early results and when they don't happen, the dollars don't hang around for long. What Paul Gentilozzi needed was a lot more money and a lot more cars. It never happened.

## 2011

There was no support for the 2011 Le Mans 24 hour race, and so there was no entry for 2011.

RSR continued to race in the American Le Mans Series (ALMS) with 2 cars. Regulations restricting engine air intake robbed close to 100 bhp, making the cars uncompetitive. The cars competed in all 9 races, but with the Jaguar Program ending after the last race in 2011, the XKR GT2's went into retirement. ■



*The #81 RSR Jaguar XKRS at Le Mans 24 hours race in 2010. The car started the race, many didn't, but lack of development cost them any hope or chance of a class win.*

[WATCH VIDEO](#)

*VIDEO: Jaguar RSR XKR GT2 at Long Beach*



# XK (X150) Joins XK8 to Win Trans-AM Series

## History: Trans-AM and Jaguar

As outlined in December's Classic marque, the Trans-AM Series was created in 1966 by Sports Car Club of America (SCCA) and evolved over time to include GT style race cars.

The Group 44 Jaguar XJS driven by Bob Tullius won the Drivers' Championship in 1977 and in 1978 he dominated the series winning 7 of the 10 races including the Watkins Glen 6 Hours, to win both the Drivers' championship and Manufacturers championship for Jaguar.

In 2000, the Trans Am Series brought in new manufacturer eligibility, multi-valve engines, fuel injection and spec rear wings. It marked the return of Jaguar, brought to the party by Michigan based "Rocketsports Racing" with two XK8's.

"Rocketsports Racing" won the prestigious series in 2001 (Paul Gentilozzi); 2003 (Scott Pruett); 2004 (Paul Gentilozzi); 2005 (Klaus Graf) and 2006 (Paul Gentilozzi), giving Jaguar a further five Drivers Championships and four Manufacturers' Trans-AM titles. (None was awarded in 2006).

Due to sponsorship issues, no Trans-AM Series occurred in 2007/8. This undoubtedly robbed Jaguar of two more championships.

## 2009 Trans-AM Series

Jaguars domination of the series during 2000's saw "Rocketsports Racing" joined by four teams, namely "JD Racing", "Pickett Racing", "Team Cytosport" and "Abacus Racing". All teams used modified un-supercharged XKR's (X150).

### Series Opener - Road Atlanta

With a field of 46 cars, the race was won by Greg Pickett in the No. 6 "Pickett Racing/Muscle Milk" Jaguar XKR.

Tomy Drissi in the No. 5 "Rocketsports" Jaguar XKR finished fifth.

Drissi's "Rocketsports" Jaguar was all set to claim second place when, on the final lap, the XKR sputtered to a stop with a fuel pickup problem, relegating him to 5th.

Rookie Daniel Ramoutarsingh, of Trinidad, Driving the No. 8 "Rocketsports" Jaguar XKR made an impressive debut to finish 6th.

### Round Two - Virginia Raceway

German Klaus Graf driving the No. 6 "Pickett Racing/Muscle Milk" Jaguar XKR, started last and drove through the field to earn his fifth career Trans-Am win. Graf was the provisional pole-winner before his XKR failed post qualifying technical inspection (wing height). As a result, Graf was moved to the back of the field.

However, it only took Graf 11 laps to take the race lead. Tommy Drissi finished fifth in his "Rocketsports" Jaguar XKR to help Jaguar lead the manufacturers standings, with 18 points, followed by Chevrolet (10) and Ford (9).

### Round Three - Mosport (Canada)

Deja Vu.

Klaus Graf again started last, but finished first to earn his second Trans-AM Series victory of the season.

Again, Graf was disqualified following post qualifying technical inspection for a wing height infraction and began last on the grid. However, he put on an impressive drive to win ahead of



*Tomy Drissi in his "Night at the Museum 2", No. 5 "Rocketsports" XKR about to overtake Rookie Daniel Ramoutarsingh, of Trinidad, also driving a "Rocketsports" XKR. Drissi won the Series Championship over the seven rounds contested. Drissi owns a Hollywood advertising agency that produces displays for upcoming movies in cinemas. For each race, the cars livery was changed to promote a different upcoming film.*



# XK (X150) Joins XK8 to Win Trans-AM Series



*Klaus Graf on his way to win the Mosport (Canada) Trans-Am race in the "Picket Racing" XKR. On two occasions, Klaus drove from the back of the grid and passed all 46 cars to win. Several DNF's robbed him of the 2009 Drivers Championship. However his two wins helped Jaguar win the Trans-Am Manufacturers Championship for the 6th time. Klaus previously won the Trans-AM Drivers Championship in 2005 when he dominated the series driving a "Rocketsports" XK8.*

Tomy Drissi in his "Rocketsports" XKR followed by Jorge Diaz Jr., of Puerto Rico in his "JD Racing" Jaguar XKR.

Jaguar extended its lead in the manufacturer's standings,

## **Round Four - Lexington Mid-Ohio**

Jorge Diaz Jr. in his "JD Racing" Jaguar XKR, led the second half of the Trans-Am Series Round Four race to capture his third-career series win. Tomy Drissi in his No. 5 "Rocketsports" Jaguar XKR finished a close second

In holding off Drissi's late-race charge, Diaz Jr. was also awarded the "Star of the Race" award. Drissi's second-straight runner-up finish, put him solely atop the Drivers' Championship standings.

## **Round Five - Portland Raceway**

Tomy Drissi crossed the start-finish line in his splashy No 5 "Rocketsports" Jaguar XKR to win his first Trans-Am race in nine years.

Greg Pickett in his XKR actually caught and passed pole-sitter Drissi in the 46-lap race. However, his XKR lost power shortly after he manoeuvred past Drissi and his engine completely detonated with 2 laps to go. There was so much

white smoke that cars following could not see where they were going and had to slow right down until the smoke cleared. Picket finished 5th.

Todd Harris driving the team "Cytosport" Jaguar XKR was second helping Jaguar extend its lead in the manufacturer's standings.

## **Round Six - Watkins Glen**

After five straight Jaguar wins, a Corvette finally broke the XKR stranglehold. However, Tomy Drissi in the Rocketsports XKR finished second and accumulated enough points to clinch the Trans-Am Drivers Championship title, even though there were two more races to go.

Driving No. 8 "Rocketsports" XKR, rookie Daniel Ramoutarsingh, of Trinidad, worked hard to earn his first career Trans-Am podium.

Race 7 at Bluegrass Motorsports Park was cancelled.

## **Round Eight - Road America**

Jorge Diaz, Jr. set the pace in his "JD Racing" XKR and opened up a lead of more than six seconds before he pulled off on lap 13 of the 23-lap race with a flat tire.

On lap 21 Daniel Ramoutarsingh in his XKR was running second and went to pass the leader but spun exiting the corner, leaving Cliff Ebben in his mustang alone at the front of the field. Ramoutarsingh still managed to finish second.

With 5 wins from 7 races and podium finishes in every race, Jaguar easily won their 6th Trans-Am Manufacturers Championship title.

## **2010 Trans-AM Series**

With Paul Gentilozzi forming RSR Racing in partnership with Jaguar Cars Ltd. to build and race the Jaguar XKR in the Le Mans 24-hour race and the American Le Mans Series, resources for the Trans-Am series was stretched.

However, Tomy Drissi in his "Rocketsports" Jaguar XKR won the first race and finished the series a creditable third overall against the bigger engined Chevrolet Corvette's. Following Jaguars domination in the series during 2000's, 2010 was the first Trans-AM season since 2002 in which an American manufacturer had won the championship. ■