



JAGUARUSA.COM/ACADEMY



LEARN HOW TO TAME 510 HORSES

**WE INVITE YOU TO
CONQUER THE TRACK**



CONTENT

The Anticipation	2
The Pros	4
The Performers	
- XFR	8
- XJR	10
- XKR	12
The Tracks	
- Monterey	16
- Las Vegas	18
- Miami	20
The Courses	22
The Skills	24
The Exhilaration	26
Registration Information	28





INCREDIBLE DESTINATIONS. LEGENDARY TRACKS. PLENTY OF ROOM TO PUSH JAGUAR CARS' LIMITS—AND YOUR OWN.

To really drive a Jaguar car and experience the full power and precise handling of this high-performance vehicle, you need to take it out onto the track.

The Jaguar Performance Driving Academy lets you do exactly that. Here's a place where you can experience the XFR, XJR and XKR in their natural habitat—at whatever pace you find exciting.

Learn how to push a Jaguar car to the limits in a controlled but exhilarating environment. Under the guidance of professional drivers including the likes of Davy Jones and Roberto Guerrero,* experience a day of high-performance cars and precise handling that will strengthen your driving skills.

Strap on a helmet just like the pros. Hear the roar of the engines. Feel a tingle go up your spine as you push a Jaguar car to the peak of performance. Drive a Jaguar car in ways that just aren't possible in everyday life.

You'll do all this and more in a day of high-powered, unforgettable excitement in an incredible city, at a legendary motorsports venue.

We'll see you on the track.



DAVY JONES
LEAD INSTRUCTOR

Davy Jones is the quintessential American racer. After 20 years, he’s earned a well-deserved reputation for stellar driving performances in U.S. and international motorsports. Jones raced for Jaguar for seven years with the most notable achievement being his win in 1990 at the 24 Hours of Daytona in a Jaguar XJR-12. In 1996, Jones became one of only seven Americans to win the 24 Hours of Le Mans. Driving for Galles Racing at the 1996 Indianapolis 500, he placed second in the third closest finish in Indy 500 history. With six overall starts at Indy, his tremendous achievements on the French racing team IMSA, and his victory at Le Mans, Jones has made his permanent mark on U.S. motorsports.



ROBERTO GUERRERO
INSTRUCTOR

Roberto Guerrero has participated in 29 Formula One™ Grand Prix. He competed in the British National Formula Ford Championships, achieving various victories and raced in the prestigious British Formula Three™ Championship, finishing second by one point in one of the closest championships in its history. Of special note were Guerrero’s 15 participations in the Indianapolis 500, where he achieved two second, one third, one fourth and one fifth place finish. He also sat on the pole at Indy with a record that lasted four years (average speed of 232 mph), which was coincidentally broken by his good friend and colleague—Davy Jones. Furthermore, Guerrero won two Indy car races—Phoenix and Mid-Ohio—and had six pole positions. In recent years, Guerrero has raced at the legendary Baja 2000.



ADAM BURROWS
INSTRUCTOR

After participating in the Rolex Sports Car Series competition and winning in a variety of amateur sprint road racing categories, Adam Burrows moved to endurance sports car racing in 2007, winning the GRAND-AM Continental Tire Sports Car Challenge Championship in his rookie season. In 2010, Burrows joined Kinetic Motorsports to help Kia Motorsport establish a racing program in North America, and achieve a season-best result of fifth place.



PAUL EDWARDS
INSTRUCTOR

Paul Edwards started his competitive driving in racing karts at age 12, and hasn’t slowed down since. He was the first American in 20 years to capture pole position in the British Formula Three Championship, and was a Red Bull finalist in the Red Bull Formula One Driver Search Program. In 2008, he won the GT Championship in the GRAND-AM Rolex Series. He posted 15 wins, 17 additional podiums and over 35 Top 10 finishes as a Factory GM driver. One of Edwards’ favorite wins was in a Formula One car at Monaco in the Monte Carlo Historic F1 race, driving a vintage 1975 Penske PC-3 Formula One car.



