

# Jaguar XJR Group C And GTP Cars: A Technical Appraisal Of The V12 Cars (A Foulis Motoring Book) By Ian Bamsey

**By Ian Bamsey**

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Jaguar XJR Group C and GTP Cars: A Technical Appraisal of the V12 Cars. Bamsey, Ian

Jaguar had not entered a full factory backed works team in the world sportscar championship since 1956, so there was tremendous excitement at the prospect of their

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The Jaguar XJR-9 was a prototype race car built for both Group C and IMSA Camel GTP, debuting in at the 1988 24 Hours of Daytona. An evolution of the design for the

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1987 Silk Cut Jaguar XJR-8 Endurance Racing Group C Coup

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The Jaguar XJR-4 (1982); From 1984 through 1993, Jaguar backed teams in both the World Sportscar Championship Group C and the IMSA Camel GTP competition with their

Jaguar XJR9. Jaguar XJR9 For Sale. this Silk Cut Group C Jaguar XJR 9 formed part of a competition programme that took Jaguar back to the forefront of motor sport.

The ex-Walkinshaw Racing, Spa 1000km winning 1987 Silk Cut Jaguar XJR-8 Endurance Racing Group C Coup Chassis no. XJR8/3.87 One of the most charismatic of all modern

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Lugar de coincidencia para "Jaguar XJR 12" en Tiene un V12 SOHC de 60 grados de 6.995 cc y 24 The FIA Group C and IMSA GTP prototype cars were among the

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Design . The 1991 season marked the introduction of the FIA's new, and controversial, 3.5 Litre Formula which replaced the highly successful Group C category that

Jaguar XJR-9: The Jaguar XJR-9 is a sports-prototype race car built by Jaguar for both FIA Group C and IMSA Camel GTP racing, debuting at the 1988 24 Hours of Daytona

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Feb 12, 2011 Silk Cut Jaguar XJR-9 Group-C Walkaround from the 1988 season.

The Jaguar XJR Sportscars were a series of race cars used by Jaguar-backed teams in both the World Sportscar Championship (WSC) Group C and the IMSA Camel GTP series

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The Jaguar XJR-5 (1984); Chassis number XJR5-010 was the last example of the XJR-5 to be constructed. The car was raced during the 1985 season and is believed to have

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