



AMOC '50s Sports Cars (For the Jack Fairman Cup)

incorporating the
'Vredestein/JEC XK Races'
Regulations 2016

1. Sporting Regulations

1.1 Title and Jurisdiction

The AMOC '50s Sports Cars Events do not constitute any form of championship. There will be no end of season overall champion.

It is the intention of the Organisers to create a friendly, gentlemanly and non-aggressive series of good-value events for high profile cars with competent drivers.

Therefore, a high standard of both car presentation and driver's behaviour both on and off the track is both expected and demanded.

Entrants should be aware that the Organising Club, whilst realising that race incidents can happen, will not accept nor tolerate poor, overtly aggressive or dangerous driving standards. Unsporting behaviour may result in withdrawal of future invitation to race.

Any driver or car failing to meet the standard approved by the Organisers will receive a written "Yellow Card" warning. Any further infringements within a one year period may result in an automatic exclusion from the series.

The Organisers reserve the right to refuse the entry of any competitor on reasonable grounds, such as a car being of the wrong type or level of modification.

These AMOC '50s Sports Cars Regulations should be read in conjunction with the current MSA Year Book. Competitors will be deemed to have full knowledge of these regulations, and to have accepted them in full. In addition, the specific details and regulations for the Vredestein/JEC XK races should be obtained from the Jaguar Enthusiasts Club; Race Co-ordinator, Terry Dye, email: blue.dye@virgin.net

1.2 Officials

'50s Sports Car Series Co-ordinator

Roger Bennington

email; rjb@astonclubracing.com

Licensed Eligibility Scrutineer

Stephen Walker

36 Terence Road, Liverpool, L16 8NW

Tel; 07778 179361

email; stephenwalker123@aol.com

Series Stewards

Michael Cartwright, Jim Keenan, Graham Battersby

1.3 Competitor Eligibility

All drivers must hold a valid MSA Competition National B Racing STATUS Licence (or higher). For international events drivers must hold a current MSA International or National A Race Licence or European equivalent with FIA endorsed logo.

The organisers reserve the right to add a time penalty to professional drivers who participate.

1.4 Registration

Registration form will be required for this Series in 2016.

1.5 Calendar of Events 2016

28th May 2016 Oulton Park

11th June 2016 Silverstone Grand Prix Circuit

23rd July 2016 Snetterton, 300 Circuit

13th August 2016 Brands Hatch Indy Circuit

1st October 2016 Silverstone, National Circuit

1.6 Classes

Class 1 - Production Sports and GT Cars up to 1650cc

Class 2 - Production Sports and GT Cars from 1651cc to 2000cc

Class 3 - Production Sports and GT Cars from 2001cc to 2700cc

Class 4 - Production Sports and GT Cars from 2701cc

to 3500cc

Class 5 - Production Sports and GT Cars over 3501cc

Class 6 - Sports Racing Cars up to 2000cc

Class 7 - Sports Racing Cars over 2001cc

The Organising Committee reserve the right to reclassify any car into a more appropriate class if in their opinion it is considered to be in keeping with the potential performance of the car. They also reserve the right to refuse an entry on grounds of a car being of the wrong type or level of modification.

The Eligibility Scrutineer reserves the right to carry out eligibility checks on any cars at his discretion or at the request of the Organising Club after qualification or post race.

The organisers reserve the right to combine the races with other grids as required.

1.7 Awards

A garland for the winner and awards for first three places overall for classes 1-5 and classes 6&7 will be presented following the race. In addition, awards will be made to the other class winners (subject to number of entries) at the Aston Club Racing Ltd; AMOC '50s Sports Cars Regulations 2016 Page 2 of 4

end of each race or meeting presentation ceremony. The Organising Club may at their discretion present additional awards at the end of the season.

In the event of any provisional result being revised after presentation of an award, and the revision changes the entitlement to the award, the initial recipient must return the award to the Co-ordinator in good condition within 7 days

At the end of the season the Jack Fairman Cup will be awarded to the entrant who, in the view of the organisers, has achieved the best combination of performance, condition and spirit through the season.

2. Sporting regulations / Judicial

In accordance with the MSA Year Book (Section C) or International regulations in country of event.

3. Sporting regulations - Race procedure

In accordance with the MSA Year Book (Section Q) or International regulations in country of event. Competitors should read all relevant parts of the 2015 technical regulations in the MSA Year Book.

3.1 Entries

Entry Fees shall be in accordance with the published fee on the respective Entry Form for the event.

Competitors are responsible for submitting the correct and fully completed Entry Form with the appropriate entry fee prior to the Event published closing date. Incorrect or incomplete entries will be held in abeyance until they are complete.

Acceptance of entries will be in accord with the MSA Yearbook Section H30. In the event of over subscription a reserve list of up to 20% of the grid will be accepted in accord with the chronological receipt of completed entry form.

Any Withdrawal of Entry or Driver/Car changes made after the published closing date must be notified in writing to the Series Co-ordinator. If Driver/Vehicle changes are made after the publication of Entry List the competitor concerned must seek approval of acceptance by the Stewards of the Meeting BEFORE sign on.

3.2 Briefings

Drivers must attend all briefings. Times and locations of briefings will be provided in the published timetable or as a published notice at the Drivers and Entrants signing on.



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3.3 Qualification

Drivers should complete a minimum of 3 laps practice in the car to be raced and in the designated session in order to qualify for selection and order of precedence as set out in the MSA Year Book, (Section Q). 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.