MARGY EATWELL
INSTRUCTOR

Margy Eatwell began her racing career at the young age of 11. She has competed professionally in the IMSA Endurance and SCCA World Challenges. She also competed in the 24 Hours of Daytona on an all-female team. Margy served as a pace car driver in the CART IndyCar series for 10 years and was an instructor for the Marlboro Racing School for five years. Currently, Margy conducts automotive product training and marketing events for various auto manufacturers.



MIKE FINCH
INSTRUCTOR

Born in New Zealand, Mike Finch has a long history in motor racing. After winning two New Zealand Formula Ford Championships as a young man, Finch moved to England to pursue formula racing and race team management with Tiga Racing Cars. Soon, opportunity beckoned from across the pond, and Finch found himself in the U.S., where he won multiple national championships. Now, he provides race instruction to up-and-coming drivers. He also coaches and manages his son, Malcom Finch, who is currently racing in the highly regarded development V8 series in New Zealand.

THE PROS



KEN HILL
INSTRUCTOR

Ken Hill has been racing competitively for nearly 20 years, winning championship trophies in vehicles ranging from open wheel formula cars to production sedans. His strong background in adult education helps him challenge and encourage driving students of all skill levels. His training techniques focus on vision and timing skills, which can benefit drivers both on the track and on the street.



WES HILL
INSTRUCTOR

Wes Hill has been actively involved in sports car racing for almost 20 years, and has coached professionally for over 15 years. His passion is for endurance racing and he has had many podium finishes in the endurance races he competes in showcasing his ability to balance speed with heads-up driving and mechanical prowess. Hill has competed at all levels of sports car racing in the U.S. including the Rolex Daytona 24.



TONY HUNT
INSTRUCTOR

As one of the most versatile drivers in the history of the United States Auto Club, Tony Hunt has won on both dirt and pavement surfaces and on road courses and ovals. A 10-time USAC Champion, Hunt currently competes full time in the USAC Western Classic Sprint Car division, and is second in all-time championships behind A.J. Foyt. His victories throughout the U.S. stand alone in the record books and continue to grow. Tony has been a trainer and driving coach for over 15 years.



MORGAN KAVANAUGH
INSTRUCTOR

A former trials bike racer, Morgan is now an instructor at Bridgestone Winter Driving School in Steamboat Springs, Colorado. One of the highlights of Morgan's two-decade career at the Winter Driving School was teaching Bruce Brown, the director, writer, producer and narrator of the 1971 motorcycle documentary, *On Any Sunday*. "It was that movie that influenced my life the most," he says. "It made me a motorhead. It essentially brought me to the Winter Driving School" Morgan adds.



SAM SCHULTZ
INSTRUCTOR

Sam Schultz grew up around motorsports, just minutes from the famed Watkins Glen International Raceway in upstate New York. Racing in the SCCA National competition, he was awarded National Driver of the Year in 2005, with a solid finish at the Championship Runoffs. The following season brought more success as runner-up in the IMSA Panoz Pro Series championship driving in the GTS class. Schultz has been professionally racing in GRAND-AM for the past seven years in both the Continental and Rolex divisions. He worked with Jaguar Team Rocketsports during their 2009 championship season in the Trans Am Series. He also set an unofficial lap record at the Daytona test days in 2011, backed up by setting the fastest ST lap of the race a few weeks later with Trade Manage Racing. Schultz also earned a top ten in his first GS class start later that season.



DOUG VAN DEN BRINK
INSTRUCTOR

Doug Van Den Brink has raced just about everything, including Quarter Midgets, open-wheel formula cars, NASCAR Busch and Pro-Cup stock cars. Van Den Brink is currently a competitor in the Formula Drift Championship. Accomplishments include three regional titles (one as late as 2012), two national titles, 46 pole positions and a top-three finishing percentage of 57.5 percent. He regularly teaches at high-performance driving schools and helps automobile manufacturers debut new products.



MARK WOLOCATIUK
INSTRUCTOR

Mark's extensive racing career includes four individual championships spanning over 20 years in nearly every type of vehicle, including formula open-wheel cars, stock cars, production cars—and even some ice racing cars. Wolocatiuk was a senior instructor at the Jim Russell Racing Driving School for 28 years, developing their Highway Survival program and managing all karting, racing school and competition programs. He has numerous TV driving credits, including two appearances on *Mythbusters*. Wolocatiuk has been involved with the Jaguar Performance Driving Academy since its inception.



