
Release Jaguar XJS

Posted by H1TM4N - 2016/04/22 23:16

Brickyard Legends Team present :
Jaguar XJS Trans Am, Group 44 - Bob Tullius

The story of chassis number 78-44 centers upon Bob Tullius, a U.S. Air Force veteran who began racing in 1961 and really started making a name for himself in the Trans-Am series in 1966. By the time he retired 20 years later, Tullius had competed in 60 Trans-Am races and won 21 of them, making him the second most winning driver in the series's history. Tullius raced under the banner of Group 44, a team he founded (and named for his number) that straddled the gap between professional sponsorship and amateur talent. Finished in the green and white Quaker State livery, Group 44's successful cars were a mainstay of Trans-Am and IMSA racing during the 1970s and early 1980s, setting a standard that has rarely been equaled.

Group 44's burgeoning success in Trans-Am during the mid-1970s was recognized as an opportunity by Michael Dale, Jaguar's vice-president of sales. Jaguar's parent company, British Leyland, had no interest in sponsoring a race program but Dale knew that a competition variant of the company's new XJ-S, the coolly received replacement for the discontinued E-Type, might be just the thing to drum up interest and publicity for the new model. With his strong track record and history of racing various Jaguars, Tullius and his Group 44 were the perfect candidates, and Dale soon contacted the driver about the possibility of entering an XJ-S in Trans-Am.

For the 1977 season, Tullius accepted a stock factory XJ-S, which project manager and occasional driver Brian Fuerstenau and crew chief Lawton "Lanky" Foushee modified in preparation for the rigors of Trans-Am racing. Competing in the series' Category I division, the Group 44 XJ-S took Tullius to the 1977 Driver's Championship.

The following year, it was decided that a lighter, more purpose-built car would be required to remain competitive, and the Coventry factory accordingly acid-dipped an XJ-S body to shave off weight and then delivered the shell to Group 44 in Falls Church, Virginia. Fuerstenau and Foushee built the acid-dipped shell into the car here. Among other pure racing components, they added a 32-gallon fuel cell and installed one of the 5.3-liter Jaguar V-12 engines that they had modified with six Weber carburetors in place of the fuel injectors, lifting power output to approximately 500 horsepower. Though 78-44 started slowly in the 1978 ten-race schedule, placing 9th at the first contest at Sears Point, California, on May 21, successive outings saw vast improvement, with a 2nd place finish at Westwood, British Columbia, on June 4, and a 3rd place at Portland, Oregon, on June 11. The Mont Tremblant race at St. Jovite, Quebec, on June 25, proved to be 78-44's first win, leading a string of seven consecutive victories to close out the season.

A checkered flag at Road America on September 4th sealed Tullius's claim to the 1978 Driver's Championship, while the Manufacturer's Championship was clinched with a win at the season's final contest, the Copa Mexico Trans-Am in Mexico City on November 5. As the newly crowned champion of the 1978 Trans-Am Category I season, 78-44 was entered three weeks later at IMSA's Camel GT season-ending 250-mile Challenge at Daytona, where the car encountered a power steering issue while running in 3rd place, yet it still managed to finish in 9th place.

Chassis 78-44 is accompanied by its original SCCA Vehicle Log Book for the 1978 Trans-Am season, a spare set of Jongbloed wheels with Goodyear racing tires, and numerous trophies and slides, as well as the FIA and FIVA paperwork. This purpose-built race car has been cosmetically untouched since its outing at Daytona in late 1978, and it is a cornerstone of the Group 44 legend and a significant chapter in Coventry's racing history. The ravishing two-owner silhouette XJ-S should attract the attention of Jaguar connoisseurs far and wide, and it promises a celebrated future in vintage competition and finer concours d'élégance.

-mod is linked to GTC-TC-76 class and the Chevy Corvette

-there are 3 physics sets available :

JAGUAR_XJS_XJR2.HDC

JAGUAR_XJS_XJR3.HDC

JAGUAR_XJS_XJR4.HDC

Credits :

- papag21 : 3d, mapping, file structure

- greg7 : physics, testing

- kiwisteve : templates, skins

- jandri : sounds

- rallymaster : testing

- Soze : research

Installation instructions:

- extract folder to X:/GTL/

Enjoy

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Aw: Release Jaguar XJS

Posted by 73mcclure - 2016/04/23 00:54

:woohoo: dankeschÄ¶n :dance:

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Aw: Release Jaguar XJS

Posted by DerOlf - 2016/04/23 01:47

Ein sehr schÄ¶ndes Auto, mal wieder
Ganz groÄ¶er Spass auf Hockenheim 88 ...

a very nice car once again ;)
Big big fun on hockenheim 88 ...

