



2015 RACE RACES SPORTING & TECHNICAL REGULATIONS

2015 – Vredestein/JEC Jaguar XK Races

The JEC XK Jaguar races are for Competitors participating in Jaguar XK120, XK140 or XK150 vehicles manufactured between 1948-1961 & their component parts.1

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Vredestein/JEC Jaguar XK races are organised and administered by the Jaguar Enthusiasts' Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MSA Series Certificate xxxxxxxx

1.2 Officials:

1.2.1 Competition Secretary:

Terry Paul Dye, Edgeworth, Charfield Road, Kingswood, Glos, GL12 8SL. Tel 01453 842399

1.2.3 Race Stewards:

Graham Searle, Ken Bell & Keith Vincent

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the Jaguar Enthusiasts' Club and in possession of a valid 2015 MSA Entrants Licence

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Jaguar Enthusiasts' Club, be Registered for the Races and be in possession of valid Competition (Racing) B STATUS Licence (or higher), Or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the races by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £95 (£100 after March 1st) - Made payable to:- JEC

1.4.3 Registrations will be accepted from 1st January 2015 until 30th September 2015

1.4.4 Registration numbers will be the permanent Competition numbers for the Season.

1.5

Rounds:

The Vredestein/JEC Jaguar XK Races will be contested as 30-minute races as follows:

Date:	Circuit:	Organising Club/Centre
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May 16 th	Oulton Park International	AMOC
Jun 28 th	Donington Park National	AMOC
Jul 18 th	Snetterton 300	AMOC
Sep 5 th	Brands Hatch GP	AMOC
Sep 6 th	Brands Hatch Indy	AMOC
Oct 3 rd	Castle Combe Classic	C/Combe
Oct 10 th	Silverstone	AMOC

First 4 races will run with 50's Sports Cars but under JEC XK regulations. Final race will be run as an all- Jaguar pre '66 race.

1.7

Awards:

1.7.1

All awards are to be provided by the Race Meeting Organising Club

1.7.2

Per Round for each Class: 6 starters or more 1st-3rd trophies: 3-5 starters 1st & 2nd trophies: 2 starters 1st trophy only.

1.7.3

Bonuses: None

1.7.5

Presentations:

Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.6

Entertainment Tax Liability.

In accordance with current government legislation, the Jaguar Enthusiasts' Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the JEC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.7

Title to all Trophies:

In the event of any Provisional Results or Races Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the JEC in good condition within 7 days.

2. **SPORTING REGULATIONS - JUDICIAL PROCEDURES**
- 2.1 **Rounds:** In accordance with Section C of the 2015 MSA Yearbook .
- 2.2 **Races:** In accordance with Section C of the 2015 MSA Yearbook .
3. **SPORTING REGULATIONS - RACES RACE MEETINGS & RACE PROCEDURES**
- 3.1 Entries:**
- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates which shall be 10 days before each round.
- 3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.4 The Maximum Entry Fee for each round shall be in accordance with the Supplementary Regulations for that round.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the JEC may at their discretion run Qualification Races.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.2 Briefings:**
Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.
- 3.3 Practice:**
The minimum period of practice to be 6 laps. Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the races criteria and the decision of the Clerk of the Course shall be final.
- 3.4 Qualification:**
Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.
- 3.5 Races:**
The standard minimum scheduled distance shall be 15 minutes plus 1 lap whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 3.6 Starts:**
- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-
Standing/Rolling Starts:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 3.7 Race Stops**
- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
- This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.
- Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.
- 3.7.2 Case A - Less than two laps completed by Race leader. The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 Case B - More than two laps completed by Race Leader but less than 75% . The Race will restart from a grid set out by the finishing order of part one, (as per Q12.13.2). The result of the race will be the finishing order at the end of part 2. [Unless specified differently herein]. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q12.13.2.
- 3.8 Re-Scrutiny:**
All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.
- 3.9 Pits & Pitlane Safety:**

- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Speed Limit Pit Lane Speed Limit will be as documented in the regulations of the venue on which the Meeting is being held or Circuit regulations.
- 3.10 Race finishes:**
After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.
- 3.11 Results:**
All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

[3.12 Timing Modules:*

[3.13 Qualification Races:*

3.14 Operation of Safety Car

- 3.14.1 The Safety Car will be brought into operation & run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4. RACES RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.3.

- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1(a) & (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1(c)

- 4.1.3. Additional specific races penalties:

- 4.2 **Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Races:**
As per 2015 MSA Judicial Procedure Regulations.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The JEC XK Jaguar Races is for Competitors participating in Jaguar XK120, XK140 or XK150 vehicles manufactured between 1948-1961 & their component parts. Specifically excluded are XK120C (C-Type), XKD (D Type) & XK-E (E Type) which may qualify for the JEC 'Powered by Jaguar' Races

- 5.2.1 **Class A** – XK120,140 & 150 producing & conforming to their current full FIA Identity Documents including

Appendix K except in respect of tyres. Cars must run on control tyres (see 5.13)

Class B – 3.4 Litre cars with modifications that remain within production Special Equipment (SE) specification

Class C – 3.8 Litre cars with modifications up to production XK150 'S' specification

Class I – Other Jaguar XK vehicles of unlimited modification competing by specific prior invitation of the JEC. No races awards will be provided for this class.

5.3 Safety Requirements:

- 5.3.1 The Articles of MSA C (c) Safety Criteria Regulations as specified in section G Technical Regulations will apply.
- 5.3.2 Additionally, a red warning light conforming to C (c). 69-71 must be fitted.
- 5.3.3 Any fire extinguishers must conform with C (c) 52-66.
- 5.3.4 Competitors' attention is drawn to the general safety recommendations contained in C (c) 105-116.
- 5.3.5 Even if not mandatory within MSA Regulations, Roll Bars, head restraints & Full Harness Seat belts are strongly recommended
- 5.3.6 Racing safety seats may be fitted BUT are to be period appearance, either black, match existing trim & be sympathetic to the period.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

Wherever the term "XK" is used in these Technical Regulations to describe components etc. it shall mean only as fitted to the XK120/140/150 production sports cars unless otherwise specified. The JEC is particularly anxious that the cars are a credit to the Jaguar marque. All cars competing are expected to be presented in a manner that respects this objective.

5.5 CHASSIS

An original Jaguar XK chassis must be used.
Chassis lightening is allowed in only

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

Panels must be metal and be to original factory pattern, accurate reproduction of Jaguar factory body LT2 (as fitted to chassis no. 660748) is permitted in .
OR One of the special lightweight bodies build by Jaguar in 1951 and designated LT1,2 & 3, or an accurate reproduction of same may be fitted in only

Cars with bodywork modified during the period will be considered by JEC on an individual basis & may be entered in the relevant class PROVIDED they meet ALL other class requirements & specifications.

5.6.1.2 Interior

Classes B & C Original interior trim must be retained, although loose carpets should be removed.
Classes B & C Original dashboard must be retained.
Classes B and C later instruments may be fitted but must be of period appearance.
Classes B and C Additional instruments and switches may be fitted in but must be of period appearance.
Class B, C Perspex may be used to replace side windows although window frames must be retained as per production specification for the model concerned. Window winder mechanisms may be removed or substituted.

5.6.1.3 Exterior

Flared arches or other external body modifications prohibited. Discreet minor body modifications are permitted (contoured recesses) for the fitting of safety switches to prevent or minimise projection beyond the body-line. Fuel filler apertures may be modified & quick-release caps permitted. Such modifications must be of period appearance. Minor modification to line of bonnet & front wing permitted to accommodate the fitment of triple carburettors.
Opening vents located on front wing to rear of front wheel may be replaced by louvred panel not exceeding 14" x 8"

All Classes – Apertures as originally located behind front bumpers not to exceed 12" x 3.5"

Bonnet louvres are permitted.

Aero screens may be fitted to roadster models where originally available for the model together with the associated cowlings for central rear view mirror.

Radiator Grills must be retained in all classes as original for the particular model.

Classes B, C Alloy panels may replace steel. Bumpers may be removed.

5.6.2.4 Silhouette

The original plan and profile must be retained as per production specification subject to changes authorised.

5.7 ENGINE

5.7.1 Permitted Modifications

Reboring up to .060" allowed.

Class B – Only Pre 1970 cast iron block 3.4 Litre Jaguar XK engines with either A-series, B-series or C-type cylinder heads

Classes C – Pre 1970 cast iron block 3.4 or 3.8 Litre XK engines with any Jaguar production head excluding wide-angle may be used.

Classes B, C Camshafts are free.

Classes B, C Crankshaft dampers free.

5.7.2 Location

Classes B and C Original engine location must be retained.

Classes B, C the engine may be canted over for the purpose of allowing the carburettors to clear the steering column, but must remain within 10 degrees of vertical.

5.7.3 Oil/Water Cooling

Classes B, C Oil coolers may be fitted.

Dry sump systems are prohibited.

Classes B and C Aluminium radiators and later water pumps may be used.

5.7.4 Induction Systems

Air filters may be removed or replaced.

5.7.5 Classes B & C Inlet manifolds must be as fitted to a production XK series engine.

Class B – Carburettors restricted to two 1¾" or 2" SU's

Classes C - Triple 2" SU 's permitted.