XFR

Beautifully sculpted with an undercurrent of strength and power, the XFR strikes a perfect balance of aggression and charm. A 510 horsepower V8 supercharged engine makes this car roar down the track on its 20-inch Nevis alloy wheels. On the inside, soft grain leather seating, dark oak veneer and a dark mesh aluminum instrument panel surround you in sumptuous style, while a Meridian™+ 825-watt Surround Sound audio system with 17 speakers delivers concert-quality sound to the cockpit.

STATS

Engine:	510 hp / 5.0 liter V8 supercharged
0-60 mph Time:	4.7 seconds ⁺⁺
Top Speed:	155 mph ⁺⁺
Max Torque:	461 lb-ft at 2,000-5,500 rpm
Weight:	4,134 lb

“Just starting the XFR is an event. Find your perfect driving position, adjust the mirrors, and extend an index finger to the small starter button—the text of which pulsates in a red glow when you unlock the car—on the center console.”
— Motor Authority



XJR

The embodiment of passion in motion, the XJR presents a dramatic combination of beauty, luxury and sheer exhilarating power. The sweep of its streamlined roof is fashioned to slice through the air. Inside, its cabin is crafted to pamper you in soft leather and sumptuous finishes. At its core, a 550 horsepower V8 supercharged engine roars, pushing you along on 20" Farallon alloy wheels.

STATS

Engine:	550 hp / 5.0 liter V8 supercharged
0-60 mph Time:	4.4 seconds ⁺⁺
Top Speed:	174 mph ⁺⁺
Max Torque:	502 lb-ft at 2,000-5,500 rpm
Weight:	4,213 lb

“The 550-hp V8 is a peach, making power everywhere on the tach while sounding glorious. The XJR doesn’t skimp on (Jaguar’s) indulgent reputation, either.”
— Car and Driver online



XKR

With its aggressive looks and flawless interior equipped with HD Radio^{TM**}, the XKR coupe is the perfect companion on any road—especially a faster, curvier, more scenic road. For those who prefer their luxury with a touch of high-performance toughness, the XKR delivers. It goes from 0-60 mph in 4.6 seconds⁺⁺ and features a full-throated, active exhaust system with quad tailpipes.

STATS

Engine:	510 hp / 5.0 liter V8 supercharged
0-60 mph Time:	4.6 seconds ⁺⁺
Top Speed:	155 mph (limited) ⁺⁺
Max Torque:	461 lb-ft @ 2,500-5,500 rpm
Weight:	3,968 / 4,079 lb (coupe / convertible)

“The Jaguar XKR is gorgeous. All told I can’t think of a better grand touring car than the Jaguar XKR. Finally, the XKR is not as stiff as a typical sports car, making it much more enjoyable as a daily driver. I could certainly get used to it.”
— MSN Autos online





MAZDA RACEWAY LAGUNA SECA

MONTEREY, CALIFORNIA

Most people flock to California's central coast to be seduced by its stunning beauty. But for people who think there's nothing more beautiful than expertly navigating a gorgeous 11-turn, 2.238-mile track in a powerful car, Mazda Raceway Laguna Seca is the place to be.

The track's most famous feature by far is "The Corkscrew," found on turns 8 and 8A. "The Corkscrew" takes you on a vertical trip like no other track can. At the apex to Turn 8 (the left-hander and entry to "The Corkscrew"), the elevation drops 12%. By the time you reach the apex of Turn 8A (the right-hander), the elevation is at its steepest—an 18% drop. All in all, the Corkscrew drops 59 feet—a 5-story drop—in only 450 feet of track!

TRACK FACTS

Mazda Raceway Laguna Seca is a road course located in a wooded recreation area that hosts five world-class race weekends each season. In operation since 1957, it's a favorite of drivers and fans worldwide.