3.4 Races

Each race will feature a mandatory pit stop (see Section 3.10). Competitors will be permitted to run with an optional Co-Driver. The standard minimum scheduled race duration shall be 40 minutes whenever practicable. Refer to the MSA Year Book (Section Q) for full race procedures.

3.5 Re-Scrutiny

Any vehicle involved in a reported contact incident/accident must be re-presented to the scrutineers for further examination and approval.

3.6 Pits and Pit Lane Safety

All competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations and speed limits are complied with at all times.

3.7 Refuelling

There is to be no refuelling during qualifying or the races.

3.8 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with MSA Regulation Section Q, Appendix 2 of the MSA Year Book.

3.9 Timing Modules

Competitors are required to supply and fit an approved Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The modules must be in place and functioning correctly for all qualifying practice sessions and the races. Data logging will not be permitted.

3.10 Mandatory Pit Stop

3.10.1 Pit Stop and Driver Change:

Each race will feature a mandatory pit stop for all cars. During the pit stop, cars must remain stationary for a minimum of one full minute. Failure to remain stationary for this duration will result in a Drive Through penalty. Driver changes will be permitted during this stationary period.

3.10.2 Pit Stop Window:

For a 40 or 45 minute race, the Pit Stop Window will be between the 15th and 30th minute or as detailed in the briefing before the race. Failure to make a pit stop during the Pit Stop Window will result in a Drive Through penalty. Failure to make a mandatory pit stop will result in exclusion from the race results.

3.11 Race finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down; remain behind any competitors ahead of them; to Parc Ferme if instructed; comply with any directions given by Marshals or Officials; and keep the helmets on and harnesses done up while on the circuit or in the pit lane.

4. Race Penalties

In accordance with the MSA Year Book (Sections C & Q.12) or international regulations in country of event.

5. TECHNICAL REGULATIONS

5.1 Introduction

AMOC '50s Sports Cars events are primarily intended for 1950s GT cars and two seat racing cars running to a period specification.

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5.2 General principle

AMOC '50s Sports Cars events are for fun only and all cars will be accepted or refused by the Organising Club on their own merit with particular consideration given to a high standard of presentation.

FIA HTP papers will not be mandatory for any AMOC '50s Sports Cars events during 2016.

5.3 Safety Requirements

In accordance with the MSA Year Book (Section K) or International regulations in country of event.

5.4 General Technical Requirements & Exceptions

All Sports Racing cars in classes 6 and 7 must comply with FIA Appendix K Regulations and/or their FIA Historic Technical Passport.

All GT cars in class 1 to 5 must comply with the following regulations below (Sections 5.5 to 5.15):

5.5 Chassis & Bodywork

Chassis and Bodywork must remain as per original shape and material but may be lightened and/or strengthened. Silhouette must remain standard. It is not permitted to lower the body.

Bumpers and body mouldings may be removed but radiator grille must remain fitted.

Full width windscreens or aero-screens are permitted.

Local drilling or the cutting of holes in the front apron is permitted only to allow increased air flow to an engine oil cooler.

Non original holes in bodywork including those which may aid brake cooling are forbidden.

Strictly no flared wheel arches.

Any other modifications must be approved by the Organising Club.

A very high standard of presentation is expected and demanded.

5.6 Engine

Engines must be of the basic design for that make and model but an engine of a similar design from a later period may be fitted.

eg; Austin-Healey Sprite may fit a 1275cc engine.

MGA may fit 1798cc MGB engine.

Jaguar XK120 may fit a XK150 3.8 litre engine.

5.7 Induction System- Six and Eight cylinder cars

Carburation must be of the original production make and operating principles.

Carburettors must fit directly onto any inlet manifold from that model range within the period.

ie: Jaguar XK120 may fit 3 x 2" SUs from a XK150S.

Choke size is free.

5.8 Induction System- Four Cylinder cars

Four cylinder cars may replace original carburettors with single or twin Weber carburettors.

5.9 Exhaust System

Exhaust manifold and system is free but must be silenced accordingly to comply with MSA Regulations J5.17.1 to J5.17.8.

5.10 Ignition system

Ignition systems must be either points and condenser, or in

the interests of reliability an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

5.11 Steering and Suspensions



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Steering and suspensions must be of the basic design for that make and model using only the original pick up points.

5.12 Transmissions

Gearboxes must be of the basic design for that make and model, but a gearbox of a similar design and number of ratios from a later period may be fitted.

5.13 Brakes

Must be to a standard production specification from the manufacturer in period or from a later model range.

eg: Austin-Healey Sprite may use later Sprite brakes.

MGA may use MGB brakes.

Jaguar XK120 may use Jaguar Mk9 brakes.

5.14 Wheels

Must be of either steel disc or wire spoke type.

All cars must use wheel rim diameter in compliance with each manufacturer's specification, except cars originally fitted with 16" diameter wheels may use 15" diameter wheels.

All cars in classes 1 and 2 must use wheels with a maximum rim width of 5.5J.

All cars in classes 3 - 4 and 5 must use wheels with a maximum rim width of 6J.

5.15 Tyres

All **GT Cars** running during qualifying and races cars must use Dunlop Historic CR65 racing tyres or any road legal tyre of at least 70 series profile with a minimum tread depth of 1.6 mm (MSA Regulation J5.9.2).

All **Sports Racing Cars** must use Dunlop L Section Historic CR65 tyres with a minimum tread depth of 1.6 mm (MSA Regulation J5.9.2).

If a car is found to have tyre depth below 1.6mm in the assembly area the competitor must change to compliant tyre(s) before proceeding to the grid.

Failure to comply with tyre regulations will result in an automatic exclusion from the Event.

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