



JAGUAR RSR XKR GT2



Jaguar has Rocketsports Racing (RSR) of Lansing, Michigan to thank for its entrant in the newly revised GT2 racing class and a return to Le Mans. With 2010 marking the 75th anniversary of the Jaguar car brand it is a timely return. The GT2 this year more than most is shaping up to be a watershed year a Le Mans with more interest than it has gained in the past.

RSR team principal and driver Paul Gentilozzi is a five time Trans-Am Series Champion and is ably supported in driving duties by veterans Scott Pruett and Marc Goossens. There is a wealth of talent and experience.

The XKR GT2 is based on the standard XKR Aluminum chassis and utilises stampings, forgings, and extrusions, fastened by special rivets and high strength adhesives, which all offers a perfect platform build a GT2 contender on. Power is via way of the all-aluminum AJ-133 engine. The first XKR GT2 started as an off the production line complete Jaguar XKR and is not a specific panel built or fabricated car. The aluminium skeletal structure, the production doors, roof and deck lid are all used.

Jaguar assistance with the development came via way of Jaguar Advance Design

Studio headed and chief designer Ian Calum. The body has undergone intensive computational fluid dynamics work, the outputs of which was incorporated into the additional carbon fibre design forms made in clay at the RSR facility. Over 1100 man hours were spent during the clay process. The carbon fiber composite body work was molded and produced by a local company in Michigan and conforms to the ACO guidelines.

The end result is a GT2 car that contains the DNA and the spirit of the Jaguar Design Department and the production car," comments Gentilozzi.

Yokohama has been announced as the official tire supplier. "Partnering with RSR on the Jaguar XKR GT2 in ALMS is a perfect fit for Yokohama," said Mark Chung, Yokohama Tire Corporation director, corporate strategy and planning. "Motorsports is a core element in what we do. It's in our DNA - we like to compete and we like to win, and so does RSR. Our collective efforts will certainly put us among the leaders in GT2 next year. We are definitely eager to get going."

RSR is working very closely with Bosch Motorsport to integrate their technologies

Jaguar RSR XKR GT2

- AJ-133 90° V8
- Direct Fuel Injection
- 5000 cc 305.12 in³
- 410 kw 550 bhp
- 1245 kg 2745 lbs
- 441 bhp per tonne

for engine control and chassis data acquisition. The car will be equipped with a Bosch Motorsport ECU and data logger with color display, as well as Bosch spark plugs.

Gentilozzi has had a long relationship with brake supplier Brembo, winning races in Trans-Am and Champ Car. Brembo six piston front calipers on 380 mm discs with four piston rear calipers on 350 mm discs have been installed and actuated by a Tilton floating master cylinder pedal assembly. A 5.5 inch Tilton metallic clutch will allow power to flow from the modified Jaguar AJ133 engine to a Hewland CST Transaxle.

Rod Halligan





Jaguar RSR XKR GT2	
Year	2009
ENGINE	
Configuration	AJ-133 90° V8
Layout	Front Longitudinal
Valvetrain	4 Valves per cylinder DOHC
Fuel feed	FDirect Fuel Injection
Displacement	5000 cc 305.12 in ³
Power	410 kw 550 bhp @ 7000 rpm
Specific output	110.0 bhp per litre
bhp / tonne	441.77 bhp per tonne
BODY	
Aluminium and Carbon Fiber Composite Panels over Aluminum Chassis Structure	
Weight	1245 kg 2745 lbs
DRIVE	
Rear Wheel Drive	
Transmission	Hewland CST 6-Speed Sequential Transaxle
BRAKES	
Front brakes	Brembo 6-Piston Calipers Ventilated & Cross-Drilled
Rear brakes	Brembo 4-Piston Calipers Ventilated & Cross-Drilled
PERFORMANCE	
Top Speed	290 kph 180 mph