LAS VEGAS MOTOR SPEEDWAY

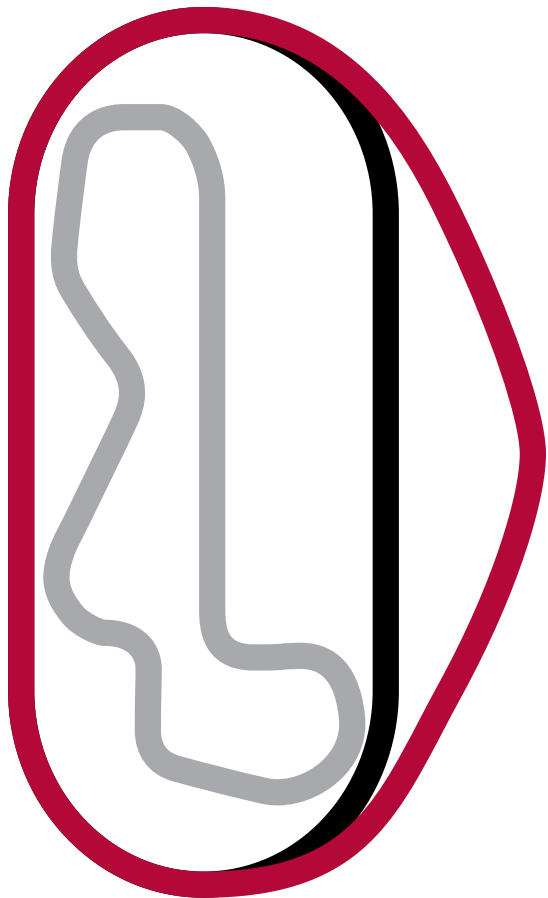
LAS VEGAS, NEVADA

Just a few miles away from the glitz, glamour and gambling of the Las Vegas strip, there's a different kind of action going on at the Las Vegas Motor Speedway. We're helping people like you drive Jaguar cars in ways you could never do on the street. Prepare for a driving experience you'll never forget under the desert sun

TRACK FACTS

The 2.4-mile outside road course you'll be driving is a classic asphalt course with exhilarating turns, thrilling straightaways, concrete curbing and ample runoff. Six possible configurations, ranging from 0.7 to 2.4 miles are available.

In addition to the outside road course, The Las Vegas Motor Speedway boasts its legendary oval raceway, a drag strip, dirt track and an off-road course.





HOMESTEAD MIAMI SPEEDWAY

MIAMI, FLORIDA

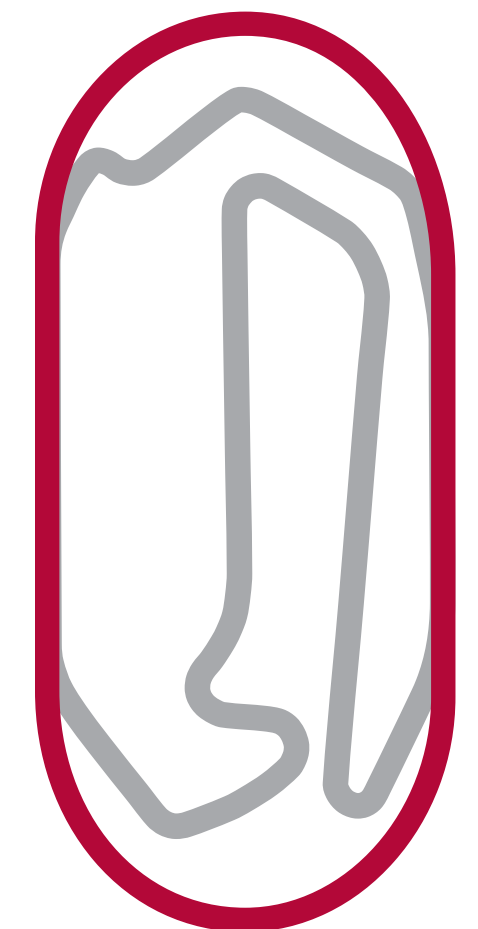
Check out some beautiful cars near some of the world's most beautiful beaches. It's all served up with a side of international flavor and sun-scorched excitement in South Florida.

Just down the coast from Daytona Beach, one of the ancestral homes of professional racing, Homestead Miami Speedway is making history of its own. And you can be a part of it, expertly navigating around the track in a brand-new Jaguar car. Just don't forget your sunscreen.

