

TECH DATA

Jaguar XJR-15

GENERAL/POWERTRAIN

Body style.....	2-door, 2-passenger
Vehicle configuration.....	Mid-engine, rear drive
Engine configuration.....	60° V-12, SOHC, 2 valves/cylinder
Engine displacement, ci/cc.....	366/5995
Horsepower, hp @ rpm, SAE net.....	450 @ 6250
Torque, lb-ft @ rpm, SAE net.....	430 @ 4500
Transmission.....	6-speed man.
Axle ratio.....	N/A

DIMENSIONS

Wheelbase, in./mm.....	N/A
Length, in./mm.....	189.0/4800
Curb weight, lb.....	2314
Fuel capacity, gal.....	N/A

CHASSIS

Suspension, f/r.....	Independent/independent
Steering.....	Rack and pinion
Brakes, f/r.....	Vented discs/vented discs
Wheels.....	17 x 9.5/17 x 13.0
Tires.....	245/40ZR17/335/35ZR17 Bridgestone RE71

PERFORMANCE

Acceleration, 0-60, sec.....	4.5
Quarter mile, sec/mph.....	12.6/117.2
Skidpad, 200-ft, lateral g.....	0.95

PRICE

Base price.....	\$1,000,000
-----------------	-------------

TECH DATA

Lamborghini Diablo

GENERAL/POWERTRAIN

Body style.....	2-door, 2-passenger
Vehicle configuration.....	Mid-engine, rear drive
Engine configuration.....	V-12, DOHC, 4 valves/cylinder
Engine displacement, ci/cc.....	348/5707
Horsepower, hp @ rpm, SAE net.....	485 @ 7000
Torque, lb-ft @ rpm, SAE net.....	428 @ 5200
Transmission.....	5-speed man.
Axle ratio.....	2.41:1

DIMENSIONS

Wheelbase, in./mm.....	104.3/2650
Length, in./mm.....	175.6/4460
Curb weight, lb.....	3640
Fuel capacity, gal.....	26.4

CHASSIS

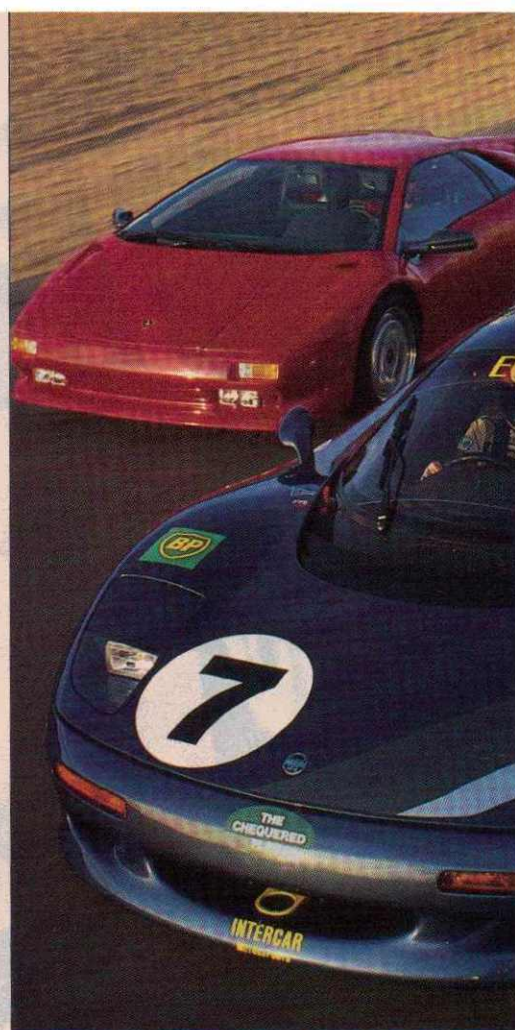
Suspension, f/r.....	Independent/independent
Steering.....	Rack and pinion
Brakes, f/r.....	Vented discs/vented discs
Wheels.....	17 x 8.5/17 x 13.0
Tires.....	245/40ZR17/335/35ZR17 Pirelli P Zero

PERFORMANCE

Acceleration, 0-60, sec.....	4.4
Quarter mile, sec/mph.....	13.2/109.6
Skidpad, 200-ft, lateral g.....	0.91

PRICE

Base price.....	\$239,000
-----------------	-----------



manual shifting system, which will trigger clutch activation by a squeeze of the shift lever. It'll even be possible to alter shift "firmness" to suit driver preferences.

The Diablo is a bigger car than the Countach: 6 inches longer, 1.5 inches wider, and 1.5 inches higher. It's also some 300 pounds heavier. Some of the increased weight is just because it's a bigger car, but the Diablo has a much higher standard-equipment content than does the Countach. Some of the upgrades include automatic air conditioning, electric windows, and a killer stereo (the subwoofer alone accounts for 26 pounds). The Countach had always been criticized for its stark, no-frills persona; Lamborghini and parent company Chrysler made sure to change that image with the Diablo.

It's general chassis layout is the same, but most of the Diablo's components are new. The chassis is a tubular space frame made up of square and rectangular section tubing, with classic double wishbone suspension front and rear. The body shell floor is a composite material for added chassis rigidity, and a thin carbon-fiber material is used for the bumpers, deck, and hood. The body shell is still aluminum, but a tougher alloy than that used on the Countach.

No ABS is fitted, unusual for a car of this potential, but the braking hardware is absolutely first-class. Steering is by a manual rack and pinion for that truly Italian race-car steering feel, but since 40 percent of the vehicle's weight is on the front axle, steering effort in the dreaded parallel parking maneuver is high.

The Diablo is definitely a sports car as only Italians can make them. Clutch pedal effort is high enough to bring tears to your eyes, and pushing on the throttle makes you wonder if maybe you hit the brake pedal by mistake. If

you can bench-press 400 pounds, you should have no trouble driving this car.

At the appointed time, both cars materialized at Willow Springs Raceway. The XJR-15 was hidden away in a huge semi trailer, while the Diablo rolled into the pit area after an uneventful trip from Los Angeles (if you call fielding all those admiring glances and outright offers to race uneventful).

Having driven a number of GTP cars, I found the amount of room inside the XJR-15 was a real surprise. In competition GTP cars, my helmet usually interferes with the door, rollcage, top, windshield, or all of the above, but in the this Jag, there not only was enough clearance to wear a helmet, but even plenty of room for long legs. The passenger side was equally spacious, with no clutter of instrumentation or black boxes.

Aesthetically, the XJR-15's interior is breathtaking. Expanses of shiny black carbon fiber woven with dull-yellow Kevlar are everywhere, all fitting together with meticulous precision. Instrumentation is detailed and legibly analog. The shift lever is less than 3 inches from the small steering wheel, and the motion between gears is almost imperceptible. The reclined seating position provides excellent forward visibility—over the top of the instrument panel you see only racetrack.

In anticipation of sitting inches in front of an open-exhaust racing V-12, I intentionally left my earplugs in the helmet bag. The music of such a big, potent V-12 at full song is a rare pleasure, and I was determined to soak up every decibel. As the engine sprang to life and settled into a muted rumbling idle, it was impossible to keep from grinning. Easing the unsynchronized six-speed into gear, I accelerated onto the front straight. Many race cars are dia-