Danke/Thanks :woohoo:

GrÄ¼Ä¶e
Olaf

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Aw: Release Jaguar XJS

Posted by CasparGTL - 2016/04/23 09:08

Noch nicht gefahren aber.....sieht SO gut aus!!!

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Aw: Release Jaguar XJS

Posted by stiiv70 - 2016/04/23 13:19

Thanks guys!

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Aw: Release Jaguar XJS

Posted by CasparGTL - 2016/04/23 17:06

Wow! Faehrt GUUUUT!!!

Ich hoerte ein par Jungs sagen das der Sound noch ein bischen zu ruhig ist.
Kann sein.
<http://www.motorsportretro.com/2008/10/jaguar-win-the-jamies-hardie-1000-bathurst-1985/> :)

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Aw: Release Jaguar XJS

Posted by [GCZ] Henry F - 2016/04/23 19:14

Hi,

nen dickes Danke schÄ¶n!
Meega spassig die Raubkatze.
Starker Motor und sehr gut verteilte 1,4 Tonnen.
B) :cheer:

grÄ¼ssle

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Aw: Release Jaguar XJS

Posted by Burnie J - 2016/04/24 11:31

Hi Folks!

Ein dickes DANKESCHÄN an das Brickyards-Team für dieses Kästchen! Fährt sich super!B) :cheer:

A big THANK YOU to the Brickyards-Team for this lovely Kitten! Beautiful Ride!B) :cheer:

Grüß / Greetings

Burnie J (B J)

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Aw: Release Jaguar XJS

Posted by CasparGTL - 2016/04/24 17:05

Wenn Brickyard diese auch noch restaurieren kann.....

Einer meiner Altime Favos, John Steed's XJC!

https://www.youtube.com/watch?v=f2FVklW_9AQ

Kann leider die Szene wo Steed ein Formula V Fahrer auf Strecke einholt zum Interview nicht finden.

Rennversion von Broadspeed!

https://www.youtube.com/watch?v=f2FVklW_9AQ

<https://www.youtube.com/watch?v=EkfganZ9zIk>

<https://www.youtube.com/watch?v=tghSeiBsess>

<https://www.youtube.com/watch?v=-5QEN0mzCGA>

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Aw: Release Jaguar XJS

Posted by CasparGTL - 2016/04/24 22:01

5 S&G war es mir wert, bei 6 war es dann genug. :lol:

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Aw: Release Jaguar XJS

Posted by Terra24 - 2016/04/24 22:43

Sehr schönes und anstrengendes Event. Man musste ganz schön aufpassen auf sein Renngerät. Was manch einem nicht so gut gelang. Aber sonst eine feine Veranstaltung.

Grüße Sebastian.

PS: Die Ampel kenn ich gar nicht Herr Wachtmeister.

Aw: Release Jaguar XJS

Posted by CasparGTL - 2016/04/25 11:31

Im Replay sahe Ich das 2 JPS Autos in meiner Naeheliegen sterben.

Erst Lyn im 2ten Chicane. Sie (?) hat versucht zu ueberholen IN der Chicane und das geht leider nicht, oder man soll Tom Walkinshaw heissen.

Dann war McLure am drehen in Chicane 1 und obwohl Ich verzögerte konnte Ich ihn nicht vermeiden. KABANG! Ausfuer ihn und schwer beschadigt fuer mich.

Das Auto fuhr aber noch und Ich gewohnte mich daran.

Auf Platz 4 ein Anprall und dann kamen die S&Gs. Nach 2 Stuecken an die Box, und Ich bekam full Service obwohl Ich das nicht angezeigt hatte!

Nach 156 Sekunden raus und da war nicht alles repariert!

Mit kalten Reifen resultierte das in 2 S&G mehr und dann reichte mir das.

Danke fuer das Rennen!

Aw: Release Jaguar XJS

Posted by Philipp - 2016/05/05 12:01

CasparGTL schrieb:

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<https://www.youtube.com/watch?v=-5QEN0mzCGA>

Dieses Fahrzeug wird schon von Speedster63 realisiert:

<http://speedster63.blogspot.de/search/label/>

Re:Aw: Release Jaguar XJS

Posted by stii70 - 2016/05/05 13:20

<http://speedster63.blogspot.de/search/label/>

Wonderful site Philipp.

There is also the mighty Giulia Super, the car of italian bankrobbers of the seventies.... :P