With 1,760-foot straightaways and recently re-designed variable-banking turns, the oval track at Homestead Miami Speedway offers plenty of thrills for drivers of all experience levels. Palm trees, gorgeous lakes and plenty of sunshine make this facility an excellent location to spend the day with high-performance cars and some of the world's best driving instructors and veteran racecar drivers.

TRACK FACTS

In May 2003, Homestead Miami Speedway underwent the most technologically advanced track-reconfiguration project in the history of motorsports: a \$12 million re-banking project that transformed the track from a flat six degrees to an 18-to-20-degree variable banking system in the turns. This 1.5-mile banked oval track features a 2.2-mile interior road course. The course you'll be driving utilizes parts of both the outer oval and interior tracks.





ALL-DAY BASIC COURSE¹

PROGRAM OVERVIEW

Prepare to experience Jaguar cars in an action-packed environment. Out on the track, you'll drive a Jaguar car in a way that will let you feel its true power. The Jaguar Performance Driving Academy's all-day Basic Course is complimentary to U.S. Jaguar owners who have purchased a new XFR, XFR-S, XJR, XJ Supersport, XJL Supersport, XJL Ultimate, XKR (Coupe or Convertible), XKR-S (Coupe or Convertible) or XKR-S GT model within the past 12 months. It's also available on a fee basis to all licensed drivers age 21 and over who want to experience the exhilaration of Jaguar performance.

THE CARS

Drive the XFR, XJR and XKR.

COCKTAIL RECEPTION WITH THE PROS

The night before the event, enjoy a meet and greet with your driving instructors.

EVENT DAY ACTIVITIES

Prepare for a day full of exciting activities and professional coaching that will strengthen your driving skills. You'll do autocross laps, handling and skid-control exercises, and you'll follow a driving instructor around the track to learn how to navigate the track's "line." After lunch and a photo session with the driving instructors, you'll feel the thrill of high-speed laps, where you'll ride along while a pro takes you around the track at full-throttle.

PROGRAM FEES

\$1,850¹

ALL-DAY ADVANCED COURSE²

PROGRAM OVERVIEW

For those who have completed the all-day Basic Course, the Jaguar Performance Driving Academy offers an even more comprehensive all-day Advanced Course. It offers more driving thrills, more time on the track and even more in-depth instruction.

THE CARS

Drive the XFR, XJR and XKR.

COCKTAIL RECEPTION WITH THE PROS

The night before the event, enjoy a meet and greet with your driving instructors.

EVENT DAY ACTIVITIES:

Drivers who have completed the Basic Course will spend the day building upon their skills. You'll do Traqmate Computer analysis, where you'll have your driving analyzed to help you improve your technique and lap times. You'll also drive autocross timed solo laps on an off-track course and take a short class on braking and cornering. Then you'll follow an instructor around the track to learn how to navigate the track's "line." At the end of the session, ride along while a racing pro takes you around the track at full-throttle.

PROGRAM FEES

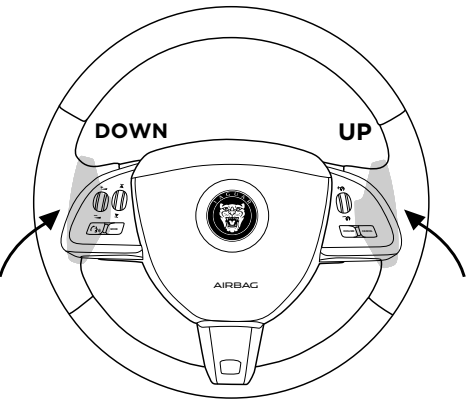
\$2,495²

START YOUR ENGINES

At the Jaguar Performance Driving Academy, you'll work with a team of some of the world's best driving instructors and veteran race car drivers—experts who have dedicated their lives to the exploration of speed and curves. Their knowledge and wisdom is imparted over the roar of the engine and the squeal of tires.

From behind the wheel, you'll learn the skills critical to unleashing the full capabilities of supercharged Jaguar cars. Practicing a fast-paced ballet on the track where every move is calculated, and the obliging Jaguar car responds in time with grace and agility. As the speedometer climbs, you'll find the conscious mind slips away and instinct takes control.