5.7.6 Exhaust Systems

Classes B & C Original production cast exhaust manifolds as fitted to XK's to be retained. The 'swept back' cast manifolds as fitted to some XK engined saloons are not allowed.

5.7.7 Ignition Systems

In all classes, a single distributor in its original position must be the sole method of ignition timing and distribution. Rev limiters permitted.

Engine Management and/or mapping systems of any type are expressly forbidden.

Classes B & C electronic ignition aids, including triggering devices, are permitted.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

Original suspension configuration (i.e. double wishbone/torsion bar front, semi-elliptic rear) must be retained and use production XK components.

Spring rates, anti roll bars and shock absorbers may be updated.

The semi-elliptic rear springs must retain the XK type multiple leaves, which must not be fixed to each other in any manner whatsoever to give the effect of being solid through any part of their length.

Classes B, C Telescopic shock absorbers may be fitted to the rear of XK120's.

Class C A pair of single longitudinal radius arms may be fitted linking the point where the axle U-bolts attach to the

spring to a mounting bracket below the chassis in the area of the forward spring location.

5.8.2 Prohibited Modifications

Coil over shock absorbers are not allowed.

5.9 TRANSMISSIONS

5.9.4 Permitted Modifications

Classes B and C gearboxes can either be per production

XK specification or a later 4-speed all-synchro Jaguar box.

Class B must retain an unmodified non-locking differential

Classes C Limited slip differentials may be fitted

Class B, C Flywheels and clutches are free.

5.10 ELECTRICS

Classes B, C Alternators may replace dynamos.

Classes B, C starter motors are free

5.11 BRAKES

5.11.1 Permitted Modifications

Classes C One-piece steel discs may replace drums. 1-piece vented discs up 285mm diameter permitted. Cars not fitted with wire wheels may fit 2-piece discs, the friction area of which must be steel. Grooved/drilled discs not permitted. Servos may be added. Competitors must satisfy themselves as to the suitability/safety of such modifications. Brake calipers must be of cast ferrous metal construction otherwise they are free.

Classes B, C The replacement of the original clutch/brake pedals with a hinged pedal box assembly is allowed subject to there being no facility for remote brake bias adjustment from the driving position.

5.11.2 Prohibited Modifications

The use of a recirculating brake fluid system is prohibited. ABS systems are prohibited.

5.12 WHEELS/STEERING

5.12.1 Permitted Option

Class B The original steering box must be used on XK120's, although the original fixed column may be replaced with a collapsible one

Classes C Rack and pinion steering may be fitted to XK120's.

Classes B, C Steering Wheel may be replaced by a smaller wheel of period appearance.

5.12.2 Prohibited Options

Wheels of entire alloy construction prohibited. Hubcaps and wheel spats must be removed.

5.12.3 Construction & Materials

Only wire or steel wheels are to be used.

5.12.4 Dimensions

Classes B, C either 15" or 16" wheels may be used with a maximum rim width of 6".

5.13 TYRES

VREDESTEIN CONTROL TYRES:

Vredestein Sprint Classic 185 HR15

Vredestein Sprint Classic 185 HR16

Vredestein Sprint Classic 205/70 VR15

5.14 WEIGHTS

5.14.1 Minimum vehicle weights with driver. If ballast weights are used, the securing bolts must be predrilled for the purpose of attaching scrutineers wire seals. The weight of the car will be verified during random checks at any Races race meeting.

5.14.2 Classes A & B minimum weight is 1295 Kgs.

5.14.3 Class C minimum weight is 1325 Kgs.

5.15 FUEL TANK/FUEL

An aluminium tank to the original pattern may be substituted.

The use of an MSA approved fuel additive is permitted

Classes A, B & C The original-shaped fuel tank must be used and retained in the original position.

5.16 SILENCING

5.16.1 All vehicles must be silenced to within MSA levels specified in MSA Blue Book C (b) 23.

5.16.2 Silencers are free (subject to the above dB comment) but exhaust pipes must exit from the rear of the car in classes B & C.

5.17 NUMBERS & RACES DECALS

5.17.1 Competitors must display the following logos in highly visible positions:

- a) JEC logo on each side of the vehicle &/or JEC Roundel
- b) Vredestein logos – one on each side of the car on the front wing, behind the front wheel
- c) Jaguar World Monthly – one logo on each side of the car

These will be provided by the JEC on registration and will subsequently be available from the Races Co-ordinator.

5.17.2 A Sponsors logo must be carried on each side of the car on the front wing behind the wheel aperture. It must be uncluttered & clearly visible.

04 February 2015

Signed TPDYE

**Terry Paul Dye
Racing Co-ordinator
Jaguar Enthusiasts' Club**

Published Version