

# Chapter 3

## JAGUAR XJR-6 (TOM WALKINSHAW RACING)



*The new TWR XJR-6s collected a crowd wherever they appeared. Resplendent in their British Racing green/white paintwork, they were amongst the best designed and built cars of their day. This is the car driven by Hans Heyer and Jan Lammers at Brands Hatch in 1985, in the pits. Chassis number 285. The XJR-6 was the only TWR car to have gullwing doors. (Courtesy John S Allen)*



*TWR came to Daytona to test in December 1987, where these four photos were taken. The car used was probably chassis number 188. (Courtesy Lee Self)*

When I look back at the Jaguar Le Mans success it is somewhat frustrating not having been part of a TWR Le Mans-winning effort ...

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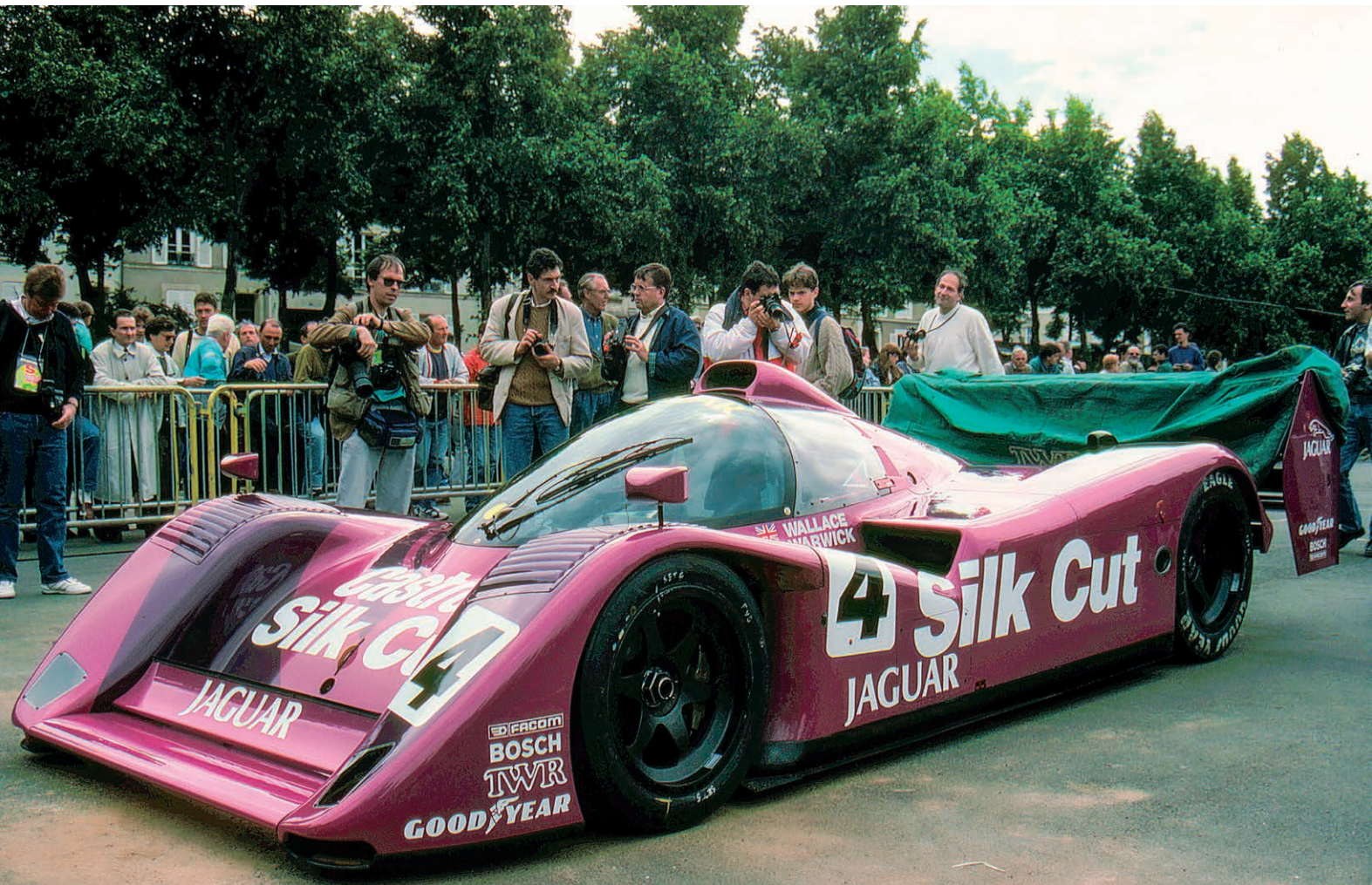


*Almost a home race. The British fans have always treated Le Mans as almost 'their' race. Note the hand written poster message to FISA. The British have never liked bureaucracy. (Courtesy John S Allen)*

new radial tyres, as against the 19in diameter ones on the XJR-9 for the previous year's crossply tyres. Sadly, Dunlop's new radials were not as good as perhaps they should have been, with the result that the TWR run cars did not have the grip to match the opposition. In desperation, TWR tried to go back to the 1988 set up but couldn't, as the suspension had been redesigned to take the new smaller diameter wheels. The new Group C Nissan, designed and built by Lola, also suffered from Dunlop's lack of readiness for the 1989 season, and a

switch to Goodyear for the following season was needed to put matters back in order for Jaguar.

The first race of the FIA World Sports Prototype Championship of drivers and teams (what a mouthful!) was at Suzuka on April 9th, and here the home country Toyotas took the first row. The second row held Jan Lammer's and Patrick Tambay's Jaguar, whilst fifth on the grid was Mauro Baldi's Sauber, now painted in Mercedes silver, with no sponsorship showing. Mike Thackwell was in the other Sauber, set to drive the whole race single-



*Number 4, chassis number 691, at Le Mans in 1991 was the XJR-14, to be driven by Andy Wallace, Teo Fabi and Kenny Acheson. It was withdrawn before the start, and the drivers dispersed to the various XJR-12s that actually took part in the race. (Courtesy John S Allen)*

24 hours. We also didn't have a big enough final drive gear ratio for the Mulsanne straight. So here I was, on the rev-limiter on the straight, but when I got to the Porsche curves, I just kept my foot in it and caught up to Jan Lammers in an XJR-12, which slowed me down. When I got back to the pits, the XJR-14s were put away and I was down to drive one of the XJR-12s and finally finished fourth."

Although both the Joest team, with its Porsche 962s, and TWR Jaguar, with its XJR-12s, ran high-downforce bodywork, it was the Mercedes C11s that topped the

times in qualifying, Schlesser piloting his car around in 3:31:27, almost 139mph average.

Four XJR-12s were entered, all running with their engines enlarged to 7.4 litres. A longer stroke of 88.5mm was responsible, together with shorter conrods. Three of the XJR-12s were in purple 'Silk Cut' colors, whilst a fourth was entered by Suntec, a Japanese education and university complex. A dark horse entry was the Mazda team with three four-rotor engine 787s. The team was managed by six-time Le Mans winner, Jackie Ickx. They only had to run at an 830kg weight limit.