But a few quick tips couldn't hurt...



IN THE DRIVER'S SEAT

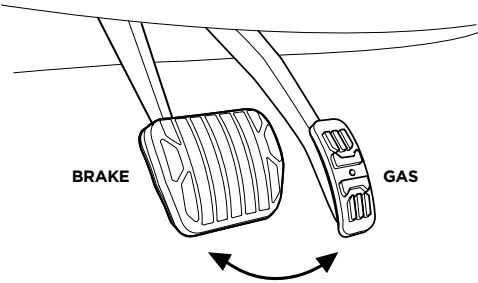
THE COCKPIT

The cockpit of a Jaguar car is designed to provide the driver with ultimate comfort and control of their car. To that effect, the steering wheel is integrated with controls for a number of functions, including paddle shifting.

DRIVER'S SEAT

Drivers should maintain a physical position that allows them to remain alert and conscious during the full duration of their trip—upright, shoulders back, arms slightly bent when gripping the steering wheel.

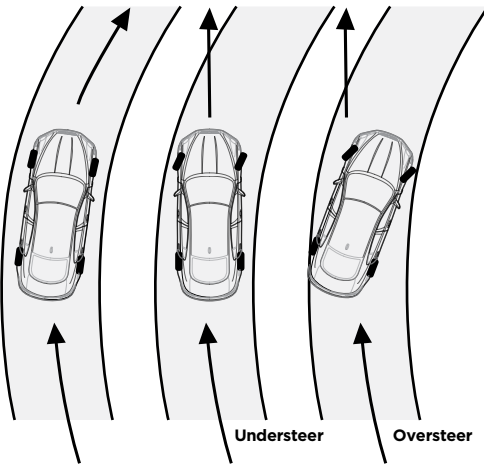
While the interior of every Jaguar car is crafted for luxury and comfort, posture plays a key role in the driver's ability to perform at his or her best. Adjust accordingly.



ACCELERATION, CORNERING AND BRAKING

Acceleration, cornering and braking are the essential operations keeping you in control of your car. The harmonic engagement of this seemingly simplistic trio in various sequences, periods and ratios results in nearly limitless amounts of fun.

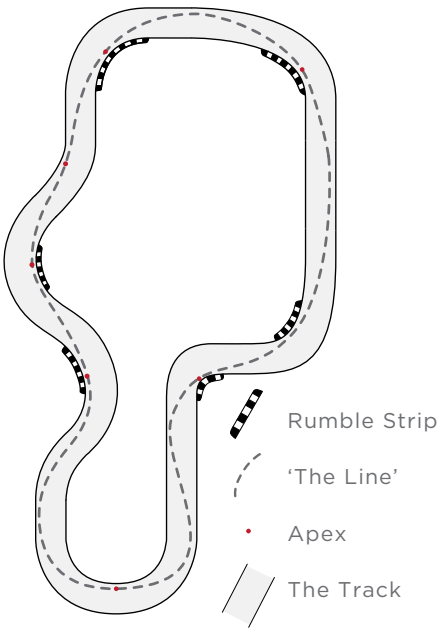
To achieve the full effect of Jaguar precision engineering and responsiveness, be liberal with the application of pressure on your pedals.



UNDERSTEER VS. OVERSTEER

Understeer occurs when the front tires reach and then exceed their maximum grip on the road during a turn. This often results in the car continuing its trajectory—leading front-end first, tangentially away from the direction the wheels are pointed.

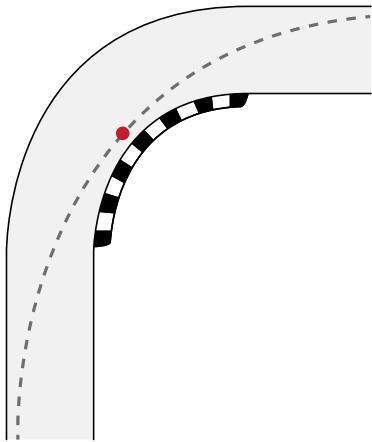
Oversteer occurs when the rear tires reach and then exceed their maximum grip on the road during a turn. This often results in the rear-end of the car sliding wider than intended—possibly initiating the beginning stages of a tailspin.



THE LINE

A track is the physical road circuit. Its features can be divided into straight-aways and corners.

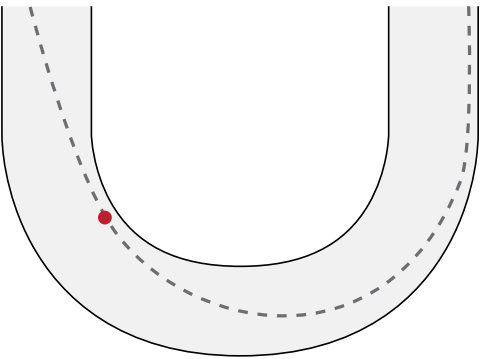
The line is the ideal path around the track—the strategic theoretical route that minimizes the amount of time it takes to complete one lap. If the track is presented as the problem, then the line represents the solution. It is often the route that provides the driver with the largest navigable arc around corners, enabling higher entering and exiting speeds, and subsequently higher speeds in straightaways.



THE APEX

The apex is the ideal point in a curve at which the car should be closest to the inside of the track. This spot is generally around the midpoint of the corner's arc (for constant radius corners).

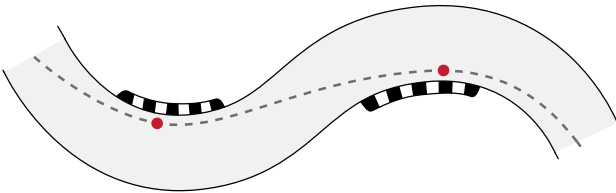
It's consistent with a line that limits the time spent turning (as opposed to going straight), an act that necessitates a reduction in speed—which is in complete opposition to the point of owning a Jaguar car.



THE HAIRPIN

This anachronistic term refers to a corner that turns back on itself, resembling the curved end of a hairpin. It is not known who coined the term, or why they were wearing a hairpin at the time (speculatively, this may have also been the generation of the phrase "hold on to your hat").

The most common strategy for taking the hairpin is a long, wide outside line with a single late apex. This allows the driver to maintain a higher speed throughout the turn, and enter the following straight-away poised for aggressive acceleration.



THE CHICANE

This feature characteristically links two or more modest curves, creating additional turns in the road. As a rule, those who drive Jaguar cars rarely compromise, but when navigating a chicane it is necessary. In order to position your car for maximum speed through the pass, you must compromise your line, or decrease your speed, through one of the curves. The compromised corner should be the one that does not lead into the longest period of acceleration (i.e. the longest straightaway).



“When you have a car with this kind of power, it’s in your best interest to learn how to drive it and control it.”

-Ed

“It far exceeded my expectations. It was like summer camp for adults.”

-Kevin

“There are no courses that compare with this. If you want to see what your car can do, this is where you want to be.”

-Loren

“What impressed me most was the demeanor of the instructors. These guys are international celebrities, but they’re as down to earth as anybody. These are serious professionals, and you get personal coaching, one on one, with almost all of them. This is something I’ll be talking about for years to come.”

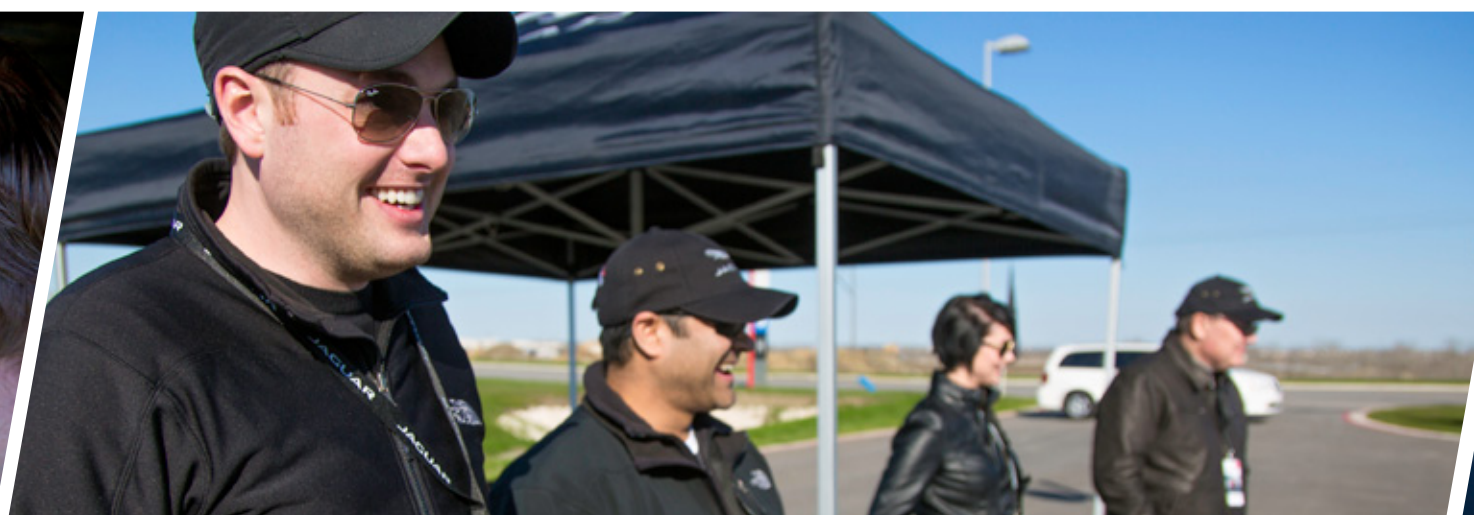
-David

“They are giving us an opportunity to do just about everything with these cars that can be done.”

-Stuart

“Best ride of my life.”

-Daniel



REGISTRATION INFORMATION

YOUR ONE-OF-A-KIND JAGUAR TRACK EXPERIENCE AWAITS.

Reserve your spot at the Jaguar Performance Driving Academy today.

Visit

JAGUARUSA.COM/ACADEMY

Call the Academy Concierge at
[866] 513-7200

*Instructors and drivers may vary by event, depending on their current race schedules and team engagements.

**HD Radio™ is a registered trademark of iBiquity Digital Corporation.

*Meridian™ is a trademark of Meridian Auto Limited.

†† Always follow local speed limits.

1. ALL-DAY BASIC COURSE

Jaguar participant is responsible for all travel and accommodation expenses to the event location. You must be at least 21 years of age and have a valid U.S. driver's license. Space is limited and available on a first-come, first-served basis. The Jaguar Performance Driving Academy Basic Course is complimentary to U.S. residents within twelve (12) months of purchase of one of the following new Jaguar models: XFR, XFR-S, XKR (Coupe or Convertible), XKR-S (Coupe or Convertible), XKR-S GT, XJR, XJ Supersport, XJL Supersport, and XJL Ultimate. The cost for all other participants to attend is \$1,850. Price is subject to change. Instructors and drivers may vary by event, depending on their current race schedules and team engagements. A cancellation 15 days or more prior to your scheduled event day is subject to a \$100 non-refundable fee. Cancellations 14 days or less prior to your driving event day are subject to a \$250 non-refundable fee. There is no charge for changing location or days.

2. ALL-DAY ADVANCED COURSE

Participants must first complete the Basic Course before taking the Advanced Course. Jaguar participant is responsible for all travel and accommodation expenses to the event location. You must be at least 21 years of age and have a valid U.S. driver's license. Space is limited and available on a first-come, first-served basis. The cost to attend the Jaguar Performance Driving Academy Advanced Course is \$2,495. Price is subject to change. Location, dates and vehicles included in the course are subject to change. Instructors and drivers may vary by event, depending on their current race schedules and team engagements. A cancellation 15 days or more prior to your scheduled event day is subject to a \$100 non-refundable fee. Cancellations 14 days or less prior to your driving event day are subject to a \$250 non-refundable fee. There is no charge for changing location or days.

HOTEL AND TRAVEL INFORMATION:

At each event location, we have reserved rooms at a nearby hotel where the evening reception will be held. Please note, however, that hotel room costs and ground/air transportation are the responsibility of the participant, and are not included in the program. The Jaguar Performance Driving Academy Concierge will provide details with your registration. Please call (866) 513-7200 for details.

